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DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2010

JULY 22, 2009.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. OLVER, from the Committee on Appropriations, submitted the following

R E P O R T

together with

MINORITY VIEWS

[To accompany H.R. 3288]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2010.

INDEX TO BILL AND REPORT

	Page Number	
	Bill	*Report*
Major Themes and Initiatives	.....	2
Title I——Department of Transportation	2	12
Title II——Department of Housing and Urban Development	72	140
Title III—Related Agencies:		
Architectural and Transportation Barriers Compliance Board	145	191
Federal Maritime Commission	146	192
National Infrastructure Bank	.....	192
National Transportation Safety Board	146	193
Neighborhood Reinvestment Corporation	147	195
United States Interagency Council on Homelessness	152	196
Title IV—General Provisions	152	197

51–124

MAJOR THEMES AND INITIATIVES

SUSTAINABLE TRANSPORTATION AND HOUSING INITIATIVES

The Committee is extremely concerned about the negative impact of transportation and housing on the environment. Roughly fifty percent of energy consumption and ensuing greenhouse gas emissions is attributable to the transportation and residential housing sectors. In the absence of policy intervention, rising greenhouse gas emissions are estimated by the UN's Intergovernmental Panel on Climate Change to cause a 2–4 degree Celsius increase in earth's average temperature by 2100, with more extreme increases in higher latitudes. Beyond general warming, climate change is expected to cause major shifts in precipitation patterns, displace large populations vulnerable to rising sea level, increase water shortages, and impact agricultural crop yields, among a host of other problems.

In addition to its effects on climate, increased fossil fuel usage is linked to reliance on unstable foreign political regimes, air quality and human health issues, and rising utility and fuel costs for the American citizen. Moreover, heavy dependence on rapidly depleting energy sources is unsustainable for current and future generations. Given the large influence transportation and housing has on energy consumption, the Committee is committed to funding initiatives that support sustainability.

The Committee is also dedicated to integrating both environmental and social priorities into community development for overall sustainable, livable communities. On average Americans spend fifty-two percent of their income on housing and transportation. The average American family spends roughly eighteen percent of its annual income on transportation alone, while lower income families spend as much as thirty-three percent. By encouraging transit-oriented development, families will have greater access to affordable public transportation and simultaneously decrease their environmental footprint, and urban areas can be revitalized. To further enhance transit-oriented benefits, green, affordable, mixed-income housing should be developed to make cities and towns more vibrant, energy-efficient, and sustainable while preserving the land around them. The Committee recommendation has included the following initiatives in an effort to advance the goals of building more sustainable communities and reducing the impact of transportation and housing on the environment:

—*Efficient airport approaches*—Provides $32,300,000 to develop additional aviation route procedures with the goal of reducing carbon emissions caused by aircraft.

—*Alternative aviation fuel*—Provides nearly $48,000,000 for overall aviation environmental research, including an increase of $13,000,000 to accelerate the development of viable alternative fuels.

—*Green design and construction standards for airports*—Directs the Federal Aviation Administration to work with airports and research institutions to develop green design and construction standards for airport facilities and airfields.

—*Clean fuel buses*—Provides $61,500,000, an increase of $10,000,000 above fiscal year 2009, for clean fuel buses.

—*Green transit facilities and vehicles*—Designates at least $182,000,000 for projects that meet the criteria developed under

the transit investment in greenhouse gas and energy reduction (TIGGER) grants.

—*Sustainability standards*—Requires the Federal Transit Administration to incorporate green building and livable community principles into future legislative proposals.

—*Corporate average fuel economy (CAFE) standards*—Provides $8,900,000 for the National Highway Traffic Safety Administration to continue implementing the requirements of the Energy Independence and Security Act of 2007 by issuing a CAFE rule impacting model years 2012–2016 vehicles and a rule requiring manufacturers to label additional fuel economy information on new vehicles.

—*Hydrogen fuel cell and alternative fuel vehicles*—Provides $1,000,000, a 667 percent increase above fiscal year 2009, for the National Highway Traffic Safety Administration to develop test procedures to assess the safety of hydrogen, fuel cell, and other alternative fuel vehicles.

—*Amtrak*—Provides up to $1,500,000,000 for Amtrak. Amtrak uses 17 percent less energy per passenger mile than airplanes and 21.4 percent less than automobiles. Rail also emits significantly less CO_2 per passenger miles than airplanes.

—*High Speed and Intercity Passenger Rail*—Provides up to $4,000,000,000 for passenger rail grants to support a more energy efficient and environmentally friendly transportation option.

—*Reducing maritime transportation environmental impacts*—Provides $3,875,000 for initiatives to advance energy efficiency and reduce air emissions from ships and ports and to research and develop effective means of ballast water treatment systems.

—*Sustainable Communities Initiative*—Provides $150,000,000 for a new initiative between HUD and DOT to catalyze regional planning efforts to better coordinate housing, transportation and energy policies.

—*Brownfields Redevelopment*—Provides $25,000,000 to revitalize vacant, formerly contaminated brownfield sites into productive use.

—*Energy Innovation Fund*—Provides $50,000,000 to expand the use of energy efficient mortgages and increase the penetration of energy efficient technologies and practices in single- and multi-family housing units.

ADDRESSING TRANSPORTATION AND HOUSING NEEDS OF RURAL AMERICA

Rural transportation needs are often overshadowed by the transportation and mobility challenges in metropolitan areas, yet rural areas face their own unique transportation and mobility challenges. According to the Census Bureau, 21 percent of the U.S. population, almost 60 million people, live in the 97 percent of land areas categorized as rural. Between 2000 and 2007, more than 60 percent of these rural communities lost population. At the same time, certain demographics, seniors and veterans in particular, disproportionately live in rural areas and require specialized transportation and/or housing assistance. Just like in metropolitan areas, many of these populations rely on public transportation in order to access jobs or basic health care services. These transit services are expected to become increasingly important as discussions on health

care reform often include increased reliance on outpatient medicine which must be supported by strong transportation opportunities.

Even more often overlooked but equally important within rural areas are public housing needs. Unfortunately, rural areas have historically received a disproportionately smaller share of public housing resources. This is especially poignant within Native American communities where the 2000 Census data found that more than 1 in 4 households experience severe housing needs and lack basic plumbing or kitchen facilities.

Moving forward, the Committee is committed to addressing the increasing challenge of providing adequate transportation and housing opportunities for rural communities. To that end, the Committee puts forth the following initiatives:

—*Essential Air Service*—Provides $175,000,000 to help ensure rural communities have access to air service.

—*Grants to Small Airports*—Provides $1,180,030,413 for critical safety, capacity and maintenance improvements at small airports that predominately serve rural areas.

—*Rural Highway Formula Funds*—Provides approximately $600,000,000 for highway projects in areas with a population of less than 5,000.

—*High Risk Rural Roads*—Provides $90,000,000 for the construction of and operational improvements to high risk rural roads.

—*Rural Transit Formula Grants*—Provides $607,025,922, an increase of nearly $69,000,000, to support public transportation in areas fewer than 50,000 people. In many rural communities, public transit options are essential for getting residents to the store, medical appointments, and work.

—*Amtrak*—Provides $1,500,000,000 for Amtrak capital, operating grants and the Office of the Inspector General to provide a national passenger railroad, which provides transportation options between rural and metropolitan communities.

—*Rail Line Relocation and Improvement Program*—Provides $40,000,000 to rehabilitate or relocate freight or passenger rail lines. In particular, this program can move tracks that run through the middle of small towns and upgrade tracks to improve freight rail commerce.

—*Native American Housing Block Grants*—Provides $750,000,000 to address affordable housing needs on reservations. Improved housing opportunities can provide a stable base to improve local economies and reduce the staggering unemployment rates in these communities.

—*Rural Innovation Fund*—Provides $25,000,000 to develop new innovative approaches for solving rural public housing needs.

HOUSING AND MOBILITY FOR SPECIAL POPULATIONS

Livable communities with ample access to affordable transportation and housing are essential elements of long-term health, wellness and quality of life for older adults and people with disabilities. The Committee recognizes that investments are needed now to accommodate a rapidly aging population. Mobility management is needed to assure that the transportation and mobility needs of people with disabilities and older adults are met, and to fully integrate these special populations into their livable communities. This effort must include ensuring proper access to current infrastruc-

ture, building accessible design elements into livable communities planning, and providing training to the affected populations.

In addition to mobility needs, housing initiatives for the elderly and disabled have been severely underfunded in recent years. As the population ages, adequate and affordable housing for this growing sector will be an increasing concern. The Committee strongly believes that an investment in public housing needs to be made now to accommodate these special populations. To that end, the Committee puts forth the following initiatives:

—*Public transportation for the elderly and individuals with disabilities*—Provides over $140,000,000, an increase of $7,000,000, in formula funds to address the transit needs of the elderly and individuals with disabilities.

—*Mobility management*—Encourages continued research and support for programs such as Project Action and the National Center on Senior Transportation to demonstrate innovative mobility solutions for special populations.

—*New Freedom program*—Provides $92,500,000 to expand transit options for people with disabilities.

—*Over-the-Road bus accessibility*—Provides $10,800,000 for grants to improve accessibility on buses and motor coaches.

—*Expediting design standards to improve accessibility*—Provides $200,000 for expedited rulemaking and issuance of guidelines for access to public transportation, housing, and infrastructure

—*Housing for the elderly*—Provides $1,000,000,000 for renovation, construction and conversion of affordable housing units for the elderly. It is estimated that 10 seniors are on a waiting list for every one unit of housing, and this funding will help to ease the affordable housing shortage for this population.

—*Housing for persons with disabilities*—Provides $350,000,000 for construction of affordable housing units for persons with disabilities, recognizing that this program is a cost-effective supportive housing alternative to expensive institutional settings.

—*Housing for persons with AIDS*—Provides $350,000,000 to sustain and expand supportive housing opportunities for persons with AIDS, many of whom have no other housing resource and might otherwise become homeless.

—*Homeless Assistance Grants*—Provides $1,850,000,000 to fund permanent and transitional housing opportunities for families and individuals who are homeless, which is especially crucial in this time of economic recession.

EXPIRING AUTHORIZATIONS FOR SURFACE TRANSPORTATION PROGRAMS

The current surface transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), expires on September 30, 2009. This legislation provides contract authority authorizations from the highway trust fund for most Federal highway, highway safety, transit, and motor carrier safety programs. The role of the appropriations process with respect to these contract authority programs generally is to set obligation limitations so that overall Federal spending stays within legislated targets and to appropriate liquidating cash to cover the outlays associated with obligations that have been made.

SAFETEA–LU authorized the Federal surface transportation programs through the end of fiscal year 2009 and Congress must reauthorize these programs in order to create new contract authority for fiscal year 2010 and later years. While there has been some preliminary subcommittee action in the House, there has been no action on the part of the House financing committee of jurisdiction nor has there been any movement in the committees of jurisdiction in the Senate. Until such reauthorization legislation is enacted, there will not be new contract authority to fund the Federal surface transportation programs beyond the end of fiscal year 2009. Much of the inaction and delay by Congress is the result of the cloud of uncertainty looming over the future solvency of the highway trust fund as the fund lacks a revenue stream capable of supporting even the current program funding levels.

In addition, the Administration is still developing its reauthorization proposal for surface transportation programs and, consequently, the President's budget that was submitted to the Committee contains no policy or funding recommendations for programs subject to reauthorization. The President's budget instead provides only baseline funding levels for all highway, highway safety, transit, and motor carrier safety programs, including increases mostly for only pay raises and other non-pay inflation adjustments. However, in recognition of the fact that the highway trust fund cannot support even a baseline program level with current highway user fees, the budget proposes to fund highway and transit programs mostly through appropriations of discretionary budget authority from the general fund. For highways, the budget proposes providing $36,107,000,000 from the general fund and only $5,000,000 from the highway trust fund. Similarly, the budget proposes to fund transit with $5,000,000,000 coming from the highway trust fund and $3,343,171,000 coming from the general fund. The President's budget notes that this funding presentation does not represent the Administration's recommended funding level or a budget approach for the upcoming reauthorization but is instead intended to accurately depict the condition of the highway trust fund and recognize that, under current law, maintaining even baseline spending would require support from the general fund. In addition, the Administration has recently stated its desire to see an eighteen month extension of the program rather than the much needed multi-year legislation that is needed to finance, maintain and improve our nation's infrastructure.

The Committee expects the authorizing committees of jurisdiction to act before the end of the fiscal year to either extend or fully reauthorize all of the surface transportation programs. Therefore, in the absence of a long-term surface transportation reauthorization and any specific guidance from the Administration, the Committee has generally assumed the continuation of the program structure and funding levels in current law as if extended through fiscal year 2010 even though the actual future structure of these programs is unknown at this time. Furthermore, continuing to set an overall program level for these surface transportation programs by placing an obligation limitation on future contract authority made available from the highway trust fund is consistent with the concurrent resolution on the budget for fiscal year 2010, S. Con.

Res. 13, which was passed by both the House and the Senate on April 29, 2009.

SOLVENCY OF THE HIGHWAY TRUST FUND

The precarious status of the highway trust fund has concerned the Committee for the last several years. It has been well-documented that expenditures have exceeded receipts into the highway trust fund for each of the last eight years, as shown in the following table:

HIGHWAY ACCOUNT OF THE HIGHWAY TRUST FUND

[In millions of dollars]

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	8–Year Total
Revenue	26,917	27,983	28,964	29,785	32,909	33,702	34,310	31,344	245,913
Outlays	-29,098	-32,219	-32,109	-31,971	-33,121	-35,280	-35,214	-37,440	-266,452
Net	-2,182	-4,236	-3,145	-2,186	-213	-1,578	-904	-6,095	-20,539

NOTE: Amounts may not add due to rounding.

Accordingly, both the Office of Management and Budget (OMB) and the Congressional Budget Office (CBO) estimate the highway account of the highway trust fund will have a negative cash balance between $3,900,000,000 and $8,600,000,000 in fiscal year 2010. The mass transit account is not faring much better and is also projected to become insolvent by fiscal year 2011 according to OMB, but not until fiscal year 2012 according to CBO. The Committee believes strongly that financing the current and future needs of the nation's surface transportation systems is the single most urgent transportation challenge we face.

Of more imminent concern to the Committee is the projection by the Administration that the highway account will experience cash flow problems as early as this summer as the surface transportation programs continue to outlay at a greater pace than receipts are coming in. As a result, the cash balance in the highway account of the highway trust fund has dropped by several billion dollars since the beginning of the fiscal year. Assuming that the current economic situation stays as projected, the Federal Highway Administration is estimating that in August there will be insufficient funds in the highway account to cover the bills from the states when they are presented to the agency for payment. This would be similar to the problems the highway program experienced last summer, which prompted Congress to transfer $8,017,000,000 from the general fund to the highway account of the highway trust fund. The Administration estimates that approximately five to seven billion dollars will ultimately be needed to address this funding shortfall in fiscal year 2009, assuming a prudent balance of $4,000,000,000 in cash is needed in the highway account in order to pay all bills and manage the cash flow. Similarly, the Administration has stated that the highway account will need an additional eight to ten billion dollars in order to support a program level of $41,107,000,000 and keep the account solvent in fiscal year 2010, assuming the current economic situation stays as projected.

This has put the Committee in the difficult position of recommending funding levels for the highway, highway safety, and motor

carrier programs without any assurances that sufficient balances will be available in the highway trust fund to support these programs at even the funding level enacted for fiscal year 2009. Absent any other action by Congress that would replenish the balances of the highway trust fund, this Committee would be required to cut Federal investments in highway infrastructure to roughly one-eighth the size of the current program, which is all the highway account can support in fiscal year 2010 given current revenue and outlay projections. The Committee believes that such a severe reduction to the highway, highway safety, and motor carrier safety programs would impose unreasonable hardships on state budgets and the national economy, and it would threaten the safety of our transportation system. The Committee fully expects the authorizing committees of jurisdiction to take prompt action to restore the solvency of the highway trust fund to ensure that much needed transportation investments can continue to occur in the years ahead and believes that there must be sufficient resources in the highway trust fund to meet at least the baseline highway, highway safety, transit, and motor carrier safety funding levels in fiscal year 2010. Accordingly, the Committee will continue to carefully monitor the balances in the highway trust fund to determine whether these funding levels are sustainable.

THE EFFECT OF GUARANTEED SPENDING

Over a decade ago, in 1998, the Transportation Equity Act for the 21st Century (TEA–21) amended the Balanced Budget and Emergency Deficit Control Act and created, over the objections of the Appropriations and Budget Committees, two new additional discretionary spending categories or "firewalls"—the highway category and the mass transit category. By writing these transportation categories into law, the funding for highways and transit was essentially "guaranteed" for the life of the authorizing legislation and fundamentally removed all funding decisions related to these programs from the annual appropriations process.

The establishment of the highway funding category was based upon the principle that the highway program would be funded solely from a dedicated revenue source financed by transportation excise taxes and, since Congress imposed these taxes with the assurance that the collected funds would be spent on infrastructure improvements, the funds needed to be spent for their intended purpose rather than sitting idle in "bank accounts", masking the real size of budget deficits. Based on this argument, highway funding, in terms of obligations, was set by TEA–21 to equal to the projected receipts into the highway account of the highway trust fund for the prior year, meaning that fiscal year 2002 funding was set equal to the estimated fiscal year 2001 receipts. TEA–21 was successful in guaranteeing that almost all of the receipts that were to be collected over the five-year period, fiscal years 1998 through 2002, would be available for obligation in fiscal years 1999 through 2003, falling $962,000,000 below its ultimate goal of linking spending to estimated receipts, dollar for dollar.

	Estimated Highway Account Tax Receipts (Sec. 8101(d) of TEA–21)	Highway Category Guarantees (Sec. 8003(a) of TEA–21)	Mandatory Highway Funding (Contract Authority)	Total Highway Funding	Comparison: Guarantee vs. Prior Year Receipts
FY 1998	22,164,000,000	—	—	—	—
FY 1999	32,619,000,000	25,883,000,000	739,000,000	26,622,000,000	+4,458,000,000
FY 2000	28,066,000,000	26,629,000,000	739,000,000	27,368,000,000	-5,251,000,000
FY 2001	28,506,000,000	27,158,000,000	739,000,000	27,897,000,000	-169,000,000
FY 2002	28,972,000,000	27,767,000,000	739,000,000	28,506,000,000	—
FY 2003	29,471,000,000	28,233,000,000	739,000,000	28,972,000,000	—
					-962,000,000

As the Committee noted during deliberations on this bill, TEA–21 effectively established mandatory spending programs within the discretionary budget caps. This undermines Congressional flexibility to fund other equally important programs within the Committee's jurisdiction not protected by funding guarantees and limits the Committee's ability to address emerging priorities. These funding guarantees also skew transportation priorities inappropriately by mandating increases to highways and transit spending, while leaving safety operations related to aviation, highways, motor carriers, pipelines, and railroads to scramble for the remaining resources.

Yet, over the continued objections of the Committee, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA–LU), which was enacted on August 10, 2005, to reauthorize surface transportation programs, extended the highway and mass transit budgetary firewalls and the point of order under House rules enforcing the firewalls through fiscal year 2009. However, SAFETEA–LU abandoned the fiscal discipline of its predecessor legislation and broke the linkage between spending and receipts by setting a spending level almost $27,600,000,000 higher than the total projected receipts over a four year period.

	Estimated Highway Account Tax Receipts (Sec. 8002 of SAFETEA–LU)	Highway Category Guarantees (Sec. 8003(a) of SAFETEA–LU)	Mandatory Highway Funding (Contract Authority)	Total Highway Funding	Comparison: Total Funding Guarantee vs. Prior Year Receipts
FY 2005	31,262,000,000	35,164,292,000	739,000,000	35,903,292,000	—
FY 2006	33,712,000,000	37,220,843,903	739,000,000	37,959,843,903	+6,397,843,903
FY 2007	34,623,000,000	39,460,710,516	739,000,000	40,199,710,516	+6,487,710,516
FY 2008	35,449,000,000	40,824,075,404	739,000,000	41,563,075,404	+6,940,075,404
FY 2009	36,220,000,000	42,469,970,178	739,000,000	43,208,970,178	+7,759,970,178
					+27,585,600,001

The resulting overspending has, not surprisingly, led the highway account that serves as the sole funding source for the highway program on a downward spiral to insolvency. Although several Congressional committees and transportation advocacy groups have tried to blame the looming insolvency of the highway trust fund on emergency highway funding appropriations or the loss of interest payments since 1998, most of the current problems within the highway trust fund are due to the fact that the highway program's funding source was overcommitted by the SAFETEA–LU authorizing legislation—undermining the "user pays" principle underlying

the guarantees—while also amending the existing statutory controls on highway overspending ("revenue aligned budget authority" and the "Byrd test") so that they would not do their job of preventing highway spending from outpacing eventual tax receipts. Now that the highway trust fund is in desperate need of a financial transfusion, it warrants a reevaluation of whether or not these guarantees should be continued and how statutory safeguards against overspending the highway trust fund can be strengthened.

As in past years, the Committee has done all in its power, considering this environment, to produce a balanced bill providing adequately for all modes of transportation as well as all non-transportation programs under the jurisdiction of this bill. This year the Committee is in the unique situation of recommending funding levels for the highway, highway safety, and motor carrier programs for fiscal year 2010 that even at a baseline level with minimal increases cannot currently be supported by the highway trust fund. However, the Committee has moved forward with its part of the process fully expecting the authorizing committees of jurisdiction to take prompt action to restore the solvency of the highway trust fund to ensure that sufficient resources will be in the highway trust fund to meet at least the baseline highway, highway safety, transit, and motor carrier safety funding levels in fiscal year 2010 and beyond.

OPERATING PLAN AND REPROGRAMMING PROCEDURES

The Committee continues to have a particular interest in being informed of reprogrammings which, although they may not change either the total amount available in an account or any of the purposes for which the appropriation is legally available, represent a significant departure from budget plans presented to the Committee in an agency's budget justifications and supporting documents, the basis of this appropriations Act.

The Committee directs the departments, agencies, corporations and offices funded within this bill, to notify the Committee prior to increasing any program, activity, object classification or element in excess of $5,000,000 or 10 percent, whichever is less. Likewise, the Committee directs the same entities noted above to not decrease any program, activity, object classification or element by $5,000,000 or 10 percent, whichever is less. Additionally, the Committee expects to be promptly notified of all reprogramming actions which involve less than the above-mentioned amounts. If such actions would have the effect of significantly changing an agency's funding requirements in future years, or if programs or projects specifically cited in the Committee's reports are affected by the reprogramming, the reprogramming must be approved by the Committee regardless of the amount proposed to be moved. Furthermore, the Committee must be consulted regarding reorganizations of offices, programs, and activities prior to the planned implementation of such reorganizations.

The Committee also directs that the Department of Transportation and the Department of Housing and Urban Development shall submit operating plans, signed by the respective secretary for the Committee's review within 60 days of the bill's enactment.

RELATIONSHIP WITH BUDGET OFFICES

Through the years, the Committee has channeled most of its inquiries and requests for information and assistance through the budget offices of the various departments, agencies, and commissions. The Committee has often pointed to the natural affinity and relationship between these organizations and the Committee which makes such a relationship workable. The Committee reiterates its longstanding position that while the Committee reserves the right to call upon all offices in the departments, agencies, and commissions, the primary conjunction between the Committee and these entities must normally be through the budget offices. The Committee appreciates all the assistance received from each of the departments, agencies, and commissions during the past year. The workload generated by the budget process is large and growing, and therefore, a positive, responsive relationship between the Committee and the budget offices is absolutely essential to the appropriations process.

TABULAR SUMMARY

A table summarizing the amounts provided for fiscal year 2009 and the amounts recommended in the bill for fiscal year 2010 compared with the budget estimates is included at the end of this report.

COMMITTEE HEARINGS

In addition to the hearings noted above, the Committee also conducted extensive hearings on the programs and projects provided for in this bill. Pursuant to House rules, each of these hearings was open to the public. The Committee received testimony from cabinet officers, agency heads, inspectors general, and other officials of the executive branch in areas under the bill's jurisdiction. In addition, the Committee has considered written material submitted for the hearing record by Members of Congress, private citizens, local government entities, and private organizations. The bill recommendations for fiscal year 2010 have been developed after careful consideration of all the information available to the Committee.

TERMINATIONS, REDUCTIONS AND OTHER SAVINGS

In order to invest in the important programs funded in this bill and to use the resources available to it wisely, the Committee has proposed a number of program terminations, reductions, and other savings from the fiscal year 2009 level totaling over $1.5 billion and $3.7 billion in other program terminations, reductions, and other savings from the budget request. These adjustments, no matter their size, are important to setting the right priorities within the spending allocation, for getting the deficit under control, and creating a government that is as efficient as it is effective.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2010, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" shall mean

any item for which a dollar amount is contained in an appropriations Act (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to capital investment grants within the Federal Transit Administration. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment within the Federal Aviation Administration shall be applied equally to each budget item that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations Acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, fiscal year 2009	$98,248,000
Budget request, fiscal year 2010	103,184,000
Recommended in the bill	102,556,000
Bill compared with:	
Appropriation, fiscal year 2009	+4,936,000
Budget request, fiscal year 2010	-628,000

COMMITTEE RECOMMENDATION

The bill provides $102,556,000 for the salaries and expenses of the offices comprising the Office of The Secretary of Transportation (OST). The Committee's recommendation includes individual funding for each of these offices as has been done in prior years. The following table compares the fiscal year 2009 enacted level to the fiscal year 2010 budget assumption and the Committee's recommendation by office:

	Fiscal year 2009 enacted	Fiscal year 2010 assumption	House Recommended
Immediate office of the secretary	$2,400,00	$2,631,000	$2,631,000
Office of the deputy secretary	759,000	986,000	986,000
Office of the executive secretariat	1,595,000	1,711,000	1,658,000
Office of the under secretary of transportation for policy	10,107,000	11,100,000	11,100,000
Official of small and disadvantaged business utilization	1,369,000	1,499,000	1,433,000
Office of the chief information officer	12,885,000	13,263,000	13,215,000
Office of the assistant secretary for governmental affairs	2,400,000	2,504,000	2,440,000
Office of the general counsel	19,838,000	20,359,000	20,359,000
Office of the assistant secretary for budget and programs	10,200,000	10,559,000	10,559,000
Office of the assistant secretary for administration	26,000,000	25,520,000	25,520,000
Office of public affairs	2,020,000	2,123,000	2,055,000
Office of intelligence and security and emergency response	8,675,000	10,929,000	10,600,000
Total	98,248,000	103,184,000	102,556,000

[1] Numbers may not add due to rounding.

Immediate office of the secretary.—The immediate Office of the Secretary has primary responsibility to provide overall planning, direction, and control of departmental affairs. The Committee recommends an appropriation of $2,631,000 for the expenses of the

immediate Office of the Secretary, an increase of $231,000 above the fiscal year 2009 enacted level and the same as the level proposed in the fiscal year 2010 budget request.

Immediate office of the deputy secretary.—The Office of the Deputy Secretary has the primary responsibility to assist the Secretary in the overall planning, direction, and control of departmental affairs. The Deputy Secretary serves as the chief operating officer of the Department of Transportation. The Committee recommends $986,000 for expenses of the Office of the Deputy Secretary, an increase of $227,000 above the fiscal year 2009 enacted level and the same as the level proposed in the fiscal year 2010 budget.

Executive secretariat.—The executive secretariat assists the Secretary and Deputy Secretary in carrying out their responsibilities by controlling and coordinating internal and external documents. The Committee recommends an appropriation of $1,658,000 for the expenses of the executive secretariat, which is $63,000 greater than the fiscal year 2009 enacted level and $53,000 less than the level proposed in the fiscal year 2010 budget.

Office of the under secretary of transportation for policy.—The Office of the Under Secretary of Transportation for Policy serves as the Department's chief policy officer and is responsible for the coordination and development of departmental policy and legislative initiatives; international standards development and harmonization; aviation and other transportation-related trade negotiations; the performance of policy and economic analysis; and the execution of the Essential Air Service Program. The Committee recommends $11,100,000 for the Office of the Under Secretary of Transportation for Policy which is an increase of $993,000 above the fiscal year 2009 enacted level and the same as the level proposed in the fiscal year 2010 budget.

Office of small and disadvantaged business utilization.—The Office of Small and Disadvantaged Business Utilization is responsible for promoting small and disadvantaged business participation in the Department's procurement and grants programs. The Committee recommends an appropriation of $1,433,000 for this office, an increase of $64,000 above the fiscal year 2009 enacted level and $66,000 below the level proposed in the fiscal year 2010 budget.

Office of the chief information officer.—The Office of the Chief Information Officer serves as the principal advisor to the Secretary on information resources and information systems management. The Committee recommends an appropriation of $13,215,000 for the Office of the Chief Information Officer, which is $330,000 above the fiscal year 2009 enacted level and $48,000 below the fiscal year 2010 budget request.

Office of the assistant secretary for governmental affairs.—The Office of the Assistant Secretary for Governmental Affairs is responsible for coordinating all Congressional, intergovernmental, and consumer activities of the Department. The Committee recommends $2,440,000 for the Office of the Assistant Secretary for Governmental Affairs, an increase of $40,000 above the fiscal year 2009 enacted level and $64,000 below the fiscal year 2010 budget request.

In addition, the bill continues a provision (sec. 188) that requires the Department to notify the Committees on Appropriations not less than three business days before any discretionary grant award,

letter of intent, or full funding grant agreement in excess of $500,000 is announced by the Department or its modal administrations from: (1) any discretionary program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; (3) any grant from the Federal Railroad Administration; and (4) any program of the Federal Transit Administration program other than the formula grants and fixed guideway modernization programs. Such notification shall include the date on which the official announcement of the grant is to be made and no such announcement shall involve funds that are not available for obligation.

Office of the general counsel.—The Office of the General Counsel provides legal services to the Office of the Secretary and coordinates and reviews the legal work of the chief counsels' offices of the operating administrations. The Committee recommends $20,359,000 for the Office of General Counsel, an increase of $521,000 above the fiscal year 2009 enacted level, and the same as the fiscal year 2010 budget request.

Office of the assistant secretary for budget and programs.—The Assistant Secretary for Budget and Programs is responsible for developing, reviewing, and presenting budget resource requirements for the Department to the Secretary, Congress, and the Office of Management and Budget. The Committee recommends an appropriation of $10,559,000 for the Office of the Assistant Secretary for Budget and Programs, an increase of $359,000 over the fiscal year 2009 enacted level and the same as the level proposed in the fiscal year 2010 budget.

Office of the assistant secretary for administration.—The Office of the Assistant Secretary for Administration serves as the principal advisor to the Secretary on department-wide administrative matters, responsibilities include leadership in acquisition reform and human capital. The Committee recommends an appropriation of $25,520,000 for the expenses of this office, which is $480,000 below the fiscal year 2009 enacted level and the same as the level proposed in the 2010 fiscal year budget.

Office of public affairs.—The Office of Public Affairs is responsible for the Department's press releases, articles, briefing materials, publications, and audio-visual materials. The Committee recommends an appropriation of $2,055,000 for the expenses of the Office of Public Affairs, an increase of $35,000 above the fiscal year 2009 enacted level and $68,000 below the level proposed in the fiscal year 2010 budget.

Office of intelligence, security, and emergency response.—The Office of Intelligence, Security, and Emergency Response was established in fiscal year 2005 by merging the Secretary's Office of Intelligence and Security with the Research and Special Program Administration's Office of Emergency Transportation. The office is responsible for intelligence, security policy, preparedness, training and exercises, national security, and operations. The Committee recommendation includes $10,600,000 for the Office of Intelligence, Security, and Emergency Response which is $1,925,000 above the fiscal year 2009 enacted level and $329,000 below the level proposed in the fiscal year 2010 budget. The Committee approves the

Departments' request to transfer the Executive Protection Program to this office.

Congressional budget justifications.—The Committee directs the Department to include the same level of detail that was provided in the congressional budget justifications submitted in fiscal year 2009. Further, the Department is directed to include in the budget justification funding levels for the prior year, current year, and budget year for all programs, activities, initiatives, and program elements. Each budget submitted by the Department must also include a detailed justification for the incremental funding increases and additional FTEs being requested above the enacted level, by program, activity, or program element.

OST currently includes a helpful discussion in its justification of changes from the current year to the request. To ensure that each adjustment is identified, the Committee directs OST in future congressional justifications to include detailed information in tabular format which identifies specific changes in funding from the current year to the budget year for each office, including each office within the Office of the Secretary.

Operating plan.—The Committee directs the Department to submit an operating plan for fiscal year 2010 signed by the Secretary for review by the Committees on Appropriations within 60 days of the bill's enactment. The operating plan should include funding levels for the various offices, programs, and initiatives detailed down to the object class or program element covered in the budget justification and supporting documents, documents referenced in the House and Senate appropriations reports, and the statement of the managers.

Headquarters space.—The Committee is cognizant of the Federal Railroad Administration's (FRA) expanding mission requirements and its need for additional headquarters' staff. The Committee appreciates the Office of The Secretary's continued efforts to assist FRA in finding viable solutions to its office space needs. The Committee expects that the Secretary and FRA will develop a plan outlining the immediate accommodations that can be made to appropriately address FRA's growing workforce.

General provisions.—The Committee notes that in the past many general provisions included in the President's budget request were not justified, addressed, nor presented in any DOT justification. Therefore, the Committee continues to direct DOT to justify each general provision proposed either in its relevant modal congressional justification or in the OST congressional justification.

Bill language.—The bill continues language that permits up to $2,500,000 of fees to be credited to the Office of the Secretary for salaries and expenses.

OFFICE OF CIVIL RIGHTS

Appropriation, fiscal year 2009	$9,384,000
Budget request, fiscal year 2010	9,667,000
Recommended in the bill	9,667,000
Bill compared with:	
Appropriation, fiscal year 2009	+283,000
Budget request, fiscal year 2010	– – –

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal opportunity issues and ensuring the full implementation of the civil rights laws and departmental

civil rights policies in all official actions and programs. This office is responsible for enforcing laws and regulations that prohibit discrimination in federally operated and federally assisted transportation programs and enabling access to transportation providers. It also handles all civil rights cases affecting Department of Transportation employees.

COMMITTEE RECOMMENDATION

The Committee recommends $9,667,000 for the office of civil rights, an increase of $283,000 above the fiscal year 2009 enacted level and the same as the level proposed in the fiscal year 2010 budget.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, fiscal year 2009	$18,300,000
Budget request, fiscal year 2010	10,233,000
Recommended in the bill	14,733,000
Bill compared with:	
Appropriation, fiscal year 2009	·3,567,000
Budget request, fiscal year 2010	+4,500,000

This appropriation finances research activities and studies related to the planning, analysis, and information development used in the formulation of national transportation policies and plans. It also finances the staff necessary to conduct these efforts. The overall program is carried out primarily through contracts with other federal agencies, educational institutions, nonprofit research organizations, and private firms.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $14,733,000 for transportation planning, research and development, a decrease of $3,567,000 below the fiscal year 2009 enacted level and an increase of $4,500,000 above the level proposed in the fiscal year 2010 budget.

The Committee directs funding to be allocated to the following projects:

Advanced Power Train Systems Integration Research Facility in the National Transportation Research Center, TN	$250,000
Earthworks Engineering Research Center, Iowa State University, IA	500,000
Great Lakes Maritime Research Institute, MN/WI	450,000
Jet Engine Technology Inspection to Support Continued Airworthiness, Iowa State University, IA	700,000
Mobility 1st Service, MI	750,000
Northern Lights Express, MN	500,000
Positive Train Control System, Caltrain, CA	1,000,000
University of Kansas Engine Test Cell Upgrade, KS	350,000

WORKING CAPITAL FUND

Limitation, fiscal year 2009	($128,094,000)
Budget request, fiscal year 2010	without limitation
Recommended in the bill	(147,596,000)
Bill compared with:	
Limitation, fiscal year 2009	(– – –)
Budget request, fiscal year 2010	(– – –)

The working capital fund was created to provide common administrative services to the operating administrations and outside entities that contract for the fund's services. The working capital fund

operates on a fee-for-service basis and receives no direct appropriations—it is fully self-sustaining and must achieve full cost recovery.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $147,596,000 on the working capital fund. The Committee recommends raising the limitation $19,502,000 over the fiscal year 2009 enacted level to allow for the increased exclusion for commuter and transit benefits provided for in the American Recovery and Reinvestment Act of 2009, Pub. L. 111–05.

Operating administrations' usage of working capital fund.—The Committee directs the Department in its fiscal year 2011 congressional justifications for each of the modal administrations to account for increases or decreases in working capital fund billings based on planned usage requested or anticipated by the modes rather than anticipated by the working capital managers.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

	Appropriation	Limitation on guaranteed loans
Appropriation, fiscal year 2009	$912,000	($18,367,000)
Budget request, fiscal year 2010	912,000	(18,367,000)
Recommended in the bill	912,000	(18,367,000)
Bill compared to:		
Appropriation, fiscal year 2009	– – –	(– – –)
Budget request, fiscal year 2010	– – –	(– – –)

Through the Short Term Lending Program, the minority business resource center assists disadvantaged, minority, and women-owned businesses with obtaining short-term working capital for DOT and DOT-funded transportation-related contracts. The program enables qualified businesses to obtain loans at two percentage points above the prime interest rate and DOT guarantees up to 75 percent of the loan.

COMMITTEE RECOMMENDATION

The Committee recommends $912,000 for the minority business resource center which is the same as the fiscal year 2009 enacted level and the fiscal year 2010 budget request. The Committee recommendation includes $342,000 to cover the subsidy costs for the loans and $570,000 for the program's administrative expenses. In addition, the Committee recommends a limitation on guaranteed loans of $18,367,000, the same as the budget request and the fiscal year 2009 enacted level.

MINORITY BUSINESS OUTREACH

Appropriation, fiscal year 2009	$3,056,000
Budget request, fiscal year 2010	3,074,000
Recommended in the bill	3,074,000
Bill compared with:	
Appropriation, fiscal year 2009	+18,000
Budget request, fiscal year 2010	– – –

The Minority Business outreach program provides contractual support to small and disadvantaged businesses by providing information dissemination and technical and financial assistance to em-

power them to compete for contracting opportunities with DOT and DOT-funded contracts or grants for transportation related projects.

COMMITTEE RECOMMENDATION

The Committee recommends $3,074,000 for minority business outreach, an increase of $18,000 above the fiscal year 2009 enacted level and the same as the level proposed in the fiscal year 2010 budget.

FINANCIAL MANAGEMENT CAPITAL

Appropriation, fiscal year 2009	$5,000,000
Budget request, fiscal year 2010	5,000,000
Recommended in the bill	5,000,000
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	– – –

The Financial Management Capital program continues funding for a multi-year project to upgrade DOT's financial systems and processes. The project will implement Treasury Department and Office of Management and Budget requirements.

COMMITTEE RECOMMENDATION

This Committee recommends $5,000,000 for financial management capital program which is the same as the fiscal year 2009 enacted level and the fiscal year 2010 budget request.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2009	$73,013,000
Budget request, fiscal year 2010	125,000,000
Recommended in the bill	125,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+51,987,000
Budget request, fiscal year 2010	– – –

The Essential Air Service program (EAS) was created by the Airline Deregulation Act of 1978 (49 U.S.C. §§ 41731–41744 (2006)) as a ten-year measure to continue air service to communities that had received air service prior to deregulation. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The Federal Aviation Administration Reauthorization Act of 1996 (49 U.S.C. § 41742 (2006)) authorized the collection of ''overflight fees.'' Overflight fees are a type of user fee collected by the Federal Aviation Administration (FAA) from aircraft that neither take off from, nor land in, the United States. The Act permanently appropriated these fees for authorized expenses of the FAA and stipulated that the first $50,000,000 of annual fee collections must be used to finance the EAS program. If there is a shortfall in fees, the law requires the FAA to make up the difference from other available funds.

The fiscal year 2010 budget proposes to fund the EAS program at a total of $175,000,000, $50,000,000 from overflight fee collections and $125,000,000 from a direct appropriation.

COMMITTEE RECOMMENDATION

For fiscal year 2010 the Committee recommends a total EAS program funding level of $175,000,000. This consists of a general fund appropriation of $125,000,000 and $50,000,000 to be derived from overflight fee collections. The Committee's recommendation is $51,987,000 above the fiscal year 2009 enacted level and the same as the fiscal year 2010 request.

Based on current DOT estimates, the Committee believes that the recommended funding level is sufficient to maintain air service to all communities currently being served by the EAS program. However, if there is a shortfall, the bill continues language allowing the Secretary to transfer such sums as necessary from any available amounts appropriated to or directly administered by the Office of the Secretary.

The Committee continues language to ensure the prompt availability of funds for obligation to air carriers providing service under the EAS program. The Committee has also continued language that allows the Secretary to take into consideration the subsidy requirements of carriers when selecting between carriers competing to provide service to a community.

The bill includes a provision (sec. 102) prohibiting the use of funds to implement an essential air service program that requires local participation.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

Section 101. The Committee continues the provision prohibiting the Office of the Secretary of Transportation from approving assessments or reimbursable agreements pertaining to funds appropriated to the operating administrations in this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

Section 102. The Committee continues the provision prohibiting the use of funds to implement an essential air service local cost share participation program.

Section 103. Allows the Secretary or his designee to work with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

FEDERAL AVIATION ADMINISTRATION

The Federal Aviation Administration (FAA) is responsible for the safety and development of civil aviation and the evolution of a national system of airports. The Federal Government's regulatory role in civil aviation began with the creation of an Aeronautics Branch within the Department of Commerce pursuant to the Air Commerce Act of 1926. This Act instructed the Secretary of Commerce to foster air commerce; designate and establish airways; establish, operate, and maintain aids to navigation; arrange for research and development to improve such aids; issue airworthiness certificates for aircraft and major aircraft components; and investigate civil aviation accidents. In the Civil Aeronautics Act of 1938, these activities were subsumed into a new, independent agency named the Civil Aeronautics Authority.

After further administrative reorganizations, Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When the Department of Transportation began its operations on April 1, 1967, the Federal Aviation Agency was renamed the Federal Aviation Administration (FAA) and became one of several modal administrations within the department. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978, and ceased to exist at the end of 1984. FAA's mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary, and decreased in December 2001 with the transfer of civil aviation security activities to the new Transportation Security Administration.

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2009	$9,042,467,000
Budget request, fiscal year 2010	9,335,798,000
Recommended in the bill	9,347,168,000
Bill compared with:	
Appropriation, fiscal year 2009	+304,701,000
Budget request, fiscal year 2010	+11,370,000

This appropriation provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, international, medical, engineering and development programs as well as policy oversight and overall management functions.

The operations appropriation includes the following major activities: (1) operation on a 24-hour daily basis of a national air traffic system; (2) establishment and maintenance of a national system of aids to navigation; (3) establishment and surveillance of civil air regulations to assure safety in aviation; (4) development of standards, rules and regulations governing the physical fitness of airmen as well as the administration of an aviation medical research program; (5) administration of the acquisition, research and development programs; (6) headquarters, administration and other staff offices; and (7) development, printing, and distribution of aeronautical charts used by the flying public.

COMMITTEE RECOMMENDATION

The Committee recommends $9,347,168,000 for FAA operations, an increase of $304,701,000 above the level provided in fiscal year 2009, and $11,370,000 above the budget request.

A comparison of the fiscal year 2010 budget request to the Committee recommendation by budget activity is as follows:

Budget activity	Fiscal year 2009 enacted	Fiscal year 2010 request	Committee recommendation
Air traffic organization	$7,098,322,000	$7,302,739,000	$7,300,739,000
Aviation safety	1,164,597,000	1,216,395,000	1,231,765,000
Commercial space transportation	14,094,000	14,737,000	14,737,000
Financial services	111,004,000	113,681,000	113,681,000
Human resources	96,091,000	100,428,000	100,428,000
Region and center operations	331,000,000	341,977,000	341,977,000

Budget activity	Fiscal year 2009 enacted	Fiscal year 2010 request	Committee recommendation
Staff offices	180,859,000	196,063,000	196,063,000
Information services	46,500,000	49,778,000	49,778,000
Adjustments			-2,000,000
Total	9,042,467,000	9,335,798,000	9,347,168,000

Justification of general provisions.—The Committee continues its direction to provide a justification for each general provision proposed in the FAA budget and therefore expects the fiscal year 2011 budget to include adequate information on each proposed general provision.

TRUST FUND SHARE OF FAA BUDGET

The bill derives $5,190,798,000 of the total operations appropriation from the airport and airway trust fund. The balance of the appropriation ($4,156,370,000) will be drawn from the general fund of the Treasury. Under these provisions, 75 percent of FAA's entire budget will be borne by air travelers and industries using those services. The remaining 25 percent will be borne by the general taxpayer, regardless of whether they directly utilize FAA services. The Committee is concerned about the increasing share of the FAA's budget that must be covered by the general fund. The Committee finds it curious that the budget request assumes that $6,207,798,000 would be covered by the airport and airway trust fund when the Administration's own projections show dwindling receipts. The Committee expects the FAA to be more forthcoming in future budget submissions.

STATE OF THE AIRPORT AND AIRWAY TRUST FUND

According to Administration estimates, fiscal year 2010 will continue the recent trend where necessary outlays for FAA programs outstrip the revenues from aviation users deposited into the airport and airway trust fund. The following table compares trust fund revenue to trust fund outlays for the past three fiscal years. As the table indicates, under current estimates the Federal Government is not only spending all the revenues coming into the trust fund, it is going beyond that, and spending down the cash balance. The Administration estimates that, at the end of fiscal year 2010, the uncommitted cash balance in the trust fund will be approximately $334,000,000.

	Fiscal year 2008	Fiscal year 2009	Fiscal year 2010
Trust fund revenue [1]	11,992,000,000	11,282,000,000	11,697,000,000
Trust fund outlays	12,937,000,000	11,909,000,000	12,880,000,000
Difference	-945,000,000	-627,000,000	-1,183,000,000

[1] Includes excise taxes, offsetting collections, and interest on trust fund cash balance.

AIR TRAFFIC ORGANIZATION

The bill provides $7,300,739,000 for air traffic services which is $2,000,000 below the level requested in the budget and $202,417,000 above the fiscal year 2009 enacted level. These resources are managed by FAA's air traffic organization. The recommended level represents a 2.9 percent increase above the fiscal year 2009 enacted level, primarily due to mandatory adjustments

for pay raises and inflation for on-board personnel, including air traffic controllers; costs associated with hiring and training a net increase of 107 new air traffic controllers after attrition; and national airspace system (NAS) hand-off costs. NAS hand-off costs are associated with additional training for maintenance, engineering, telecommunications and other personnel on facilities and equipment acquisitions as they become operational.

Contract tower program.—The FAA's contract tower program has provided critical air traffic safety services at smaller airports for over 27 years and currently 244 airports in 46 States participate in the program. The bill includes $116,700,000 to continue the contract tower base program which is the same level requested in the budget. This will fund the four non-towered airports that are expected to enter the program during fiscal year 2010. In addition, the bill provides $9,500,000 to continue the contract tower cost-sharing program. The Committee continues to believe this is a valuable program that provides safety benefits to small communities.

The Committee continues to acknowledge that the number of airports participating in the cost-sharing program fluctuates regularly because of changes in air traffic activity. In order to prevent program disruptions and provide more certainty, the Committee continues to permit the FAA to use unsubscribed funds from the contract tower base-line program to avoid elimination of communities from the cost-share towers program. However, FAA should only employ this flexibility with surplus funds in the base line contract tower program, after all baseline contract tower obligations have been fulfilled.

National airspace system handoff.—The Committee recommendation includes a total of $42,636,000 for NAS handoff for air traffic activities which represents a decrease of $547,000 below the fiscal year 2009 enacted level and the same level as the budget request. The Committee notes that the NAS handoff costs have fluctuated from year to year as new technologies are deployed in the nation's air traffic control system.

Controller workforce, training and staffing.—The Committee commends the Secretary and the newly confirmed FAA Administrator for the decision to engage in a renewed effort to reach a mutually agreed upon contract agreement with its controller workforce. The Committee has been concerned that the lack of a signed contract and the at times tense relationship between the FAA's management and controller workforce has contributed to the accelerated pace of controller retirements and resignations. While the Committee is hopeful that the FAA and its workforce will reach a mutual agreement, the Committee believes that the mediation process put in place for the negotiation will result in a fair compromise. Recognizing the importance of a productive labor-management relationship, the Committee believes the FAA and its workforce should remain mindful of the growing competition for federal resources among all federal programs during these difficult economic times. The Committee's ability to achieve and sustain dramatic increases in the FAA's operations budget may be challenging in a constrained budget environment. Therefore the Committee strongly believes that the FAA must carefully budget for any agreement that is reached with its controller workforce.

The FAA's workforce is changing. In 2002, the Government Accountability Office reported that the FAA needed to better prepare for the expected surge of controller retirements since thousands of controllers hired in the early 1980's will become eligible to retire by 2017. Accordingly, FAA began to hire and train thousands of new air traffic controllers to replace the retiring veteran controllers and in fact, over the last three years, the FAA has hired over 5,500 new controllers. The Committee recommendation includes $4,548,000 to hire and train a net increase of 107 new controllers. The FAA will also hire to replace 1,595 controllers that the agency projects to lose through retirements, resignations, academy attrition and promotions. The FAA estimates that the end of year controller staffing level will reach 15,692 controllers.

As these new controllers are hired, it is essential that these new employees, charged with maintaining a safe and efficient national airspace, receive thorough training. The FAA has reduced the average training time for a developmental controller to be fully certified from an average of three-to-five years in 2004 to two-to-three years in 2008. The FAA states that the agency has expedited the training time through greater use of simulators and improved training and scheduling processes. Additionally, in September 2008, FAA awarded a new controller training contract known as the air traffic control optimal training solution (ATCOTS). ATCOTS is a multi-year $900 million performance-based contract which will manage controller training at the FAA's training academy and at air traffic facilities. The Committee believes that FAA must exercise careful oversight of this new training effort to ensure that new controllers are adequately trained to handle the nation's complex and congested airspace.

The DOT Inspector General (IG) issued a report on June 9, 2009 regarding the training failures among newly hired air traffic controllers. The IG's review indicated that FAA's system for tracking training failures was lacking and that the data in the national training data tracking system, the FAA's primary source for tracking progress and failures, was incomplete, inaccurate or understated. The FAA has agreed to implement all of the IG's recommendations. The Committee directs the IG to provide an update to the House and Senate Committees on Appropriations on FAA's efforts to improve its controller training data collection as well as the results of the IG's audit of the ATCOTS program by March 15, 2010.

Another critical area of concern is the staffing levels at air traffic control facilities. Each year, the FAA's controller workforce plan updates the controller staffing ranges at en route and terminal facilities. The Committee has long been concerned about the ratio between developmental controllers and certified professional controllers (CPCs). While the nationwide average of controller trainees is less than 28 percent for both en route and terminal facilities, some facilities are significantly higher. The Committee directs FAA to carefully monitor the trainee to CPC staffing ratios at each facility as veteran controllers retire, resign or are promoted to other positions.

Collegiate training initiative (CTI).—The FAA's air traffic collegiate training initiative is a partnership between the FAA and 2-year and 4-year educational institutions to broaden employment

opportunities in the aviation industry. Colleges and universities that meet eligibility criteria are selected to participate in the program. As participants in the program, the CTI schools do not receive any federal funding from the FAA but CTI graduates may be considered, although not required, to fill prospective air traffic controller positions. FAA reports that in the last five years, CTI schools have graduated more than 4,000 students from their aviation programs and 3,000 of these students were hired by the FAA. The Committee understands there are currently 31 schools in the program and that the FAA may add four additional schools in fiscal year 2010. The Committee has previously expressed concern about the lack of diversity in the controller workforce. The Committee believes that one potential method of increasing diversity in the FAA's controller workforce would be to select eligible CTI schools with diverse student populations. The Committee directs FAA to provide information about the CTI program to a broad range of colleges and universities that may serve to advance the diversity of the controller workforce. The Committee urges FAA to consider the diversity of the applicant school's student body when selecting educational institutions that meet CTI eligibility requirements.

Technical workforce staffing.—The Committee understands that the FAA's air traffic control technician workforce is below 6,100 technicians which is the mutually agreed upon minimum level necessary to safely maintain the system. The Committee is concerned that FAA may not be adequately factoring attrition into its technical workforce staffing needs when formulating the annual budget request. Therefore, whenever the agency loses employees through normal circumstances such as retirement or resignation, the agency drops below the minimum level. The need for an adequately staffed and trained technical workforce is two-fold. First, with an aging air traffic control system, it is vital that a sufficient number of technicians are available to perform preventative maintenance and to repair systems that fail. Second, as the FAA transitions away from its existing legacy systems into a newer generation of air traffic control technologies, the agency must ensure that there are an adequate number of technicians to maintain and certify the latest air traffic control systems. The Committee expects FAA to maintain a technical workforce of 6,100.

RNAV/RNP procedure development.—The Committee recommendation includes $32,300,000, as requested in the budget, for the further development of area navigation (RNAV) and required navigation performance (RNP) procedures. Within the amounts provided, $15,300,000 is provided for route design software and training, RNAV/RNP modeling and analysis, and environmental analysis and international harmonization; $12,900,000 is provided for the development, publication and maintenance of procedures including improved obstacle evaluations; and, $4,100,000 is provided for criteria development and operator approvals. The Committee understands that the FAA intends to publish more than 200 performance-based navigation procedures in fiscal year 2010. The Committee supports the development of additional RNAV/RNP procedures as a mechanism to increase capacity and reduce emissions. The Committee is concerned, however, about reports that some RNP procedures are not being utilized because the RNP procedure would require more fuel burn than the normal approach. The Com-

mittee questions whether the FAA is placing all of its priority on the quantity of procedures developed rather than the quality of those procedures. The Committee believes that the FAA should implement procedures to achieve the most benefits to the system on a NAS-wide basis. The Committee directs the FAA to develop RNP procedures with the goal of achieving measurable per flight track-mile savings and carbon dioxide emissions reductions over existing routes and procedures. The Committee directs FAA to report annually to the House and Senate Committees on Appropriations on the number of procedures developed; their annual utilization rate by airport; and the estimated fuel consumption and CO2 emissions saved with each procedure at each airport. The Committee expects the report no later than March 15, 2010.

NextGen staffing increases.—The Committee recommendation includes $5,000,000 for 75 additional positions to support the agency's transformation to NextGen. The recommendation is $2,000,000 below the level requested in the budget. Last year, the FAA contracted with the National Academy of Public Administration to identify the skill sets required to integrate and implement FAA's NextGen program. The Committee supports the FAA's efforts to build the technical and analytical workforce to properly manage and integrate the NextGen program. However, since FAA has only made two investment decisions on five of the transformational NextGen technologies and many of the other supporting technologies are in the early phases of development, the Committee believes that the recommended funding level is sufficient.

Wind turbines.—The Committee understands that many communities are interested in erecting wind turbine energy generators. The Committee further understands that the FAA studies and subsequently makes determinations as to whether or not these turbines constitute a hazard to air navigation. Over the last four years, FAA has received over 51,500 wind turbine applications and has approved nearly 23,000. As the nation seeks to expand alternative sources of energy, the Committee encourages the FAA to improve the obstruction evaluation process in an effort to accommodate safe and suitable placement of wind turbine energy generators.

AVIATION SAFETY

The bill provides $1,231,765,000 for aviation safety which represents an increase of $67,168,000 above the fiscal year 2009 enacted level and $15,370,000 above the budget request. Recommended adjustments to the budget are described below:

Flight standards inspectors	+$9,500,000
Aircraft certification inspectors and related staff	+4,500,000
Human intervention and motivation study	+1,370,000

Aviation inspector increases.—The Committee recommendation includes a total of $17,084,000 for additional inspectors which represents an increase of $14,000,000 over the budget request. Within the amounts provided, the Committee recommendation includes $12,584,000 for 136 additional flight standards inspector positions. The Committee believes that these additional inspectors are necessary for a number of reasons.

First, the tragic crash of Continental Connection flight 3407 operated by Colgan Air highlighted the need to exercise greater safe-

ty oversight of our nation's regional air carriers. While the National Transportation Safety Board (NTSB) has not issued its final report on the cause of the crash, the NTSB is investigating the flight crew's overall experience and potential level of fatigue; the operation of the aircraft in cold and icy conditions; and, the training provided to the crew to ensure a sterile flight deck environment. The Committee acknowledges that the FAA intends to issue a new flight time and rest rule as well as a final rule on training standards for pilots, flight attendants and dispatchers. The Committee believes that these additional flight standards inspectors can help provide critical oversight of regional carrier operations since these carriers represent one-half of the total scheduled flights across the country and are the only scheduled service to more than 400 American communities. The FAA must ensure that these aircraft meet the highest safety standards; that the crew receives proper training to operate the aircraft in all weather conditions; and that the crew is adequately rested prior to each flight.

In addition, the Committee remains concerned about the increasing percentage of air carrier maintenance work that is outsourced to both domestic and foreign repair facilities. The Committee believes that the inspector workforce must be robust enough to carefully oversee air carriers, manufacturers, suppliers, and repair station designees. The Committee notes that the pending aviation reauthorization includes a provision requiring that each certificated foreign repair station receive two annual on-site inspections from FAA inspectors. The Committee strongly believes that FAA must strike an appropriate balance between routine on-site safety inspections and inspections necessitated through a risk-based safety analysis. The Committee also believes that the quality of the inspection and the analysis of the carrier data are as important as the quantity of inspections.

The Committee recommendation also includes $4,500,000 for 50 additional aircraft certification inspector positions and related staff. The aircraft certification staff performs a critical function in reviewing and approving new aircraft, engines, and new safety technologies. The additional positions are provided to assist with the on-going certification of new operators, agencies and air carriers.

The additional funds provided for the aviation safety offices are designated as congressional items of interest. Therefore, the Committee prohibits the reprogramming of funds between the offices, or for any other purpose within or outside of the aviation safety office, including the hiring of other types of personnel within aviation safety.

The Committee continues its direction requiring the Secretary to provide annual reports regarding the use of the funds provided, including, but not limited to the total full-time equivalent staff years in the offices of aircraft certification and flight standards, total employees, vacancies, and positions under active recruitment. The Committee directs the Secretary to provide this report to the House and Senate Committees on Appropriations by March 31, 2010.

Professional aerial application support system.—The recommendation includes $47,500 as requested in the budget for the National Agricultural Aviation Research and Education Foundation's Professional Aerial Application Support System. This program is designed to assist with agricultural pilot safety, oper-

ational security and the safe and accurate delivery of crop protection products.

Human Intervention and Motivation Study [HIMS].—The Committee recommends an increase of $1,370,000 in the aviation medical office to continue the Human Intervention and Motivation Study for the next 3 fiscal years. The HIMS program has provided the necessary training and education for alcohol and drug abuse prevention for pilots in the airline industry since 1974. Over 35 airlines in America actively participate in this program's workshops and seminars conducted by trained aeromedical personnel. Particular emphasis is directed toward identifying, assessing, and treating chemically dependent pilots in order for them to recover and regain medical clearance in accordance with FAA standards. Within the amounts provided, the Committee includes funding to establish a separate alcohol and drug abuse prevention program for flight attendants.

COMMERCIAL SPACE TRANSPORTATION

The Committee recommends $14,737,000 for the office of commercial space transportation which represents an increase of $643,000 above the fiscal year 2009 enacted level and the same level requested in the budget. This funding level includes mandatory adjustments for pay raises and inflation for on-board personnel as well as the annualized costs associated with additional FTEs provided in fiscal year 2009.

FINANCIAL SERVICES

The Committee recommends $113,681,000 for the office of financial services which represents an increase of $2,677,000 above the fiscal year 2009 enacted level and the same level requested in the budget.

HUMAN RESOURCES

The Committee recommends $100,428,000 which represents an increase of $4,337,000 above the fiscal year 2009 enacted level and the same level requested in the budget.

Workforce diversity.—The Committee reiterates its concern about the lack of diversity among the FAA's controller and inspector workforce. In testimony before the Committee, the Administrator committed to evaluating the FAA's existing employment outreach program in an effort to improve the diversity of the workforce. The Committee believes that the FAA should utilize multiple outreach strategies, including ethnic news publications and television media; partnerships with the Department of Veterans Affairs; and, minority serving institutions internship programs. As previously stated, the Committee also believes that the FAA should consider the diversity of the student population when selecting eligible participants in the air traffic collegiate training initiative. The Committee directs the FAA to continue to provide data and information on the agency's recruitment outreach and hiring efforts in minority communities. The Committee expects the report to include a year to year comparison of hiring statistics for underrepresented populations. The FAA is directed to provide its letter report to the

House and Senate Committees on Appropriations by January 15, 2010.

REGION AND CENTER OPERATIONS

The Committee recommends $341,977,000 for the region and center operations, which represents an increase of $10,977,000 above the fiscal year 2009 enacted level and the same level as requested in the budget.

STAFF OFFICES

The Committee recommendation includes $245,841,000 for staff offices, including information services, which represents an increase of $18,482,000 above the fiscal year enacted level and the same level as the budget request. Within the total amount, the Committee recommendation includes $49,778,000 for the FAA's information services, of which $2,557,000 is included to accelerate measures to better prevent privacy breaches of personal employee or aviation data.

ACCOUNT-WIDE ADJUSTMENTS

Unfilled executive positions.—The recommendation includes a reduction of $2,000,000 in agency-wide personnel compensation and benefits reflecting the roster of 15 unfilled executive positions in the agency, including at least three which were not under active recruitment. Past hearing records indicate that, at any given time, the agency is likely to have between 10 and 20 unfilled executive positions. For an agency with 159 executive positions, this level of openings may not be problematic. However, it does indicate excess costs are being budgeted for positions that are not likely to be filled in the entirety of the fiscal year.

BILL LANGUAGE

Second career training program.—The bill retains language prohibiting the use of funds for the second career training program. This prohibition has been in annual appropriations Acts for many years, and is included in the President's budget request.

Aviation user fees.—The bill includes a limitation carried for several years prohibiting funds from being used to finalize or implement any new unauthorized user fees.

Aeronautical charting and cartography.—The bill maintains the provision which prohibits funds in this Act from being used to conduct aeronautical charting and cartography (AC&C) activities through the working capital fund (WCF). Public Law 106–181 authorized the transfer of these activities from the Department of Commerce to the FAA, a move which the Committee supported. The Committee believes this work should continue to be conducted by the FAA, and not administratively delegated to the WCF.

Credits.—Funds received from specified public, private, and foreign sources for expenses incurred may be credited to the appropriation.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2009	$2,742,095,000
Budget request, fiscal year 2010	2,925,202,000
Recommended in the bill	2,925,202,000
Bill compared with:	
Appropriation, fiscal year 2009	183,107,000
Budget request, fiscal year 2010	– – –

The Facilities and Equipment (F&E) account is the principal means for modernizing and improving air traffic control and airway facilities. The appropriation also finances major capital investments required by other agency programs, experimental research and development facilities, and other improvements to enhance the safety and capacity of the airspace system.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,925,202,000 for the FAA's facilities and equipment program, an increase of $183,107,000 above the level provided in fiscal year 2009 and the same level as the budget request. The bill provides that of the total amount recommended, $2,455,202,000 is available for obligation until September 30, 2012, and $470,000,000 (the amount for personnel and related expenses) is available until September 30, 2010. These obligation availabilities are consistent with past appropriations Acts.

FACILITIES AND EQUIPMENT

	FY 2009 enacted	FY 2010 estimate	Committee recommendation
Activity 1, Engineering, Development, Test and Evaluation:			
Advanced Technology Development and Prototyping	44,900,000	41,800,000	43,800,000
Traffic Management Advisor (TMA)	3,700,000	– – –	– – –
NAS Improvement of System Support Laboratory	1,000,000	1,000,000	1,000,000
William J. Hughes Technical Center Facilities	12,000,000	12,000,000	12,000,000
William J. Hughes Technical Center Infrastructure Sustainment	5,400,000	5,500,000	5,500,000
Next Generation Network Enabled Weather (NNEW)	20,000,000	20,000,000	20,000,000
Data Communications in support of Next Generation Air Transportation System	28,800,000	51,700,000	46,700,000
Next Generation Transportation System Demonstration and Infrastructure Development	28,000,000	33,773,730	33,773,730
Next Generation Transportation System—System Development	41,400,000	66,100,000	66,100,000
Next Generation Transportation System—Trajectory Based Operations	39,500,000	63,500,000	63,500,000
Next Generation Transportation System—Weather Reduction Impact	14,400,000	35,600,000	35,600,000
Next Generation Transportation System—High Density Arrivals/Departures	18,200,000	51,800,000	51,800,000
Next Generation Transportation System—Collaborative ATM	27,700,000	44,640,770	44,640,770
Next Generation Transportation System—Flexible Terminals and Airports	37,100,000	64,300,000	64,300,000
Next Generation Transportation System—Safety Security and Environment	8,000,000	8,200,000	8,200,000
Next Generation Transportation System—Networked Facilities	15,000,000	24,000,000	24,000,000
ADS-B Three Nautical Mile Separation	6,765,000	– – –	– – –

	FY 2009 enacted	FY 2010 estimate	Committee recommendation
Total, Activity 1	351,865,000	523,914,500	520,914,500
Activity 2, Air Traffic Control Facilities and Equipment:			
En Route Programs:			
En Route Automation Modernization (eRAM)	203,050,000	171,750,000	171,750,000
En Route Communications Gateway (ECG)	7,400,000	3,600,000	3,600,000
Next Generation Weather Radar (NEXRAD)—Provide	3,000,000	6,900,000	6,900,000
Air Traffic Control System Command Center (ATCSCC)—Relocation	28,600,000	10,300,000	10,300,000
ARTCC Building Improvements/Plant Improvements	56,500,000	51,300,000	51,300,000
Air Traffic Management (ATM)	90,200,000	31,400,000	31,400,000
Air/Ground Communications Infrastructure	7,500,000	8,600,000	8,600,000
ATC Beacon Interrogator (ATCBI)—Replacement	13,000,000	4,700,000	4,700,000
Air Traffic Control En Route Radar Facilities Improvements	5,300,000	5,300,000	5,300,000
Voice Switching and Control System (VSCS)	23,300,000	16,700,000	16,700,000
Oceanic Automation System	20,700,000	7,700,000	7,700,000
Corrider Weather Integrated System (CWIS)	5,900,000	2,300,000	2,300,000
San Juan Radar Approach Control (CERAP)	6,000,000	– – –	– – –
Next Generation Very High Frequency Air/Ground Communications System (NEXCOM)	46,400,000	70,200,000	62,200,000
System-Wide Information Management	43,042,500	54,600,000	54,600,000
ADS–B NAS Wide Implementation	300,000,000	201,350,000	201,350,000
Wind Hazard Detection Equipment	807,500	– – –	– – –
Windshear Detection Services	– – –	1,000,000	1,000,000
Weather and Radar Processor (WARP)	– – –	17,600,000	17,600,000
Collaborative Air Traffic Management Technologies	– – –	18,100,000	18,100,000
Subtotal En Route Programs	860,700,000	683,400,000	675,400,000
Terminal Programs:			
Airport Surface Detection Equipment—Model X (ASDE–X)	33,700,000	17,302,000	20,302,000
Terminal Doppler Weather Radar (TDWR)—Provide	6,100,000	9,900,000	9,900,000
Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	28,200,000	28,000,000	28,000,000
Terminal Automation Modernization/Replacement Program (TAMR Phase 3)	3,000,000	3,000,000	12,000,000
Terminal Automation Program	4,300,000	9,600,000	9,600,000
Terminal Air Traffic Control Facilities—Replace	136,545,476	176,000,000	176,000,000
ATCT/Terminal Radar Approach Control (TRACON) Facilities—Improve	37,900,000	38,900,000	38,900,000
Terminal Voice Switch Replacement (TVSR)	8,400,000	10,500,000	10,500,000
NAS Facilities OSHA and Environmental Standards Compliance	26,000,000	26,000,000	26,000,000
Airport Surveillance Radar (ASR–9)	8,800,000	3,500,000	3,500,000
Terminal Digital Radar (ASR–11)	17,100,000	12,600,000	12,863,000
DOD/FAA Facilities Transfer	1,400,000	– – –	– – –
Precision Runway Monitors	1,000,000	– – –	– – –
Runway Status Lights	26,960,000	117,300,000	117,300,000
National Airspace System Voice Switch (NVS)	10,000,000	26,600,000	26,600,000
Weather System Processor	700,000	– – –	– – –
Next Generation Voice Recorder Replacement Program	10,800,000	11,900,000	11,900,000
Houston Area Air Traffic Systems (HAATS)	3,600,000	– – –	– – –
Integrated Display System (IDS)	7,000,000	7,000,000	7,000,000
ASR–8 Service Life Extension Program	3,000,000	– – –	– – –
Integrated Terminal Weather System (ITWS)	4,500,000	1,900,000	1,900,000
Remote Maintenance Monitoring	– – –	1,000,000	1,000,000
Subtotal Terminal Programs	379,005,476	501,002,000	513,265,000
Flight Service Programs:			
Automated Surface Observing System (ASOS)	8,500,000	5,500,000	5,500,000
Flight Service Station (FSS) Modernization	14,600,000	20,100,000	20,100,000
Weather Camera Program (moved from Safeflight)	2,000,000	3,800,000	3,800,000
Subtotal Flight Service Programs	25,100,000	29,400,000	29,400,000

	FY 2009 enacted	FY 2010 estimate	Committee recommendation
Landing and Navigational Aids Program:			
VHF Omnidirectional Radio Range (VOR) with Distance Measuring Equipment (DME)	7,500,000	5,000,000	5,000,000
Instrument Landing System (ILS)—Establish	9,050,000	8,600,000	11,200,000
Wide Area Augmentation System (WAAS) for GPS	91,656,000	97,400,000	92,600,000
Runway Visual Range (RVR)	5,000,000	5,000,000	5,000,000
Approach Lighting System Improvement Program (ALSIP)	13,614,000	8,700,000	9,337,000
Distance Measuring Equipment (DME)	6,000,000	6,000,000	6,000,000
Visual NAVAIDS—Establish/Expand	1,700,000	3,700,000	3,700,000
Instrument Flight Procudures Automation (IFPA)	10,900,000	7,900,000	7,900,000
Navigation and Landing Aids—Service Life Extension Program (SLEP)	1,000,000	6,000,000	11,000,000
VASI Replacement—Replace with Precision Approach Path Indicator	4,000,000	4,000,000	4,000,000
GPS Civil Requirements	20,700,000	43,400,000	43,400,000
Subtotal Landing and Navigational Aids Programs	171,120,000	195,700,000	199,137,000
Other ATC Facilities Programs:			
Fuel Storage Tank Replacement and Monitoring	6,100,000	6,200,000	6,200,000
Unstaffed Infrastructure Sustainment	15,300,000	18,200,000	18,200,000
Air Navigational Aids and ATC Facilities (Local Projects)	1,500,000	– – –	– – –
Aircraft Related Equipment Program	7,400,000	9,000,000	9,000,000
Aircraft Related Equipment Simulator Replacement	400,000	1,000,000	1,000,000
Airport Cable Loop Systems—Sustained Support	7,000,000	6,000,000	6,000,000
Alaskan NAS Interfacility Communications System (ANICS)	5,000,000	9,000,000	9,000,000
Facilities Decommissioning	5,000,000	5,000,000	5,000,000
Electrical Power Systems—Sustain/Support	50,000,000	101,000,000	91,000,000
Aircraft Fleet Modernization—International Aircraft	24,900,000	– – –	– – –
Aircraft Fleet Modernization	3,000,000	5,969,000	5,969,000
Subtotal Other ATC Facilities Programs	125,600,000	161,369,000	151,369,000
Total, Activity 2	1,561,525,476	1,570,871,000	1,568,571,000
Activity 3, Non-Air Traffic Control Facilities and Equipment:			
Support Equipment:			
Hazardous Materials Management	18,000,000	20,000,000	20,000,000
Aviation Safety Analysis System (ASAS)	18,900,000	10,500,000	10,500,000
Logistics Support System and Facilities (LSSF)	9,300,000	9,300,000	9,300,000
National Air Space Recovery Communications (RCOM)	10,000,000	10,230,000	10,230,000
Facility Security Risk Management	15,000,000	18,000,000	18,000,000
Information Security	12,000,000	12,276,000	12,276,000
System Approach for Safety Oversight	14,300,000	20,000,000	20,000,000
Aviation Safety Knowledge Management Environment (ASKME)	7,900,000	8,100,000	8,100,000
Subtotal Support Equipment	105,400,000	108,406,000	108,406,000
Training, Equipment and Facilities:			
Aeronautical Center Infrastructure Modernization	13,500,000	13,810,500	13,810,500
National Airspace System (NAS) Training Facilities	1,400,000	– – –	– – –
Distance Learning	1,500,000	1,500,000	1,500,000
National Airspace System (NAS) Training—Simulator	20,000,000	6,700,000	9,700,000
Subtotal Training, Equipment and Facilities	36,400,000	22,010,500	25,010,500
Total, Activity 3	141,800,000	130,416,500	133,416,500
Activity 4, Facilities and Equipment Mission Support:			
System Support and Services:			
System Engineering and Development Support	31,000,000	31,700,000	31,700,000
Program Support Leases	43,504,524	37,500,000	37,500,000
Logistics Support Services (LSS)	7,900,000	11,000,000	11,000,000
Mike Monroney Aeronautical Center Leases	15,800,000	16,200,000	16,200,000
Transition Engineering Support	10,700,000	15,000,000	14,300,000

	FY 2009 enacted	FY 2010 estimate	Committee recommendation
Frequency and Spectrum Engineering	3,500,000	3,600,000	3,600,000
Technical Support Services Contract (TSSC)	22,000,000	22,000,000	22,000,000
Resource Tracking Program (RTP)	4,000,000	4,000,000	4,000,000
Center for Advanced Aviation System Development (CAASD)	78,000,000	79,000,000	82,000,000
Aeronautical Information Management Program	10,000,000	10,000,000	10,000,000
Total, Activity 4	226,404,524	230,000,000	232,300,000
Activity 5, Personnel and Related Expenses:			
Personnel and Related Expenses—ATO	460,500,000	470,000,000	470,000,000
Total, All Activities	2,742,095,000	2,925,202,000	2,925,202,000

ENGINEERING, DEVELOPMENT, TEST AND EVALUATION

Advanced technology development and prototyping.—The Committee provides $43,800,000 for the advanced technology development and prototyping program. Within the funds provided, the Committee recommendation includes $12,000,000 for the runway incursion reduction program which is the same as the fiscal year 2009 enacted level and $2,000,000 above the budget request. The Committee maintains a steadfast commitment to reducing the incidents of runway incursions. The additional funds will be used to continue to accelerate the development of safety technologies that mitigate factors and reduce the likelihood of high-hazard runway incursions and ultimately reduce the risk of a runway collision. Specifically, this funding will support the operational evaluation of enhanced final approach runway occupancy signal for high density airports; to conduct a low cost ground surveillance pilot to evaluate investment alternatives; to evaluate light emitting diode technology applied to runway status lights; and, to develop low cost runway status light system design for small and medium airports.

Next generation air transportation system.—The Committee recommendation includes significant increases above the fiscal year 2009 enacted level for the continued development of the FAA's next generation air transportation system (NextGen). The Committee's hearing on June 16, 2009 regarding the status of the FAA's NextGen program explored the challenges facing the FAA as the agency moves from its current ground-based radar to a satellite-based surveillance and navigation system. The FAA testified that of the five transformational programs, only two (ADS–B and SWIM) have gone to an initial investment decision. This multi-year, multi-billion dollar effort to modernize the FAA's aging air traffic control system is a complex undertaking and will require careful management and implementation. FAA must carefully develop and transition to the new system while maintaining its existing system. The Committee is anxious to see demonstrable progress on FAA's NextGen program and has only made modest modifications to the budget request. At the recommendation of the DOT Inspector General, FAA has begun to develop a gap analysis of the current system and the NextGen system. This gap analysis will be critical in determining the firm requirements and expected costs of these new systems. The Committee intends to carefully monitor the cost and schedule of each of the transformational programs as well as the supporting technologies.

NextGen data communications.—The Committee recommends $46,700,000 for data communications in support of NextGen which represents a decrease of $5,000,000 below the budget request and an increase of $17,900,000 above the fiscal year 2009 enacted level. The Committee acknowledges the importance of developing a reliable and efficient communication system between air traffic controllers and pilots. However, even with the dramatic increase over the fiscal year 2009 enacted level, the Committee notes that much of the budget request includes funding for planning and specifications development. The Committee will reconsider the funding for this program as the appropriations process moves forward to determine whether the recommended funding level will have a detrimental impact on the advancement of the data communications program.

AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT

The bulk of the FAA's facilities and equipment funding is directed toward specific facility and technology improvements to en route programs; terminal programs; flight service programs; landing and navigational aids; and, other air traffic control facilities. The Committee recommendation includes $1,568,571,000 for these activities which represents a decrease of $2,300,000 below the funding level requested in the budget and $7,045,524 above the fiscal year 2009 enacted level.

EN ROUTE PROGRAMS

En route automation modernization (ERAM).—The Committee provides $171,750,000 for the en route modernization program which represents a decrease of $31,300,000 below the fiscal year 2009 enacted level and the same funding level requested in the budget. ERAM is the FAA's modernization program to replace the FAA's en route host computer system, its backup system and other related display system and radar position processor infrastructure. The Committee is concerned about reports of technical problems at some of the initial key sites. As the FAA completes the full deployment and implementation of the ERAM system, the Committee expects the agency to carefully monitor the system's effectiveness and to immediately address any technical shortfalls. The Committee directs the DOT Office of Inspector General to conduct a review of the FAA's deployment of the ERAM system including its overall functionality in the en route system and the need for any hardware and software enhancements.

Next generation very high frequency air/ground communications system (NEXCOM).—The Committee recommendation includes $62,200,000 for FAA's NEXCOM program which represents a decrease of $8,000,000 below the budget request and an increase of $15,800,000 above the fiscal year 2009 enacted level. The Committee recommendation provides two-thirds of the funding necessary for the procurement and installation of terminal and flight service radios.

Automatic Dependent Surveillance-Broadcast (ADS–B).—One of the key backbone technologies of NextGen is the automatic dependent surveillance-broadcast (ADS–B) system. Once fully operational, ADS–B will provide an advanced surveillance technology which will result in greater positional accuracy and better utilization of air-

space. In addition, it will reduce congestion, increase capacity, increase safety and provide greater predictability in departure and arrival times.

In August, 2007, the FAA awarded a $1,800,000,000 service contract to build the ground infrastructure for ADS–B. The ADS–B ground station receivers are expected to be operational by 2010 and cover the entire nation by 2013. FAA is in the midst of a rulemaking regarding the aircraft avionic requirements necessary to broadcast the ADS–B signal. FAA expects the final rule will be issued in April 2010. One of the key challenges confronting the agency will be gaining broad user acceptance and aircraft equipage since many of the older commercial aircraft and general aviation aircraft are not currently equipped to broadcast the ADS–B signal. In that regard, the FAA should continue to explore options to lower the investment risk for NAS users which could serve to incentivize an earlier adoption of ADS–B avionics.

TERMINAL PROGRAMS

Airport surface detection equipment (ASDE–X).—The Committee provides $20,302,000 for ASDE–X, an increase of $3,000,000 above the budget estimate and $13,398,000 below the fiscal year 2009 enacted level. As of February 2009, the FAA has commissioned ASDE–X systems at 17 of the 35 planned airports. The Committee recommendation includes funding for costs associated with construction, site preparation, and equipment installation at sixteen airports. The additional funds are provided to complete all remaining planned sites as well as to analyze any potential software or equipment technology refresh needs.

Terminal automation modernization/replacement program (TAMR Phase 3).—The Committee recommendation includes $12,000,000 for the terminal automation modernization and replacement program which represents an increase of $9,000,000 above the budget request and fiscal year 2009 enacted level. Phase 3 of the TAMR program is intended to address the modernization and replacement of ARTS IIIE and ARTS IIE automation systems at 104 current TRACON facilities, as well as any new TRACONs planned for the future. While FAA has invested significant resources in upgrading the automation systems at our nation's busiest air traffic control facilities, it is equally important that the automation systems at lower level facilities are upgraded as the FAA begins to implement ADS–B nationwide. The additional funds are provided to begin the necessary improvements to these automation systems as well as the digitization of radars necessary to accommodate a multi-sensor platform required by ADS–B.

Terminal air traffic control facilities replacement.—The Committee provides a total of $176,000,000 for the FAA's tower and TRACON rehabilitation and replacement program, the same level as the budget request and an increase of $41,454,524 over the budget request.

Project	FY 2010 budget estimate	House recommended
New York, NY	$6,379,000	$6,379,000
Fort Lauderdale, FL	8,951,000	8,951,000
Las Vegas, NV	71,415,552	71,415,552
Champaign, IL	8,368,553	8,368,553

Project	FY 2010 budget estimate	House recommended
San Francisco, CA	21,000,000	21,000,000
Dayton, OH	1,121,654	1,121,654
Gulfport, MS	5,642,940	5,642,940
Missoula, MT	923,200	923,200
Memphis, TN	3,821,375	3,821,375
West Palm Beach, FL	1,508,455	1,508,455
Traverse City, MI	3,501,458	3,501,458
Kona, HI	3,160,000	3,160,000
Islip, NY	1,309,823	1,309,823
Houston, TX	8,990,000	8,990,000
Pensacola, FL	1,924,610	1,924,610
Reno, NV	1,301,742	1,301,742
Cleveland, OH	5,095,000	5,095,000
LaGuardia, NY	1,406,000	1,406,000
Kalamazoo, MI	6,992,500	6,992,500
Las Cruces, NM	100,000	100,000
Broomfield, CO	4,632,607	4,632,607

Terminal digital radar (ASR–11).—The Committee provides $12,863,000 for the terminal digital radar (ASR–11) program which represents an increase of $263,000 above the budget estimate and $4,237,000 below the fiscal year 2009 enacted level. Within the funds provided, the Committee recommendation includes $4,400,000, as requested, for technology refresh requirements necessary for the signal data processor portion of the ASR–11 system. In addition, the recommendation includes $263,000 for the acquisition and installation of an ASR–11 system at the Reno-Tahoe International Airport, Reno, NV.

Runway status lights.—The Committee supports the requested robust increase for the FAA's runway status lights (RWSL) program. As such, the Committee recommendation includes $117,300,000 for RWSL which is the same level in the budget request. The National Transportation Safety Board has included runway incursions or runway safety on its "Most Wanted List" since 1990 and has acknowledged the potential benefit that RWSL can bring to improving runway safety. The Committee recommendation includes funding for construction, design, procurement and operational deployment activities. The Committee understands that FAA's current RWSL waterfall plans to start construction at the following sites: Phoenix Sky Harbor; George Bush Houston International Airport; Baltimore-Washington International Airport; Detroit Metro; Washington-Dulles International Airport; Las Vegas McCarran Airport; Charlotte Douglas Airport; Minneapolis-St. Paul International Airport; Ft. Lauderdale Airport; and, Hartsfield-Jackson International Airport.

LANDING AND NAVIGATIONAL AIDS

Instrument landing system establishment.—The Committee recommendation includes $11,200,000 for instrument landing systems which is $2,600,000 above the budget request and $2,150,000 above the fiscal year 2009 enacted level. Within the funds provided, the Committee directs the following distribution:

Castle Airport ILS, CA	$520,000
Hazard-Perry County Airport ILS, Hazard, KY	500,000
Kinston Regional Jetport ILS upgrade, NC	500,000
Napa County Airport glide slope on Runway 36L, CA	280,000
Southern Vermont Regional Airport lighting, North Clarendon, VT	800,000

Wide area augmentation system (WAAS).—The Committee recommendation includes $92,600,000 for the wide area augmentation system program, which represents a decrease of $4,800,000 below the level requested in the budget and an increase of $944,000 above the fiscal year 2009 enacted level. Through fiscal year 2009, the total federal investment in the WAAS program has been $1,439,824,800 and the FAA's capital investment plan anticipates a WAAS funding requirement in excess of $100,000,000 each year from fiscal year 2011 to fiscal year 2014.

Approach lighting system improvement program.—The Committee recommendation includes $9,337,000 for the approach lighting system improvement program which is $637,000 above the budget request and $4,277,000 below the fiscal year 2009 enacted level. Within the funds provided, the Committee includes $4,000,000, as requested in the budget, for the ALSF–2 support structure at runway end 16C at Seattle-Tacoma International Airport, WA and $637,000 for the installation of a medium approach lighting system at Arlington Municipal Airport, TX.

Navigation and landing aids (NAVAIDs).—The Committee includes $11,000,000 for the FAA's navigation and landing aids program which represents an increase of $5,000,000 above the budget request and $10,000,000 above the fiscal year 2009 enacted level. The FAA reports that 60 percent of all visual and navigation aids in the national air space are greater than 23 years old and exceed their 20 years of economic service life by three or more years. In addition, the DOT Inspector General has recommended that the FAA take additional action to address the NAVAIDs that are located in runway safety areas. Some of these NAVAIDs need to be relocated or modified with frangible bolts to minimize the safety risk. The Committee provides an increase above the request to accelerate the replacement or modification of the NAVAIDs that pose the greatest risk in runway safety areas, including the procurement and installation of runway end identification lights.

VASI Replacement—Precision approach path indicator (PAPI).—The Committee recommendation includes $4,000,000 for the procurement of 10 PAPI systems and 11 new replacement projects, as requested in the budget. The Committee understands that the existing VASI systems do not meet the visual slope indicator standard for the International Civil Aviation Organization. The Committee understands that FAA intends to replace 850 systems during Phase 2 of the program. The Committee strongly urges the FAA to move expeditiously to meet this requirement by replacing VASI systems with new PAPI systems.

OTHER AIR TRAFFIC CONTROL FACILITIES PROGRAMS

Electrical power systems.—The Committee recommendation includes $91,000,000 for electrical power systems, an increase of $41,000,000 above the fiscal year 2009 enacted level and $10,000,000 below the budget request. The Committee notes that the FAA's electrical power systems received $50,000,000 in the

American Reinvestment and Recovery Act for additional upgrades on top of the funds provided in the fiscal year 2009 appropriations act. The Committee makes the reduction below the budget request in order to fund other programmatic priorities.

TRAINING, EQUIPMENT AND FACILITIES

National airspace system training simulators.—The Committee recommendation includes $9,700,000 for training simulators which represents an increase of $3,000,000 above the budget request and $10,300,000 below the fiscal year enacted level. The Committee continues to believe that these tower simulators are a useful training tool for both new and experienced controllers. The Committee expects that the funds provided above the budget request will be utilized to procure and deploy additional simulators and to make the necessary facility modifications to accommodate these vital training tools.

MISSION SUPPORT

Transition engineering support.—The recommendation includes $14,300,000 for transition engineering support which is $700,000 below the budget request and $3,600,000 above the fiscal year 2009 enacted level. The reduction below the budget request is done without prejudice in order to meet other programmatic priorities.

Center for advanced aviation systems development (CAASD).—The Committee provides $82,000,000 for CAASD, an increase of $3,000,000 above the budget estimate. The Committee recognizes the valuable contribution that CAASD makes in providing critical research and data analysis for the myriad of programs that support the national airspace system and the FAA's NextGen program. CAASD's analysis of sensitive and propriety information currently plays a role in helping the FAA and major air carriers identify safety risks before accidents occur. The increase above the budget request is provided to expedite the inclusion of this analysis to smaller regional airlines and general aviation to help address the different risks they face. In addition, the Committee provides resources to analyze and calculate the costs and benefits of proposed NextGen-related avionics equipage.

PERSONNEL AND RELATED EXPENSES

The Committee recommends $470,000,000 for personnel and related expenses which is an increase of $9,500,000 above the fiscal year 2009 enacted level and the same level as the budget request. This appropriation finances the personnel, travel and related expenses of the FAA's facilities and equipment workforce.

BILL LANGUAGE

Capital investment plan.—The bill continues to require the submission of a five year capital investment plan.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2009	$171,000,000
Budget request, fiscal year 2010	180,000,000
Recommended in the bill	195,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+24,000,000
Budget request, fiscal year 2010	+15,000,000

This appropriation provides funding for long-term research, engineering and development programs to improve the air traffic control system and to raise the level of aviation safety, as authorized by the Airport and Airway Improvement Act and the Federal Aviation Act. The appropriation also finances the research, engineering and development needed to establish or modify federal air regulations.

COMMITTEE RECOMMENDATION

The Committee recommends $195,000,000, an increase of $24,000,000 above the fiscal year 2009 enacted level and $15,000,000 above the President's budget estimate.

A table showing the fiscal year 2009 enacted level, the fiscal year 2010 budget estimate, and the Committee recommendation follows:

RESEARCH, ENGINEERING AND DEVELOPMENT

Program	Fiscal year 2009 enacted	Fiscal year 2010 estimate	Committee recommendation
Improve Commercial Aviation Safety	$90,763,000	$91,085,000	$93,085,000
Fire research and safety	6,650,000	7,799,000	7,799,000
Propulsion and fuel systems	3,669,000	3,105,000	3,105,000
Advanced materials/structural safety	2,920,000	2,448,000	4,448,000
Atmospheric hazards/digital system safety	4,838,000	4,482,000	4,482,000
Aging aircraft	14,589,000	10,944,000	10,944,000
Aircraft catastrophic failure prevention	436,000	1,545,000	1,545,000
Flightdeck safety/systems integration	7,465,000	7,128,000	7,128,000
Aviation safety risk analysis	12,488,000	12,698,000	12,698,000
ATC/AF human factors	10,469,000	10,302,000	10,302,000
Aeromedical research	8,395,000	10,378,000	10,378,000
Weather research	16,968,000	16,789,000	16,789,000
Unmanned aircraft system	1,876,000	3,467,000	3,467,000
Improve Efficiency of the ATC System	43,226,000	48,543,000	48,543,000
Joint program and development office	14,466,000	14,407,000	14,407,000
Wake turbulence	10,132,000	10,631,000	10,631,000
GPS Civil Requirements	—	—	—
NextGen—Air Ground Integration	2,554,000	5,688,000	5,688,000
NextGen—Self Separation	8,025,000	8,247,000	8,247,000
NextGen—Weather Technology in the Cockpit	8,049,000	9,570,000	9,570,000
Reduce Environmental Impacts	31,658,000	34,992,000	47,992,000
Environment and energy	15,608,000	15,522,000	15,522,000
NextGen Environmental Research—Aircraft Technologies, Fuels and Metrics	16,050,000	19,470,000	32,470,000
Mission Support	5,353,000	5,380,000	5,380,000
System planning and resource management	1,817,000	1,766,000	1,766,000
Technical laboratory facilities	3,536,000	3,614,000	3,614,000
Total	171,000,000	180,000,000	195,000,000

Advanced materials/structural safety.—The Committee recommendation includes $4,448,000 for the FAA's advanced materials and structural safety research. This program helps the FAA achieve its strategic goal of preventing accidents that result from

structural failure. Within the amounts provided, $1,000,000 is included for the National Institute for Aviation Research (NIAR) at Wichita State University for composite airframe maintenance and airworthiness awareness training. An additional $1,000,000 is provided to NIAR for advanced materials research in support of aviation safety.

NextGen environmental research—aircraft technologies, fuels and metrics.—The Committee provides $32,470,000 for the FAA's NextGen environmental research aircraft technologies, fuels and metrics program which represents a $13,000,000 increase above the budget request. These substantial additional funds will assist the continuous, lower energy, emissions, and noise program (CLEEN) to speed the research and development of alternative jet fuels. Within this amount, $10,000,000 shall be used to accelerate certification assistance activities for aviation fuels derived from non-food biomass feedstocks. The remaining $3,000,000 shall be used to quantify emissions and develop Life Cycle Analyses (LCA) for certified fuels. As part of this activity, the Committee expects that the FAA to work with the EPA to leverage the LCA model being developed by the EPA under the Energy Security and Independence Act of 2007.

The Committee strongly believes this funding is needed to accelerate the development and certification of renewable jet fuels. The aviation industry is currently responsible for 3 percent of greenhouse gas emissions and is expected to account for 5 percent by 2050. In addition, fuel costs have recently become the largest portion of airlines operating costs. Renewable jet fuels that meet the unique performance requirements of the aviation industry are needed to reduce the industry's environmental impact and ensure the availability of low cost fuels in a carbon constrained economy. Given the stringent safety and performance requirements that aviation fuels must meet, the FAA is the appropriate entity to leverage the results of R&D programs being administered by DOE and USDA to ensure the industry's needs are addressed.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2009	$3,600,000,000	($3,514,500,000)
Budget request, fiscal year 2010	3,000,000,000	(3,515,000,000)
Recommended in the bill	3,000,000,000	(3,515,000,000)
Bill compared to:		
Appropriation, fiscal year 2009	600,000,000	(+500,000)
Budget request, fiscal year 2010	——	(—)

The bill includes a liquidating cash appropriation of $3,000,000,000 for grants-in-aid for airports, authorized by the Airport and Airway Improvement Act of 1982, as amended. This funding provides for liquidation of obligations incurred pursuant to contract authority and annual limitations on obligations for grants-in-aid for airport planning and development, noise compatibility and

planning, the military airport program, reliever airports, airport program administration, and other authorized activities.

LIMITATION ON OBLIGATIONS

The bill includes a limitation on obligations of $3,515,000,000 for fiscal year 2010 which is the same level as the budget request and $500,000 above the fiscal year 2009 enacted level.

ADMINISTRATION AND RESEARCH PROGRAMS

Airport administrative expenses.—Within the overall obligation limitation, the bill includes $93,422,000 for the administration of the airports program by the FAA. This funding level is equal to the budget request and $5,968,000 above the fiscal year 2009 enacted level. Within the amounts provided, the recommendation includes $1,938,000 as requested to implement the airport safety management system; collect airport data on the 14,000 private airports across the country; improve data systems to track passenger airline activity at medium and large hub airports; improve the system for maintaining Headquarters and regional electronic records; and, to hire an additional wildlife biologist, electrical engineer, international aviation specialist, three airspace staffing specialists, an airport planning and geographical information system (GIS) specialist, and an information technology specialist.

Airport cooperative research program (ACRP).—The recommendation includes $15,000,000 which is the same level as the budget request and the fiscal year 2009 enacted level. The ACRP was established through Section 712 of the "Vision 100—Century of Aviation Reauthorization Act" (P.L. 108–176) to identify shared problem areas facing airports that can be solved through applied research but are not adequately addressed by existing Federal research programs. The Committee believes that ACRP can help advance opportunities for green airport development. Residential and commercial building sectors continue to evolve towards green design, however, the Committee notes that there are no existing standards that appropriately address the expansive paved operational footprints of airports. As such, the Committee directs FAA to work with airports and relevant research organizations to identify best practices and potential design and construction sustainability standards that accommodate the unique structural and operational characteristics of airports.

Airport technology research.—The recommendation includes a minimum of $22,472,000 for the FAA's airport technology research program. The funds provided for this program are utilized to conduct research in the areas of airport pavement; airport marking and lighting; airport rescue and firefighting; airport planning and design; wildlife hazard mitigation; and, visual guidance. Within the amounts provided, $2,375,000 is included to begin phase 1 of a state of the art visual guidance technology test bed to improve signs, lighting and markings on active airport facilities.

Runway safety areas (RSAs).—Runway safety has been on the National Transportation Safety Board's "Most Wanted List" for over a decade. The FAA has initiated a number of strategies to improve safety on our nation's airport runways and taxiways. These strategies include additional lighting systems and runway markings; the development and deployment of technologies that are de-

signed to minimize the potential for runway incursions between aircraft and ground support equipment; and, extensions and improvements to airport runway safety areas. On March 3, 2009, the OIG issued a report on the FAA's runway safety efforts to date. While the OIG noted that the FAA and airport sponsors have made significant progress improving RSAs over the last decade, challenges still exist in bringing the remaining RSAs up to standard at 11 of our nation's 30 largest airports. In addition, the OIG found that over forty percent of the airports in their review had non-compliant navigation aids (NAVAIDs) and that the FAA's quality control procedures for tracking RSA data was lacking. The Committee understands that the FAA has agreed to implement the OIG's recommendations with regard to RSAs, including the recommendation to provide additional detail in FAA's annual RSA report to Congress. In that regard, the Committee continues bill language requiring annual RSA reports and expects the FAA to expand the report to include the information as recommended by the OIG.

HIGH PRIORITY PROJECTS

Of the funds covered by the obligation limitation in this bill, the Committee directs FAA to provide not less than the following funding levels, out of available resources, for the following projects in the corresponding amounts. The Committee agrees that state apportionment funds may be construed as discretionary funds for the purposes of implementing this provision. To the maximum extent possible, the administrator should work to ensure that airport sponsors for these projects first use available entitlement funds to finance the projects. However, the FAA should not require sponsors to apply carryover entitlement to discretionary projects funded in the coming year, but only those entitlements applicable to the fiscal year 2009 obligation limitation. The Committee further directs that the specific funding allocated above shall not diminish or prejudice the application of a specific airport or geographic region to receive other AIP discretionary grants or multiyear letters of intent.

Project Name	Amount
Airport Apron Expansion, Wasilla, AK	$500,000
Albuquerque International Sunport general aviation aircraft parking ramp replacement, NM	$275,000
Alliance Airport runway extension program, TX	$750,000
Alpine Airport runway and terminal improvements, TX	$500,000
Atmore Airport access road, runway lights, and safety imrovements, AL	$475,000
Auburn-Lewiston Municipal Airport preliminary design, land acquisition, environmental review and various improvem	$500,000
Bradford County Airport runway extension, PA	$250,000
Branch County Memorial Airport green building terminal improvements, Coldwater MI	$450,000
Burlington-Alamance County Regional Airport runway and taxiway project, NC	$1,000,000
Chautauqua County Dunkirk Airport runway construction, NY	$1,000,000
Crisp County Airport various improvements, GA	$300,000
DeKalb Taylor Municipal Airport Drainage Upgrades, IL	$500,000
Delta Regional Airport airfield runway, taxiway and apron improvements, AR	$1,200,000
Denver International Airport west airfield taxiway improvements, CO	$500,000
Des Moines International Airport Runway 13R/31L Land Acquisition, Des Moines, IA	$500,000
Detroit International Airport rehabilitate taxiway A and east end runway, MI	$500,000
Fairfield County Airport Runway and Taxiway Rehabilitation,SC	$175,000
Fernandina Beach Municipal Airport taxiway improvements, FL	$1,000,000
Florence Regional Airport drainage and concourse improvements, SC	$500,000
Floyd Bennett Memorial/Warren County Airport Improvements, NY	$850,000
Gainesville Airport general aviation apron reconstruction, FL	$750,000
Glynn County Airport airfield and taxiway improvements, GA	$1,100,000
Grand Forks International Airport Terminal Replacement, Grand Forks, ND	$500,000
Grand Junction Regional Airport Commercial Apron Rehabilitation, CO	$500,000
Guam International Airport Authority - Terminal Security Enhancements	$750,000

Project Name	Amount
Huntsville Airport Authority air carrier and ramp enhancements, AL	$250,000
Imperial County Airport Feasibility Study, Imperial County, CA	$100,000
Jackson-Evers International Airport, essential air field infrastructure improvements, MS	$750,000
Keokuk Municipal Airport rehabilitation and remarking airfield pavements, IA	$300,000
Los Alamos County Airport runway rehabilitation, NM	$800,000
Mobile Downtown Airport taxiway A improvements, AL	$1,500,000
Montgomery County Airport Airfield Pavement Rehabilitation, NC	$500,000
Niagara Falls International Airport runway improvements, NY	$725,000
Oberlin Municipal Airport runway realignment and lengthening project, KS	$500,000
Ogden-Hinckley Airport runway improvements, UT	$500,000
Oxford-Henderson Airport Enhancement Project, NC	$300,000
Pellston Regional Airport snow removal and aircraft rescue and firefighting building improvements, MI	$800,000
Perry-Foley Airport Resurfacing of Primary Runway 18/36, FL	$1,000,000
Peter Prince Airport, Santa Rosa County, runway hold bays construction, FL	$500,000
Phoenix Sky Harbor International Airport Taxiway Alpha, Phoenix, AZ	$2,000,000
Richard Downing Airport runway extension, OH	$450,000
Richard Russell Regional Airport (Floyd County, GA) midfield taxiway improvements, GA	$250,000
Richmond County Airport Runway Safety Area Project, NC	$400,000
San Marcos Airport Improvements -- North Side Terminal, TX	$400,000
Sandusky County Regional Airport (S24) taxiway project, OH	$500,000
SC-TAC Airport taxiway B improvements, SC	$750,000
South Texas International Airport runway and fire safety improvements, TX	$500,000
St. Clair County International Airport runway extension, MI	$500,000
St. Petersburg-Clearwater International Airport runway and taxiway improvements, FL	$1,000,000
Stinson Airport runway, signage, lighting and drainage improvements, TX	$1,200,000

Project Name	Amount
Sumner County Regional Airport airport road re-location, TN	$500,000
Texarkana Regional Airport fire station project, TX	$750,000
Toledo Express Airport Improvements, OH	$500,000
Tulsa International Airport, Memorial Drive and waterline project, OK	$500,000
Twin County Airport obstruction removal and runway safety improvement, VA	$500,000
Virginia Tech Airport runway rehabilitiation, VA	$500,000
Washington County Airport runway 9/27 overlay project, PA	$500,000
Waterbury-Oxford Airport runway protection zone improvements, CT	$500,000
Wilkes-Barre/Scranton International Airport intermoal center design/construction, PA	$500,000
Wittman Regional Airport runway project, Oshkosh, WI	$950,000

BILL LANGUAGE

Runway incursion prevention systems and devices.—Consistent with the provisions of Public Law 106–181 and the fiscal year 2004 through 2009 Appropriations Acts, the bill allows funds under this limitation to be used for airports to procure and install runway incursion prevention systems and devices.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110. The Committee retains a provision limiting the number of technical workyears at the Center for Advanced Aviation Systems Development to 600 in fiscal year 2010.

Section 111. The Committee retains a provision prohibiting FAA from requiring airport sponsors to provide the agency "without cost" building construction, maintenance, utilities and expenses, or space in sponsor-owned buildings, except in the case of certain specified exceptions.

Section 112. The Committee continues a provision allowing reimbursement for fees collected and credited under 49 U.S.C. § 45303.

Section 113. The Committee retains a provision allowing reimbursement of funds for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114. The Committee continues a provision extending the current terms and conditions of FAA's aviation insurance program, commonly known as the "war risk insurance" program, for one additional year, from December 31, 2009 to December 31, 2010.

Section. 115. The Committee retains a provision prohibiting funds to change weight restrictions or prior permission rules at Teterboro Airport, Teterboro, New Jersey.

Section 116. The Committee retains a provision prohibiting funds limited in this Act for the Airport Improvement Program to be provided to an airport that refuses a request from the Secretary of Transportation to use public space at the airport for the purpose of conducting outreach on air passenger rights.

Section 117. The Committee includes a provision which prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday. This language was previously included in the Operations section of the bill and has been in effect since fiscal year 1995.

Section 118. The Committee includes a provision prohibiting FAA from using funds to purchase store gift cards or gift certificates through a government-issued credit card. This language was previously carried in the Operations section of the bill and has been in effect since fiscal year 2004.

FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) provides financial assistance to the states to construct and improve roads and highways, and provides technical assistance to other agencies and organizations involved in road building activities. Title 23 of the United States Code and other supporting legislation provide authority for the various activities of the FHWA. Funding is provided by contract authority, with program levels established by annual limitations on obligations set in Appropriations Acts.

The current surface transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), is set to expire on September 30, 2009 and no reauthorization actions have been completed yet by Congress. Therefore, in developing the fiscal year 2010 appropriations recommendations for the federal-aid highway programs authorized by SAFETEA–LU, the Committee has generally assumed the continuation of the program structure and funding levels in current law as if extended through fiscal year 2010 even though the actual future structure of the highway program is unknown at this time.

SUMMARY OF FISCAL YEAR 2010 PROGRAM

At the time the Committee began consideration of this bill to fund transportation programs for fiscal year 2010, the Administration was still developing its reauthorization proposal for surface transportation programs and, consequently, the President's budget that was submitted to the Committee contained no policy or funding recommendations for programs subject to reauthorization. The President's budget instead provides only baseline funding levels for all highway, transit, motor carrier safety, and highway safety programs, including increases mostly for only pay raises and other non-pay inflation adjustments.

For highways, the budget proposes a funding level of $41,107,000,000, which is $407,000,000 or one percent above the fiscal year 2009 level of $40,700,000,000. However, in recognition of the fact that the highway account of the highway trust fund cannot support even this baseline level with the current gas tax and other existing highway user fees, the budget provides only $5,000,000,000 as a limitation on obligations from the highway trust fund with the remaining $36,100,000,000 being provided as discretionary budget authority from the general fund. The President's budget notes that this funding presentation does not represent the Administration's recommended funding level or a budget approach for the upcoming reauthorization but is instead intended to accurately depict the condition of the highway trust fund and recognize that, under current law, maintaining even baseline spending would require support from the general fund.

COMMITTEE RECOMMENDATION

The Committee recommends a total program level of $41,971,700,000 for the activities of the FHWA in fiscal year 2010. The recommendation is $125,700,000 above the budget request and $356,173,375 above the fiscal year 2009 enacted level (excluding rescissions).

The following table summarizes the program levels within the FHWA for fiscal year 2009 enacted, the fiscal year 2010 budget request, and the Committee's recommendation:

[In thousands of dollars]

Program	Fiscal year 2009 enacted	Fiscal year 2010 request	Recommended in the bill
Federal-aid highways (limitation)	40,700,000	5,000,000	41,107,000
Federal-aid highways, general fund share	.....	36,107,000	.....
Subtotal	40,700,000	41,107,000	41,107,000

[In thousands of dollars]

Program	Fiscal year 2009 enacted	Fiscal year 2010 request	Recommended in the bill
Exempt contract authority	739,000	739,000	739,000
Subtotal	41,439,000	41,846,000	41,846,000
Rescission of contract authority	-3,195,158		
SAFETEA–LU rescission of contract authority	-8,708,000		
Appalachian development highway system	9,500		
Denali access system program	5,700		
Surface transportation priorities	161,327		125,700
Total	29,712,369	41,846,000	41,971,700

LIMITATION ON ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2009	($390,000,000)
Budget request, fiscal year 2010	(415,396,000)
Recommended in the bill	(413,533,000)
Bill compared with:	
Appropriation, fiscal year 2008	(+23,533,000)
Budget request, fiscal year 2009	(-1,863,000)

This limitation controls spending for the salaries and expenses of the FHWA required to conduct and administer the federal-aid highway program, highway-related research, and most other federal highway programs.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $413,533,000 for fiscal year 2010, which is $1,863,000 below the budget request and $23,533,000 above the fiscal year 2009 level. The bill also includes language to make $3,524,000 in contract authority above this limitation available to the Office of Inspector General (OIG) to conduct audits and investigations related to the FHWA and $285,000 in contract authority above this limitation for the OIG's annual audit of the FHWA's financial statements. In addition, $3,220,000 in contract authority above this limitation is made available for the administrative expenses of the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code.

Full-time equivalent staff years (FTE).—For several years, the Committee has set an FTE ceiling of 2,430 for the FHWA. However, because of across-the-board cuts, unfunded mandatory cost increases, and other budget constraints that have occurred over the past several years, the FHWA has not had the resources to backfill all of its vacancies and has dropped well below this FTE ceiling. The FHWA's budget requests $7,929,000 to fund an additional 65 FTE to achieve a staffing level of 2,292 FTE in fiscal year 2010. According to the agency, these additional positions would be targeted in the following areas: 1) fulfilling the agency's national leadership role by developing innovative solutions to national transportation needs (9 FTE); improving the performance of the highway system by developing, evaluating, and documenting performance indicators to provide safe, reliable, effective, and sustainable mobility to all users (21 FTE); improve program delivery through successful partnerships, value-added stewardship, and risk-based oversight (32 FTE); and improving corporate capacity by ensuring that the workforce is optimally deployed to meet the agency's mission

today as well as in the future (3 FTE). The Committee agrees that additional staff should be devoted to improving program delivery, increasing system performance, and providing direct oversight and assistance to state and local agencies and, therefore, has provided $6,466,000 to fund 53 of the additional FTE requested to specifically address these needs.

Travel.—In fiscal year 2004, the FHWA spent almost $12,000,000 on travel but over the subsequent five years the agency's travel funding was reduced to under $9,600,000. The FHWA claims that these reductions have inhibited the agency's ability to provide more than basic program oversight. In addition, the agency contends that travel cuts have resulted in less frequent contact with transportation partners, increased the response time to requests for on-site technical assistance, reduced the scope and sample size of program reviews, and decreased its ability to deliver training to partners and customers. In order to address these shortcomings, the budget requests an additional $900,000 for travel to improve the level of program oversight, reestablish relationships with existing partners, and establish new relationships with emerging partners. Although supportive of the FHWA being more vigilant and increasing its oversight and stewardship of the federal-aid highway program, the Committee believes that a nine percent increase to the travel budget is a bit excessive in the current fiscal environment. Therefore, the Committee has provided a more reasonable increase of $500,000 and has set the total travel budget at $10,130,000 in fiscal year 2010. The Committee intends to monitor how the agency uses these funds to determine whether additional resources might be warranted in the future.

LIMITATION ON TRANSPORTATION RESEARCH

Appropriation, fiscal year 2009	($429,800,000)
Budget request, fiscal year 2010 [1]	(– – –)
Recommended in the bill	(429,800,000)
Bill compared with:	
Appropriation, fiscal year 2009	(– – –)
Budget request, fiscal year 2010	(+429,800,000)

[1] An unspecified amount for fiscal year 2010 is assumed within the federal-aid obligation limitation.

This limitation controls spending for the transportation research and technology contract programs of the FHWA. It includes a number of contract programs including surface transportation research, training and education, university transportation research, and intelligent transportation systems research. Funding for the Bureau of Transportation Statistics (BTS) is also included within this limitation even though BTS is organizationally placed within the Research and Innovative Technology Administration (RITA). Additional information regarding BTS is included in the RITA section of this report.

COMMITTEE RECOMMENDATION

The recommendation includes an obligation limitation for transportation research of $429,800,000 in fiscal year 2010, which is equal to the fiscal year 2009 level. However, because reauthorization actions have not yet been completed, the Committee has not provided a break out of the transportation research program by activities since this pending legislation is likely to change the struc-

ture of the existing program. Even so, the Committee provides a limitation on the research program as has been past practice.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2009	($40,700,000,000)
Budget request, fiscal year 2010	(5,000,000,000)
Recommended in the bill	(41,107,000,000)
Bill compared with:	
Appropriation, fiscal year 2009	(+407,000,000)
Budget request, fiscal year 2010	(+36,107,000,000)

The federal-aid highways program is designed to aid in the development, operations and management of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy, and moves people and goods safely.

All programs included within the federal-aid highways program are financed from the highway trust fund and most are distributed via apportionments and allocations to states. The federal-aid highways program is funded by contract authority and liquidating cash appropriations are subsequently provided to fund outlays resulting from obligations incurred under contract authority.

The Committee sets, through the annual appropriations process, an overall limitation on the total contract authority that can be obligated under the federal-aid highways program in a given year. The Committee also provides direction and other guidance regarding some of the programs that operate under this overall limitation.

COMMITTEE RECOMMENDATION

With regard to fiscal year 2010, the Committee finds itself in a position where the existing authorizing legislation has expired and no program authority extends into the coming fiscal year. In addition, the scope and structure of the federal-aid highways program are likely to be reshaped by the pending actions of the House and Senate authorizing committees. Therefore, the Committee has followed the program structure found in SAFETEA–LU and set an overall program level for the federal-aid highway program by placing an obligation limitation on contract authority made available from the highway trust fund but has remained silent regarding the underlying program structure since these details are unknown at this time. This approach is also consistent with the concurrent resolution on the budget for fiscal year 2010, S. Con. Res. 13, which was passed by both the House and the Senate on April 29, 2009.

The bill includes language limiting fiscal year 2010 federal-aid highways obligations to $41,107,000,000, an increase of $407,000,000 above the fiscal year 2009 enacted level and an increase of $36,107,000,000 above the budget request.

The Committee has continued bill language that allows the Secretary to charge and collect fees from the applicant for a direct loan, guaranteed loan, or line of credit to cover the cost of the financial and legal analyses performed on behalf of the Department. These fees are not subject to any obligation limitation or the limita-

tion on administrative expenses set for the transportation infrastructure finance and innovation program under section 608 of title 23, United States Code.

Federal-aid highways and bridges are managed through a federal-state partnership. States and localities maintain ownership and responsibility for maintenance, repair and new construction of roads. State highway departments have the authority to initiate federal-aid projects subject to FHWA approval of plans, specifications, and cost estimates. The federal government provides financial support for construction and repair through matching grants, the terms of which vary with the type of road. There are approximately four million miles of public roads in the United States and about 600,000 bridges. The federal government provides grants to states to assist in financing the construction and preservation of about 985,000 miles (24 percent) of these roads, which represents the National Highway System plus key feeder and collector routes. Highways eligible for federal aid carry about 85 percent of total U.S. highway traffic.

For years, federal-aid highways funds have been made available to the states through a mix of apportioned programs, which are distributed using a formula provided in law, and allocated programs, which are distributed based on criteria set in law and allow for some discretion on the part of the secretary in selecting recipients. As stated previously, the structure of the federal-aid highway program for fiscal year 2010 is unknown at this time due to the lack of authorizing legislation. However, many of the apportioned programs that currently exist are likely to continue and, therefore, the descriptions of major highway programs that follow are based on current law:

Surface transportation program (STP).—STP is a flexible program that may be used by states and localities for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of STP funds are set aside for transportation enhancements and state sub-allocations are provided. The federal share for STP is generally 80 percent, subject to the sliding scale adjustment, with a four-year availability period.

National highway system (NHS).—The NHS program provides funding for a designated National Highway System consisting of roads that are of primary federal interest. The NHS consists of the current Interstate, other rural principal arterials, urban freeways and connecting urban principal arterials, and facilities on the Defense Department's designated Strategic Highway Network, and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995 and the Transportation Equity Act for the 21st Century (TEA–21) added to the system the highways and connections to transportation facilities identified in the May 24, 1996, report to Congress. The federal share for the NHS program is generally 80 percent, subject to the sliding scale adjustment, with an availability period of four-years.

Interstate maintenance (IM) program.—The IM program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction that increases capacity, other than HOV lanes, is not eligible for IM funds. The federal share for

the IM program is 90 percent, subject to the sliding scale adjustment, and funds are available for four years.

Funds provided for the IM discretionary program in fiscal year 2010 shall be available for the following activities in the corresponding amounts:

Project Name	Amount
79th Street/Stony Island/South Chicago Reconstruction, IL	$900,000
Advanced Traffic Management on I-91 Corridor, MA	$1,500,000
Bob Hope/I-10 Interchange Project, CA	$500,000
Cherry Avenue/I-10 Interchange, County of San Bernardino, CA	$750,000
Construction of a new interchange on I-80 at Brisbin Road, Morris, IL	$900,000
Expansion of Interstate 69, TX	$500,000
I-10 at Grove Avenue and Fourth Street Interchange and Grove Avenue Corridor Project, City of Ontario, CA	$950,000
I-15/Base Line Road Interchange Improvements, Rancho Cucamonga, CA	$750,000
I-215/University Parkway Interchange in San Bernardino, San Bernardino County, CA	$750,000
I-255 and Telegraph Road Landscape Improvements, MO	$300,000
I-277 Access Corridor (S. Main St.) Phase 2, Akron, OH	$500,000
I-29 Fargo North to Sheyenne, ND	$750,000
I-35 widening from SH-9 West to North of Main Street, OK	$750,000
I-40 Improvements, Durham and Wake County, NC	$2,000,000
I-430/I-630 continued development and construction of interchange modifications, Little Rock, AR	$1,000,000
I-471 Repair Between I-275 and Ohio River, Campbell County, KY	$500,000
I-480/Tiedeman Road Interchange Modification, OH	$800,000
I-5 Columbia River Crossing, OR	$1,000,000
I-540 Interchange Improvements, Washington-Benton County, AR	$1,000,000
I-580 Corridor Improvements, CA	$1,000,000
I-70 Central Park Boulevard Stapleton Interchange, CO	$1,000,000
I-71/SR 665 Interchange Improvements, Grove City, OH	$1,150,000
I-74 Bridge Corridor Project, Moline, IL	$1,200,000
I-805 Managed Lanes, San Diego, CA	$500,000
I-85 Interchange modifications at Pleasant Hill Road, Gwinnett County, GA	$1,000,000
I-85 Widening Project, NC	$1,400,000
I-85/Jimmy Carter Boulevard Bridge Replacement, Gwinnett County, GA	$500,000
I-95 Interchange at Yamato Road and Spanish River Boulevard Project, City of Boca Raton, FL	$1,000,000
I-95 Pawtucket River Bridge (Bridge #550) Replacement. replace major bridge and remove deficient bridge from RI State Highway and Bridge System, Pawtucket, RI	$1,000,000
I-95/US 301 Interchange, SC	$1,700,000
Improvements to I-75 Interchange at Griffin Road, Southwest Ranches, FL	$1,000,000
Improvements to I-81, Franklin County, PA	$750,000
Interchange at I-5 and French Camp Road, and Arch-Sperry Road Construction, CA	$800,000
Interstate 235/US 54 and I-235/Central Avenue Interchange, Wichita, KS	$750,000

Project Name	Amount
Interstate 29 Reconstruction/Utility Relocation, Sioux City, IA	$500,000
Interstate 49 North, LA	$750,000
Interstate 69 Texas Environmental Studies, TX	$500,000
Interstate 69, LA	$750,000
Interstate 70 Viaduct Realignment, Topeka, KS	$1,000,000
Interstate 74 Corridor Construction, IA	$1,000,000
Interstate 75 Exit 20 redesign and construction, Cleveland, TN	$1,050,000
Interstate 94 / Brocklon Lane Interchange, MN	$700,000
Interstate 94, Madison, WI	$1,000,000
Interstate-20 Interchanges, Parker County, TX	$500,000
Kapolei Interchange Complex, HI	$1,000,000
Kentucky-Ohio River Bridges Project, KY	$1,000,000
Latson Road Interchange, Lansing, MI	$500,000
Methuen Rotary Interchange Reconfiguration, Metheun, MA	$900,000
MODOT Reconstruct I-44/Range Line Road interchange, Joplin, MO	$550,000
Palm Bay Parkway South Interchange (Palm Bay), FL	$600,000
Palm Bay Parkway, I-95 Northern Interchange, FL	$600,000
Pennsylvania Turnpike-Interstate 95 Interchange, PA	$500,000
Ranchero Road Corridor Project, CA	$1,000,000
Safety and Seismic Upgrades to the Shoemaker Bridge, City of Long Beach, CA	$1,000,000
San Diego Freeway (I-5) Widening and Improvement, CA	$750,000
San Diego Freeway (Interstate 405) Improvements, CA	$750,000
SR-56 to I-5 Interchange Connector, San Diego, CA	$1,000,000
Third Army Road/I-75 Interchange Construction, GA	$750,000
Turnpike Improvement Project, DE	$500,000

Bridge replacement and rehabilitation program.—The bridge program enables states to improve the condition of their bridges through replacement, rehabilitation, and systematic preventive maintenance. The funds are available for use on all bridges, including those on roads functionally classified as rural minor collectors and as local. Bridge program funds have a four-year period of availability with a federal share for all projects, except those on the Interstate System, of 80 percent, subject to the sliding scale adjustment. For those bridges on the Interstate System, the federal share is 90 percent, subject to the sliding scale adjustment.

Congestion mitigation and air quality improvement program (CMAQ).—The CMAQ program directs funds toward transportation projects and programs to help meet and maintain national ambient air quality standards for ozone, carbon monoxide, and particulate matter. A minimum ½ percent of the apportionment is guaranteed to each state.

Highway safety improvement program (HSIP).—The new HSIP (previously funded by a set-aside from STP) was established as a core program beginning in 2006. The program, which features strategic safety planning and performance, devotes additional resources and supports innovative approaches to reducing highway fatalities and injuries on all public roads.

Appalachian development highway system.—This program makes funds available to construct highways and access roads under section 201 of the Appalachian Regional Development Act of 1965. Under current law, funding is available until expended and is distributed among the 13 eligible states based on the latest available cost-to-complete estimate prepared by the Appalachian Regional Commission.

Equity bonus program.—The equity bonus (replaces TEA–21's minimum guarantee) provides additional funds to states to ensure that each state's total funding from apportioned programs and for high priority projects meets certain equity considerations. Each state is guaranteed a minimum rate of return on its share of contributions to the highway account of the highway trust fund, and a minimum increase relative to the average dollar amount of apportionments under TEA–21. Certain states maintain the share of total apportionments they each received during TEA–21. An open-ended authorization is provided, ensuring that there will be sufficient funds to meet the objectives of the equity bonus.

Emergency relief (ER).—The ER program provides funds for the repair or reconstruction of federal-aid highways and bridges and federally-owned roads and bridges that have suffered serious damage as the result of natural disasters or catastrophic failures. The ER program supplements the commitment of resources by states, their political subdivisions, or federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

Federal lands.—This category funds improvement for forest highways; park roads and parkways; Indian reservation roads; and refuge roads. The federal lands highways program provides for transportation planning, research, engineering, and construction of highways, roads, parkways, and transit facilities that provide access to or within public lands, national parks, and Indian reservations.

Funds provided for the federal lands program in fiscal year 2010 shall be available for the following activities in the corresponding amounts:

Project Name	Amount
116th Street NE Interchange Improvements Project, Tulalip Tribes, WA	$800,000
Arizona Forest Highway 39, Tucson, AZ	$1,200,000
Asphalt Paving on road to Crow Creek Tribal Schools Stephan Campus, SD	$500,000
Baltimore Washington Parkway Feasibility Study, MD	$1,000,000
Boulder City/CANAMEX Bypass, NV	$600,000
BRAC Related Improvements in Anne Arundel County, MD	$1,000,000
BRAC-related Improvements -- Andrews Air Force Base, MD	$500,000
BRAC-Related Improvements in Harford County, Maryland	$1,250,000
BRAC-Related Improvements in Montgomery County, MD	$3,250,000
C & D Canal Trail Improvements, DE	$1,000,000
Cahaba River National Wildlife Refuge overlook park parking lot and turn lanes, AL	$298,000
Cheaha State Park Talladega National Forest Tourism Access, AL	$500,000
Chula Vista Nature Center Road Re-Pavement Project, Chula Vista, CA	$500,000
City of Rocks Back Country Byway Relocation, ID	$1,000,000
Community Streets New Construction, Bullhead, SD	$350,000
Crack sealing and chip seal on BIA #1 Rosebud to Highway 18 Junction, SD	$150,000
Doyle Drive Replacement, San Francisco, CA	$2,000,000
Flight 93 National Memorial, Public Lands Transportation Needs, Somerset , PA	$4,000,000
Forest Highway 171 Widening, Butte County, CA	$2,000,000
Fort Baker Transportation Improvements, CA	$750,000
Fort Drum Connector Road, NY	$1,077,000
Golden Gate National Parks -- Park Access, Transit and Trails, CA	$500,000
Grand Rounds National Scenic Byway Missing Link -- Phase I: Design, Acquistions, Environmental Remediation, Construction, MN	$500,000
Highway 140, Lake County, OR	$1,250,000
Hoover Dam Bypass Bridge, AZ	$1,000,000
Mill Creek Highway, Anaconda-Deer Lodge County, MT	$500,000
I-15/Devore Interchange Improvements, San Bernardino County, CA	$1,500,000
Improvements to US 491, Navajo Nation, NM	$500,000
Jacksonville National Cemetery Access Road, FL	$800,000
Major Thoroughfare Northern Loop, Tupelo, MS	$300,000

Project Name	Amount
Margaret McDermott (I-30) Bridge, TX	$1,000,000
Martin Road project, City of Huntsville, AL	$600,000
Needles Highway in Needles, San Bernardino County, CA	$1,000,000
New Frederick Douglass Memorial Bridge Design and Construction Project, DC	$2,300,000
Pedestrian Safety Improvements at Suquamish Way and Division Streets, WA	$600,000
San Juan County Road 370, UT	$1,000,000
Sequoyah Wildlife Refuge Road Paving, Vian, OK	$800,000
Sharpes Ferry Bridge, FL	$1,200,000
Snake Road Improvement Project, Seminole Big Cypress Reservation, FL	$500,000
Southern Nevada Beltway Interchanges, NV	$1,450,000
Stones River National Battlefield Tour Route, TN	$1,500,000
Tamiami Trail (U.S. 41) Safety Improvements, FL	$1,750,000
Tohono O'odham Nation Highway Improvements, Sells, AZ	$500,000
Trail Creek Highway/Forest Highway 66 Reconstruction, Mackay, ID	$2,750,000
US 40 Northwest Chipseal, CO	$750,000
US 50 State Realignment, Douglas County, NV	$1,000,000
US Highway 101 Corridor Improvement Project, WA	$1,000,000
Wolf Trap Performing Arts Multi-Use Trail, Fairfax, VA	$250,000

The Committee directs that the funds allocated above are to be derived from the FHWA's public lands highways discretionary program and not from funds allocated to the National Park Service's or the Fish and Wildlife Service's regions.

Ferry boats and ferry terminal facilities.—This program provides funding for the construction of ferry boats and ferry terminal facilities and requires that $20,000,000 from each fiscal year be set aside for marine highway systems that are part of the National Highway System for use by the states of Alaska, New Jersey and Washington.

Funds provided for the ferry boats and ferry terminal facilities program in fiscal year 2010 shall be available for the following activities in the corresponding amounts:

Project Name	Amount
Ashtabula City Port Authority, OH	$ 500,000
Berkeley/Albany to San Francisco Ferry Service, CA	$ 1,000,000
Glen Cove Ferry Terminal, NY	$ 1,000,000
Long Branch Pier and Ferry Terminal, NJ	$ 300,000
Mayport Ferry Rehabilitation, Jacksonville, FL	$ 500,000
Ocean Beach Ferry Terminal Enhancement, NY	$ 600,000
Reconstruction of the Bayshore Ferry Terminal Bulkhead, Saltaire, NY	$ 250,000
Refurbished Passenger Ferry, VI	$ 200,000

National scenic byways program.—This program provides funding for roads that are designated by the Secretary of Transportation as All American Roads (AAR) or National Scenic Byways (NSB). These roads have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities.

Transportation, community, and system preservation (TCSP) program.—This program provides grants to states and local governments for planning, developing, and implementing strategies to integrate transportation, community and system preservation plans and practices. These grants may be used to improve the efficiency of the transportation system; reduce the impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; and provide efficient access to jobs, services, and centers of trade.

Funds provided for the TCSP program in fiscal year 2010 shall be available for the following activities in the corresponding amounts:

Project Name	Amount
10th St. Connector -- To extend 10th Street from Dickinson Avenue to Stantonsburg Road, Greenville, NC	$500,000
55th Street Expansion in Rochester, MN	$300,000
6th Street Grade Separation, Vincennes, IN	$700,000
Bayside Trail, Portland, ME	$200,000
Beckett Bascule Bridge Replacement -- Pinellas County, FL	$300,000
Belle Chasse Bridge, Belle Chasse, Plaquemines Parish, LA	$500,000
Belleview Bypass and Baseline Road, Marion County, FL	$500,000
Bike Path between Lexington and Port Sanilac, MI	$250,000
Bluffton Parkway Phases 6/7, SC	$500,000
Bridge Replacement, MO 79 at Sandy Creek, Lincoln County, MO	$400,000
Bristol Street Widening, Santa Ana, CA	$350,000
California State Route 119 Widening Project, CA	$400,000
Chapman Road Reconstruction Project, OK	$400,000
City of Urbana Goodwin Street Expansion, IL	$750,000
County Rails-to-Trails Economic Development and Tourism Project, NY	$100,000
Craighead Bridge Replacement, PA	$750,000
Dowtown Streetscape Expansion Lansdale, PA	$500,000
Dunes Kankakee Trail, Porter County, IN	$500,000
Echo Park/Sunset Boulevard Streetscape Beautification, CA	$600,000
El Dorado and Bromwich Sidewalk Improvements, CA	$550,000
Elvis Presley Boulevard Improvements, TN	$500,000
FM 493, Hidalgo County, TX	$300,000
Harrisburg Missouri Street Hospital Access Project, IL	$400,000
Hassayampa Freeway (proposed I-11), AZ	$250,000
Hays-Travis Trail System, TX	$300,000

Project Name	Amount
I-5 Santa Clarita-Los Angeles Gateway Improvement Project, CA	$750,000
Improvements to US 74/76, Columbus County, NC	$350,000
Intelligent Transportation System (ITS), Bradenton and Sarasota, FL	$500,000
Interchange and Service Road at Anchor Lake, MS	$500,000
Interstate 75/Collier Boulevard/SR 84 Interchange Improvements, FL	$800,000
Iowa Highway 100 Extension and Improvements, Cedar Rapids, IA	$500,000
Lexington-Fayette Legacy Trail, KY	$500,000
Lower Bucks County Waterfront Redevelopment and Access Project, PA	$500,000
Main Street Improvements, Springville, AL	$500,000
Mingo Creek Greenway, Knightdale, NC	$250,000
Montrose Avenue Repaving -- Harlem to Canfield, IL	$350,000
Mount Clemens non-motorized trail along North-bound Gratiot, Mount Clemens, MI	$500,000
New York City Commercial Vehicle Monitoring and Enforcement Program, NY	$500,000
Nordahl Bridge Widening at SR-78, San Marcos, CA	$500,000
Park Street Pedestrian Safety Transportation Improvements, Alameda, CA	$300,000
Parker Bowie Road Bridge Replacement and Widening, Anderson County, SC	$400,000
Pearl River Downtown Revitalization, NY	$200,000
Pedestrian Path for the City of New Baltimore, MI	$250,000
Pedestrian Safety Project, Russellville, AL	$300,000
Pedestrian walkway and waterfront access, Roosevelt Island, NY	$500,000
PJ Adams Road Improvement, FL	$250,000
Prairie Street Grade Separation, Elkhart, IN	$700,000
Rakow Road widening in McHenry County, IL	$750,000
Replacement of Storm Sewer Adjacent to Route 42, Bellmawr, NJ	$500,000
Rice Avenue Interchange at U.S. Highway 101, Ventura County, CA	$700,000

Project Name	Amount
River Des Peres Boulevard Improvements, MO	$200,000
Riverwalk Trail - Mile Branch River Park, Hawkinsville, GA	$90,000
Road Reconstruction, Village of Rockville Centre, NY	$500,000
Robstown Inland Port-Street Improvement, TX	$300,000
Rutherford Cross Road Roundabout, CA	$600,000
Safety Improvements -- Salem and Montville Route 85 at CT Route 82, CT	$500,000
Sfgo, San Francisco, CA	$255,000
Sidewalk Construction in Ashland, Cherryland and Castro Valley Communities in Alameda County, CA	$600,000
State Road (SR) 80, FL	$800,000
State Route 71 expansion from SR-60 to I-10, Pomona, CA	$300,000
State Route 99 Interchange Improvement Project, CA	$500,000
Tri-State Outerbelt (State Route 7/Chesapeake By-Pass), OH	$700,000
Twin Cities-to-Twin Ports Trail Linkage, MN	$600,000
U.S. 401 Widening Project, NC	$600,000
U.S. 98 Improvements, FL	$500,000
US 422 Schuylkill River Crossing Complex, PA	$700,000
US 60, widen between Bartlesville and Pawhuska, Osage County, OK	$400,000
Van Cortlandt Trails Restoration, NY	$180,000
Widening of SC Highway 225, Greenwood, SC	$400,000

Delta region transportation development program.—This program encourages multistate transportation planning and supports the development of transportation infrastructure in the eight states that comprise the region of the Mississippi Delta: Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee.

Funds provided for the delta region transportation development program in fiscal year 2010 shall be available for the following activities in the corresponding amounts:

Project Name	Amount
Chalk Bluff Road, Clay County, AR	$600,000
Chouteau Parkway Conceptual Design, MO	$400,000
Clearview at Earhart Drainage, LA	$400,000
East Metropolitan Corridor, Rankin County, MS	$250,000
I-20 Lincoln Parish, Ruston, LA	$500,000
Interchanges in Cabot, AR	$500,000
LA 1088 Interchange, LA	$400,000
Master Planning for I-10, LA	$400,000
New Interchange, US 61 @ S. Lincoln Dr, Troy, MO	$400,000
Southeast Arkansas Intermodal Facility	$475,000

Transportation infrastructure finance and innovation (TIFIA) program.—The TIFIA credit program provides funds to assist in the development of surface transportation projects of regional and national significance. The goal is to develop major infrastructure facilities through greater non-federal and private sector participation, building on public willingness to dedicate future revenues or user fees in order to receive transportation benefits earlier than would be possible under traditional funding techniques. The TIFIA program provides secured loans, loan guarantees, and standby lines of credit that may be drawn upon to supplement project revenues, if needed, during the first 10 years of project operations. As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans, loan guarantees, and lines of credit obligated in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

For several years, borrower demand for the TIFIA credit program required fewer resources than authorized, leading to the accumulation of excess funding balances that were periodically rescinded by Congress in order to fund higher priority initiatives. During that time, the Department had the resources to pay the entire subsidy cost of credit assistance provided under the TIFIA program. More recently, however, the number and size of TIFIA project applications have increased to the point where the annual budget authority provided to the program is no longer adequate to support every project's entire subsidy cost. Last fall, the Department elected to address this shortfall by prioritizing all pending applications, capping the subsidy cost assistance available to any single project, utilizing existing statutory authority to collect any shortage directly from the applicants, and thus support more projects than it otherwise could. Two loans, for the Inter-County Connector in Maryland and the I–595 Corridor Improvements in Florida, closed earlier this year and six others are expected to close later this year or early next fiscal year. The Committee is encouraged by the increased interest in the TIFIA credit program, but concerned that the change in policy might have a detrimental financial impact on each applicant. The Committee urges the Department to ensure that any policy changes relating to the TIFIA application process are fair, equitable and applied consistently. In addition, the Committee encourages the Department to revisit the TIFIA subsidy payment issue, including the repayment of any subsidy fees previously paid by a borrower, should interest in the program wane and a funding balance surplus once again accumulate.

Federal highway research, technology and education.—Research, technology, and education programs develop new transportation technology that can be applied nationwide. Activities include surface transportation research, including intelligent transportation systems; development and deployment, training and education; university transportation research.

Interstate congestion.—The Committee is aware of the many challenges to reducing traffic congestion on Interstate highways. To help improve mobility on I–66, the Committee encourages the

FHWA to work with the Virginia Department of Transportation to find solutions to this problem, and should consider the options of extending the shoulder lanes' hours of use by one hour in each direction on I–66 between the Capital Beltway and Route 50, and by opening the Monument Drive and Stringfellow Road ramps to all traffic during non-HOV hours.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2009	$41,439,000,000
Budget request, fiscal year 2010	33,000,000,000
Recommended in the bill	41,846,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+407,000,000
Budget request, fiscal year 2010	+8,846,000,000

The Committee recommends a liquidating cash appropriation of $41,846,000,000. This is the amount required to pay the outstanding obligations of the highway program at levels provided in this Act and prior appropriations Acts.

FEDERAL-AID HIGHWAYS, GENERAL FUND SHARE

Appropriation, fiscal year 2009	$– – –
Budget request, fiscal year 2010	36,107,000,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	·36,107,000,000

As stated previously, the budget proposes to split fund the highway program by limiting obligations from the highway trust fund to only $5,000,000,000 and providing a general fund appropriation for an additional $36,107,000,000. The funding approach was offered in recognition of the fact that the highway account of the highway trust fund cannot support even a baseline level with the current receipts being deposited into the highway trust fund.

COMMITTEE RECOMMENDATION

The Committee rejects the budget proposal to provide $36,107,000,000 in general fund appropriations for the federal-aid highways program and instead provides a limitation on obligations of $41,107,000,000 in fiscal year 2010.

While the Committee acknowledges that the highway account of the highway trust fund is expected to have a negative cash balance in fiscal year 2010, the Committee also fully expects the relevant committees in Congress to enact multi-year surface transportation reauthorization legislation and to identify an appropriate financing mechanism for the long-term solvency of the highway trust fund. The Committee has long taken the position that the transportation funding guarantees that were created by TEA–21 in 1998 and later extended by SAFETEA–LU compromise the Committee's ability to balance competing programmatic needs given limited annual resources. The argument for continuing such funding firewalls becomes even more questionable when the dedicated trust fund designed to support such guarantees is on the brink of insolvency.

SURFACE TRANSPORTATION PRIORITIES

Appropriation, fiscal year 2009	$161,326,625
Budget request, fiscal year 2010	– – –
Recommended in the bill	125,700,000
Bill compared with:	
Appropriation, fiscal year 2009	·35,626,625
Budget request, fiscal year 2010	+125,700,000

The bill appropriates funds for the projects, programs, and activities specified as follows:

Project Name	Amount
21st Street North Railroad Overpass, KS	$500,000
23/101 Freeway Interchange Project, CA	$500,000
70th Avenue East & Valley Avenue East Corridor Project, Fife, WA	$300,000
Akron-Cleveland Road Bridge Replacement, OH	$750,000
Alameda Corridor East Grade Separations, Riverside County, CA	$750,000
Alice's Road Extension/Ashworth Road to University Avenue, IA	$750,000
Alsbury Boulevard Construction, TX	$700,000
Alton Commons Boulevard Improvements, Hilliard, OH	$500,000
Ansonia Riverwalk, CT	$800,000
Antelope Valley Project Transportation Improvements, NE	$750,000
Anvil Block Road Widening, GA	$500,000
Ashburton Avenue Widening, Yonkers, NY	$900,000
Atlanta-Chattanooga-Nashville High-Speed Ground Transportation/Maglev Feasibility Study, Chattanooga, TN	$750,000
Atlantic Boulevard South, CA	$500,000
Austin Intelligent Transportation Systems, TX	$500,000
AutoTrain Gateway Improvements, Sanford, FL	$750,000
Bear Creek Greenway Crossing at Barnett Road, Medford, OR	$500,000
Berwick Bridge, Somersworth, NH	$500,000
Black Eagle Road Reconstruction, MT	$500,000
B-Line Trail Extension, Bloomington, IN	$500,000
Boot Road Extension Bridge over Brandywine Creek, PA	$500,000
Bradley Ave/SR-67 Interchange, CA	$400,000
Broadway and Kansas Avenue Repair Project, KS	$400,000
Building of the Almonaster Bridge Baton Rouge, LA	$400,000
Byram-Clinton Norell Corridor Project, MS	$1,000,000
Cambridge-Isanti Bike-Walking Trail, MN	$400,000
Capital Beltway South Side Mobility Study, MD	$500,000
Centerway Arch Bridge and Trail Projects, NY	$500,000

Project Name	Amount
Cherry Street Railroad Grade Crossings Improvement Project, MA	$600,000
City of Doral Street Improvement Project, FL	$400,000
City of Hialeah Street and Sidewalk Improvements, FL	$400,000
City of Isanti Pedestrian Bridge over TH 65, MN	$1,200,000
Clements Mill Bridge Replacement Project, Franklin County, VA	$950,000
Commerce Crossing Bridge over I-20, Rockdale County, GA	$500,000
Community Transportation Association of America National Joblinks Program	$1,400,000
Computerized traffic control system, Morgantown, WV	$1,000,000
Construct Four Lane Highway 20 West of U.S. 71, IA	$750,000
Construction of the I-278 Environmental Shield, Queens, NY	$700,000
County D Extension, Hurley, WI	$950,000
County Road R Improvements, Plover, WI	$1,900,000
Croix Street, Negaunee, MI	$500,000
Cross Creek Widening, Tampa, FL	$500,000
Croton-Harmon Train Station Parking Lot Flood Mitigation and Improvement, NY	$700,000
Davie Road Upgrade, Davie, FL	$500,000
Deck RepairChester Bridge, Perry County, MO	$500,000
Demolition of Congress Street Bridge, Bridgeport, CT	$500,000
Design of Comprehensive City-Wide Mass Transit System in Ponce, PR	$400,000
Downtown Development Authority Streetscape, Dahlonega, GA	$392,000
Downtown Streetscape and Pedestrian Improvements (Final Phase), Borough of North Plainfield, NJ	$300,000
Downtown Streetscaping Project, Pittsfield, MA	$500,000
Downtown Tacoma Streetscapes Improvement Project, WA	$800,000
Eagle County Airport I-70 Interchange, CO	$500,000
East 24th Street Project, Cleveland, OH	$500,000
East Avenue Resurfacing, IL	$600,000
East Main Street Sidewalk Project, NY	$40,000
Eastgate Area Improvements, Clermont County, OH	$900,000

Project Name	Amount
Edwards County Bone Gap Road, IL	$400,000
Elm Street/Gas Light District Improvements, NH	$1,000,000
Empire Corridor West High Speed Rail Improvements, Monroe County, NY	$1,245,000
Empire Corridor West High Speed Rail Improvements, Montgomery County, NY	$600,000
Engineering Feasibility Study of Bike/Hike Connector, Hiram, OH	$100,000
Fairforest at N. Blackstock Rd Intersection and Rail crossing, SC	$500,000
Ferry Access and Traffic Mitigation Shuttle, NY	$250,000
Flyover Connecting Highway 146 and Spur 330, TX	$400,000
FM 1460 Roadway Improvements, Round Rock, TX	$750,000
Garfield Avenue Improvements (Gage Avenue to Ferguson Drive), CA	$500,000
Gateway Corridor University of Mississippi Research Park Extension, MS	$500,000
Goddard Road Reconstruction from Grant Street to Wayne Road, City of Romulus, Wayne County, MI	$500,000
Grand View University Pedestrian Overpass, Des Moines, IA	$400,000
Hammond Drive Roadway Upgrades/ City of Sandy Springs, GA	$500,000
Harden Street Reconstruction, Columbia, SC	$500,000
Henderson Street Bridge Construction at the Trinity River, City of Fort Worth, TX	$1,350,000
High Street Reconstruction, Village of Fairport, NY	$525,000
Holmes Avenue Overpass Project, AL	$500,000
Hunt Highway Improvements, Pinal County, AZ	$500,000
I-295 Meadowville Road Interchange, VA	$750,000
I-44 / US-62, OK	$500,000
I-64 Interchange 2.3 miles West of SR 135, Harrison County, IN	$500,000
I-69, TX	$500,000
I-73, SC	$800,000
I-76 Access/Martha Avenue Connection, Akron, OH	$750,000
IL Route 120 Corridor, Lake County, IL	$600,000
Improvements and Safety Upgrades, North Providence, RI	$900,000
Indiana State Road 205 Corridor, IN	$500,000

Project Name	Amount
International Drive Extension/Folsom South Canal Bridge, CA	$500,000
Intersection Improvements Around State Center, Baltimore, MD	$800,000
Interstate 225 and Colfax Avenue Reconfiguration, Aurora, CO	$850,000
Interstate 75/Everglades Blvd Interchange, FL	$500,000
Iowa Highway 92 Reconstruction	$750,000
Jeannette Truck Route, PA	$750,000
Jerome and Mousette Lanes, Cahokia, IL	$300,000
Johnson Street from Center Avenue to Columbus Avenue Reconstruction, MI	$300,000
Lakeview Trail, Mountlake Terrace Center to the Interurban Trail, WA	$200,000
Larry Holmes Drive Traffic Calming, Easton, PA	$250,000
Lesner Bridge Replacement Project, Virginia Beach, VA	$500,000
Lewis Street Overpass, Pasco, WA	$750,000
Loop 494 Upgrade, TX	$400,000
M Street SE Grade Separation Project, Auburn, WA	$750,000
M-231 Improvements Ottawa County, MI	$500,000
Main Street Improvements, Estancia, NM	$250,000
Main Street Realignment Project, Torrington, CT	$750,000
Major Thoroughfare Northern Loop, Tupelo, MS	$1,000,000
Manadas Hike and Bike Pathways, TX	$300,000
Marlton Circle Elimination - West Main Street/ Old Marlton Pike Connector, NJ	$600,000
McQueen Smith Road Expansion, Prattville, AL	$1,000,000
MD 4, MD 2/4 to MD 235, including Thomas Johnson Bridge and MD 235 Intersection, MD	$750,000
MD 404 Improvements in Caroline, Talbot, and Queen Anne's Counties, MD	**$750,000**
Meadowwood Interchange, Washoe County, NV	$500,000
Mill Plain Boulevard/SE 136th Avenue Intersection, Vancouver, WA	**$300,000**
Millenium Technology Park, New Castle, PA	$500,000
Monterey Bay Sanctuary Scenic Trail, CA	$800,000
Morganton Road Roadway Improvements, Blount County, TN	$750,000

Project Name	Amount
Natural Bridge Avenue (MO Route 115) Connection Planning, Engineering & Environmental Project, MO	$500,000
Ninth Avenue Extension and Overpass Construction, Belton, TX	$750,000
North Carolina 28 in Macon County, NC	$700,000
North Fond du Lac Railyard Overpass, Village of North Fond du Lac, Fond du Lac County, WI	$500,000
North Main Street, Columbia, SC	$500,000
North Street Improvements, Crown Point, IN	$900,000
Northern Bypass I-66, KY	$750,000
Northwest Transportation Corridor Study, Grimes, IA	$300,000
Oak Street Extension, Schererville, IN	$250,000
Oakridge-Westfir Ride Center, OR	$400,000
Ohio 16 Dresden-Coshocton Connector, Coshocton, OH	$400,000
Palatlakaha Bridge Replacement, Lake, FL	$750,000
Paramount Boulevard Improvements, Monterey Park, CA	$250,000
Park and Ride Lots, Broward County, FL	$500,000
Park Avenue Realignment, Chardon, OH	$136,000
Park Avenue Revitalization Project, East Hartford, CT	$400,000
Park Loop Trail, Sagamore Hills Township, OH	$343,000
Pedestrian, ADA and Safety Improvements on Mather Field Road, Rancho Cordova, CA	$200,000
Philadelphia Museum of Art Transportation Improvement Program, PA	$750,000
Portland Regional Traffic Congestion Improvements, ME	$800,000
Potrero Boulevard/SR 60 Interchange in Beaumont, San Bernardino County, CA	$750,000
Reconstruction and Rehabilitation of Route 109/Main Street, Medway, MA	$400,000
Reconstruction of County C, Bayfield County, WI	$1,400,000
Reconstruction of Rib Mountain, WI	$500,000
Reconstruction of Route 571 at Route 527, Toms River Township, NJ	$300,000
Reconstruction of the Hull Street Overpass, Clovis, NM	$500,000
River Greenway Project, Second Phase, NJ	$400,000
Road improvements in Englishtown Borough, NJ	$750,000

Project Name	Amount
Road Resurfacing, Hayneville, AL	$300,000
Roger Snedden Dr. Extension/Grade Separation-Phase 1, IA	$1,000,000
Ronald Reagan Parkway, Hendricks County, IN	$400,000
Rosecrans Avenue/405 Freeway Ramp Widening Project, Hawthorne, CA	$500,000
Route 123 Bridge Replacement, Fairfax, VA	$300,000
Route 22 Sustainable Corridor, NJ	$1,250,000
Route 25 - Safety and Roadway Improvements, Jackson, MO	$650,000
Route 30 Intersection Improvements and Add-Lanes Widening, Frankfort, IL	$250,000
Route 34 in Bollinger County and Cape Girardeau County, MO - Safety Improvements and Resurfacing	$500,000
Route 63 in Phelps County and Maries County, MO - Engineering and Right of Way Improvements	$500,000
Route 67 in Butler County - Extend Existing Four-Lane South to Route 160, MO	$500,000
Route 72, East Road, NJ	$500,000
Rt 480 Pedestrian Bridge and Safety Improvements, WV	$400,000
Rucker Road at US-77 Project, KS	$500,000
San Jose Boulevard Improvements, Carlsbad, NM	$500,000
Schuyler Heim Bridge Replacement and SR-47 Expressway, CA	$500,000
Scott Ranch Road Extension, Show Low, AZ	$900,000
SE Main Avenue, 20th, 21st Street Underpass and Ancillary Improvements, City of Moorhead, MN	$500,000
Seventh Standard Road Grade Separation Project, CA	$400,000
Sidewalk Construction Project for City Schools, City of Alliance, OH	$180,000
Sixth Street Corridor, White County, IN	$400,000
Smith River Trails - Rail/Trail Project, VA	$300,000
South Bronx Greenway, Randall's Island Connector, Bronx, NY	$500,000
SR 426/CR 419 Improvement Project, Oviedo, FL	$1,000,000
SR52 East/West Improvements, San Diego, CA	$400,000
St. Petersburg City Trails, FL	$500,000
State Route 13, St. Clair County, MO	$500,000
State Route 180 East, CA	$800,000

Project Name	Amount
State Trunk Highway 64, WI	$1,400,000
TH 169/I-494 Interchange Construction, MN	$400,000
TH 610 construction, MN	$400,000
The Commonwealth Avenue Road Improvement Project, MA	$600,000
The Hamilton Township Safe Streets to Schools Program, NJ	$350,000
Three Locks Road (County Route 205) Concrete Arch Bridge Replacement, OH	$250,000
Timber Bridge on US 24, Limon, CO	$800,000
Tooze Road, OR	$800,000
Town Center Streetscape Improvements, Eastchester, NY	$350,000
Town of Haymarket Pedestrian Connections, VA	$500,000
Town of Lexington Unified Traffic Plan, SC	$500,000
Town of Occoquan Pedestrian Safety Enhancement, VA	$150,000
Town of Purcellville Main Street and Maple Avenue Intersection Improvements, VA	$500,000
Traffic Signal System Improvement Project, Union City, NJ	$300,000
Transit Related Improvements for National Avenue, Monroe Street, Brick City, and John Q. Hammons Parkway, Springfield MO	$500,000
Trapelo Road and Belmont Street Corridor, MA	$330,000
Tuolumne River Regional Park Gateway Trail System, CA	$350,000
Twin Lakes Infrastructure Project, City of Roseville, MN	$1,000,000
U.S. 59/Alabama Grade Seperation Project, MO	$789,000
U.S. Highway 65, Benton County, MO	$500,000
U.S. Highway 90 Capacity Improvement, FL	$500,000
U.S. Route 322 Corridor Safety Improvements, Centre County, PA	$750,000
U.S. Route 33m, WV	$400,000
Union Avenue Underpass over SR183, OH	$150,000
University Boulevard Widening, Clive, IA	$300,000
Upper Big Thompson Canyon Bridge Replacement, CO	$600,000
US 113 Improvements in Worcester County, MD	$750,000
US 20 Corridor Improvements Toledo, OH	$750,000

Project Name	Amount
US 287 in Berthoud, CO	$300,000
US 301, Charles County, MD	$750,000
US 395 North Spokane Corridor, WA	$400,000
US Highway 12, Burbank to Walla Walla, Phase 7 , WA	$400,000
US Highway 27/State Road 80 right-of-way for the realignment of the SR 80 and US 27 intersection, FL	$500,000
US Highway 69 Corridor Study, Bourbon and Crawford Counties, KS	$500,000
US HWY 287 Bypass, TX	$500,000
US Hwy 72 Widening in Athens, AL	$450,000
US-25 Widening, Laurel County, KY	$750,000
Valencia County's Manzano Expressway, NM	$870,000
Village of Owego Riverwalk, NY	$500,000
Warrensville/Van Aken Transit Oriented, OH	$500,000
Washington and Prospect Street Signalization Project, MA	$600,000
Wealthy Street Extension, Grand Rapids, MI	$500,000
West Grand Avenue Extension, IA	$750,000
Westlake Transit Improvement, CA	$500,000
Widening of US Highway 278 and St. Bernard Bridge, Cullman, AL	$750,000
Widening of West International Speedway Boulevard (US-92), FL	$600,000
Williamsport Healthy Communities-Pathways to Health Project, PA	$750,000
Woodville Highway, Leon County, FL	$250,000
Yonkers Avenue Improvements, NY	$500,000
Yucca Loma Bridge/Interstate 15 Congestion Relief Project, CA	$750,000
	$125,700,000

Bill language is included that specifies that projects must be eligible under title 23 or chapter 53 of title 49, United States Code, in order to receive funding; that the Federal share payable on each project shall be determined in accordance with section 120(b) of title 23, United States Code; and each project shall be administered under the planning, environmental, and other Federal rules required under title 23, United States Code.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120. The Committee includes a provision that distributes obligation authority among federal-aid highways programs.

Section 121. The Committee continues a provision that credits funds received by the Bureau of Transportation Statistics to the federal-aid highways account.

Section 122. The Committee continues a provision prohibiting tolling in Texas, with exceptions.

Section 123. The Committee includes a provision that clarifies funding for various projects which were included in previous appropriations Acts.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

In 1999 Congress passed the Motor Carrier Safety Improvement Act (Pub. L. 106–59) establishing the Federal Motor Carrier Safety Administration (FMCSA) within the Department of Transportation (DOT). The FMCSA was created to further the "highest degree of safety in motor carrier transportation" (49 U.S.C. § 113(b)). The FMCSA focuses on reducing the number and severity of large truck and commercial bus accidents. Agency resources and activities prevent and mitigate commercial vehicle accidents through regulation, law enforcement, stakeholder training, technological innovation, and improved information systems. The FMCSA works with federal, state, and local entities, the motor carrier industry, highway safety organizations, and the public. The FMCSA also has the responsibility to ensure that commercial vehicles entering the U.S. meet all U.S. hazardous material and safety regulations.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), enacted August 10, 2005, reauthorized the motor carrier safety activities of the FMCSA through fiscal year 2009. However, unless SAFETEA–LU is extended or the FMCSA programs are otherwise reauthorized, none of the FMCSA programs listed below for fiscal year 2010 will be authorized.

Motor coaches carry the highest volume of passengers of all commercial modes of transportation and have the lowest fatality and injury rates. However, they have a disproportionate effect on occupants of other vehicles. In 2007 of the 41,059 people killed in motor vehicle crashes, 4,808 or 12% died in crashes that involved a large truck, another 101,000 people were injured. Only 17% of people killed and 22% of those injured were occupants of large trucks.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2009	$234,000,000	($234,000,000)
Budget request, fiscal year 2010	239,828,000	(239,828,000)
Recommended in the bill	239,828,000	(239,828,000)
Bill compared to:		
Appropriation, fiscal year 2009	(+5,828,000)	(+5,828,000)
Budget request, fiscal year 2010	– – –	– – –

This limitation controls FMCSA spending for salaries, operating expenses, and research. It is intended to provide the necessary resources to support motor carrier safety program activities and maintain the agency's administrative infrastructure. The funding supports nationwide motor carrier safety and consumer enforcement efforts, including federal safety enforcement activities at the U.S. borders. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends $239,828,000 for motor carrier safety operations and programs, which is $5,828,000 above the fiscal year 2009 enacted level and the same as the fiscal year 2010 budget request.

LIMITATION ON OBLIGATIONS

The Committee recommends a limitation on obligations of $239,828,000 for the implementation, execution, and administration of the motor carrier safety operations and programs, which is $5,828,000 above the fiscal year 2009 enacted level and the same as the fiscal year 2010 budget request.

Operating expenses.—The Committee recommends $183,050,000 for FMCSA's general operating expenses, which is $5,550,000 above the fiscal year 2009 enacted level and the same as the level in the 2010 fiscal year budget request. These funds are used to support FMCSA's core mission requirements of commercial motor vehicle safety enforcement and compliance; hazardous material enforcement and compliance; emergency preparedness; and, household goods enforcement and compliance.

Research and technology.—The Committee recommendation includes $8,732,000 for FMCSA's research and technology programs, which is a $232,000 increase over the fiscal year 2009 enacted level and a $189,000 increase over the fiscal year 2010 budget request. The Committee continues to include bill language making the funds for the research and technology programs available until September 30, 2013.

Information management.—The Committee recommendation includes $34,617,000 for the FMCSA's information management program which is $172,000 above the fiscal year 2009 enacted level and the same as the fiscal year 2010 budget request.

Regulatory development.—The Committee includes $9,728,000 for FMCSA's regulatory development program, which is $48,000 above the fiscal year 2009 enacted level and the same as the level assumed in the fiscal year 2010 budget request.

Outreach and education.—The Committee recommends $2,700,000 for FMCSA's outreach and education programs, which is $175,000 below the fiscal year 2009 enacted level and $189,000 below the level assumed in the fiscal year 2010 budget request. The Committee notes that the Motor Carrier Safety Assistance Grants and the High Priority Grants can supplement the agency's public awareness and outreach efforts. The Committee continues bill language that prohibits any funds relating to outreach and education from being transferred to another agency.

CMV operating grants.—The Committee recommends $1,000,000 for commercial motor vehicle operator's grants, which is the same as the fiscal year 2009 enacted level and the same as the level assumed for fiscal year 2010. The grants, described in SAFETEA–LU (49 U.S.C. § 31301 note), are designed to help train operators in the safe use of commercial motor vehicles.

On board data recorders.—For the past 30 years the National Transportation Safety Board (the Board) has advocated the use of on board data recorders to increase hours of service compliance for commercial motor vehicle carriers. More recently, the Board has advocated industry-wide use of electric on board data recorders (EOBR) to more accurately collect and maintain data on driver hours of service and accident conditions. The Committee is concerned that the FMCSA has issued an Notice of Proposed Rulemaking on EOBRs that would require only those carriers with a history of serious hours of service violations to install EOBRs in all of their commercial vehicles. As a result only an estimated 930 of the 700,000 carriers in operation would be affected within the first two years of the rule's enforcement. The Committee directs the FMCSA to issue its final rule on this issue (docket number FMCSA–2004–18940) as soon as possible and to report to the Committees on Appropriation 90 days after enactment of this Act on the specific actions FMCSA will take to incentivize industry-wide use of EOBR and the metrics that will be used to measure the adoption of EOBRs installation. Further the Committee directs that FMCSA report every quarter thereafter on the success of FMCSA's efforts to incentivize EOBR adoption and a review of the agency's metrics.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2009	$307,000,000	($307,000,000)
Budget request, fiscal year 2010	310,070,000	(310,070,000)
Recommended in the bill	310,070,000	(310,070,000)
Bill compared to:		
Appropriation, fiscal year 2009	+3,070,000	(+3,070,000)
Budget request, fiscal year 2010	– – –	(– – –)

The FMCSA's motor carrier safety grants program was authorized by the Transportation Equity Act for the 21st Century and continued through fiscal year 2009 by SAFETEA–LU. The grant programs are not authorized for fiscal year 2010.

Grants are used to support compliance reviews in the states; identify and apprehend traffic violators; conduct roadside inspections; and, support new entrant carriers' safety audits. Grants are also provided to states for safety enforcement at both the northern and southern borders; for improvement of state commercial driver's license oversight activities; and, for improving the linkage between state motor vehicle registration systems and carrier safety data.

COMMITTEE RECOMMENDATION

The Committee recommends $310,070,000 in liquidating cash for this program. This is $3,070,000 above the fiscal year 2009 enacted level and the same as the level in the fiscal year 2010 budget request.

LIMITATION ON OBLIGATIONS

The Committee recommends a limitation on obligations of $310,070,000 for the FMCSA grant programs, which is $3,070,000 above the fiscal year 2009 enacted level, and the same as the fiscal year 2010 budget request. The Committee's recommendation is consistent with a small increase above the SAFETEA–LU (49 U.S.C. § 31104(a)) authorized levels of 2009. The Committee recommends separate obligation limitations for the following funding allocations:

Motor carrier safety assistance program	($212,070,000)
Commercial driver's license improvements program	(25,000,000)
Border enforcement grants	(32,000,000)
Performance and registration information system management program	(5,000,000)
Commercial vehicle information systems and networks deployment	(25,000,000)
Safety data improvement grants	(3,000,000)
Commercial driver's license information system modernization program	(8,000,000)

New entrant audits.—The Committee directs that of the funds made available for the Motor Carrier Safety Assistance Grants the Secretary shall deduct $32,000,000 for audits of new entrant motor carriers. The FMCSA requires all new entrants to pass a safety audit within the first 18 months of operations in order to receive permanent DOT registration.

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 135. The Committee continues a provision subjecting the funds appropriated in this Act to the terms and conditions of section 350 of The Department of Transportation and Related Agencies Appropriations Act of 2002 (49 U.S.C. § 13902 note), including a requirement that the Secretary annually submit a report to the Committees on Appropriations on the safety and security of transportation into the United States of Mexico-domiciled motor carriers.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) was established as a separate organizational entity in the Department of Transportation in March of 1970. It succeeded the National Highway Safety Bureau, which previously had administered traffic and highway safety functions as an organizational unit of the Federal Highway Administration.

NHTSA's current programs are authorized in five major laws: (1) the National Traffic and Motor Vehicle Safety Act (chapter 301 of title 49, United States Code (U.S.C.); (2) the Highway Safety Act (chapter 4 of title 23, U.S.C.); (3) the Motor Vehicle Information and Cost Savings Act (MVICSA) (Part C of subtitle VI of title 49, U.S.C.); (4) the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act; and (5) the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU).

The National Traffic and Motor Vehicle Safety Act provides for the establishment and enforcement of safety standards for vehicles and associated equipment and the conduct of supporting research, including the acquisition of required testing facilities and the operation of the national driver register, which was reauthorized by the National Driver Register Act of 1982.

The Highway Safety Act provides for coordinated national highway safety programs (section 402 of title 23, U.S.C.) to be carried out by the states and for highway safety research, development, and demonstration programs (section 403 of title 23, U.S.C.). The Anti-Drug Abuse Act of 1988 (Public Law 100–690) authorized a new drunk driving prevention program (section 410 of title 23, U.S.C.) to make grants to states to implement and enforce drunk driving prevention programs.

MVICSA provides for the establishment of low-speed collision bumper standards, consumer information activities and odometer regulations. Amendments to this law established the responsibility for the administration of mandatory automotive fuel economy standards, theft prevention standards for high theft lines of passenger motor vehicles, and automobile content labeling requirements.

In 2000, the TREAD Act amended the National Traffic and Motor Vehicle Safety Act. Changes included numerous new motor vehicle safety and information provisions, including a requirement that manufacturers give NHTSA notice of safety recalls or safety campaigns in foreign countries involving motor vehicles or items of motor vehicle equipment that are identical or substantially similar to vehicles or equipment in the United States; higher civil penalties for violations of the law; a criminal penalty for violations of reporting requirements; and a number of rulemaking directions that include developing a dynamic rollover test for light duty vehicles, updating the tire safety and labeling standards, improving the safety of child restraints, and establishing a child restraint safety rating consumer information program.

SAFETEA–LU, which was enacted on August 10, 2005, either reauthorized or added new authorizations for the full range of NHTSA programs for fiscal years 2005 through 2009. These include highway safety programs (section 402 of title 23, U.S.C.), highway

safety research and development (section 403 of title 23, U.S.C.), occupant protection incentive grants (section 405 of title 23, U.S.C.), alcohol-impaired driving countermeasures incentive grants (section 410 of title 23, U.S.C.), and the national driver register (chapter 303 of title 49, U.S.C.). SAFETEA–LU also enacted new initiatives, such as the high visibility enforcement program (section 2009 of SAFETEA–LU), motorcyclist safety grants (section 2010 of SAFETEA–LU), and child safety and child booster seat safety incentive grants (section 2011 of SAFETEA–LU). Finally, SAFETEA–LU adopted a number of new motor vehicle safety and information provisions, including rulemaking directions to reduce vehicle rollover crashes, reduce complete and partial ejections of vehicle occupants, and enhance passenger motor vehicle occupant protection in side impact crashes.

Unfortunately, SAFETEA–LU is set to expire on September 30, 2009, and no reauthorization actions have been completed yet by Congress. In the absence of a long-term surface transportation reauthorization, the Committee has generally assumed the continuation of the program structure and funding levels in current law as if extended through fiscal year 2010 even though the actual future structure of these highway safety programs is unknown at this time.

COMMITTEE RECOMMENDATION

The Committee provides $867,228,000 for NHTSA to maintain current programs and continue its mission to save lives, prevent injuries, and reduce vehicle-related crashes.

The following table summarizes the Committee's recommendations:

	2009 enacted	2010 request	Committee recommendation
Operations and research	$232,500,000	$237,103,000	$240,378,000
National driver register	4,000,000	4,078,000	7,350,000
Highway traffic safety grants	619,500,000	626,047,000	619,500,000
Total	856,000,000	867,228,000	867,228,000

The Committee's recommendation of $867,228,000 is equal to the budget request and $11,228,000 above the fiscal year 2009 level.

At the time the Committee began consideration of this bill to fund transportation programs for fiscal year 2010, the Administration was still developing its reauthorization proposal for all of the various surface transportation programs and, consequently, the President's budget that was submitted to the Committee contained no policy or funding recommendations for any of the programs subject to reauthorization. The President's budget instead provides only baseline funding levels for highway safety programs, with most of the funding increases being requested for only pay raises and other non-pay inflation adjustments. The Committee is extremely frustrated by the lack of detail included in the budget justifications for all of the surface transportation agencies. Little or no information was provided as to how the resources requested in the budget would be spent or which underlying programs would be continued even under the funding scenario presented in the budget. The Committee would like to remind the Administration that these

important details are necessary for the Committee to make the annual funding decisions that are under its jurisdiction. Failure to provided adequate information can have a detrimental impact on the resource levels that the Committee elects to provide the agency.

Given the absence of specific recommendations from the Administration and the lack of an authorization beyond the end of this fiscal year, the Committee has little choice but to generally assume the continuation of current law, with the current program structure and funding levels, into fiscal year 2010.

The Committee also notes that NHTSA's budget is misleading in that increases for personnel costs related to vehicle safety research and highway safety research and development activities were included within the highway traffic safety grants line item of the budget. This makes it appear as though the budget includes a large increase for the safety grant programs, even though no additional funds are actually being requested for any of the grant programs or for the costs associated with administering those grants. The Committee has adjusted the funding levels for each program account in order to properly align resources with the programs they are actually associated with.

Consumer Assistance to Recycle and Save (CARS) Act.—Title XIII of the Supplemental Appropriations Act, 2009 (P.L. 111–32) established a program within NHTSA under which owners of vehicles meeting statutorily specified criteria may receive a monetary credit for purchasing or leasing a new fuel efficient vehicle. Specifically, the CARS Act provided $1,000,000,000 for NHTSA to issue vouchers of $3,500 or $4,500, depending on which criteria are met, to help pay for a new, more fuel efficient vehicle from a participating dealer when an individual trades in a less fuel efficient automobile or truck. Of this amount, $50,000,000 was made available for the administrative costs associated with the program. The CARS program ends November 1, 2009, or when the appropriated funds are exhausted, whichever occurs first.

The Committee directs NHTSA to provide a report to the House and Senate Committees on Appropriations by January 4, 2010, which details how the agency spent the administrative funding provided in the CARS Act for the implementation of the program, including staffing, market and outreach, and information services. The Committee also directs NHTSA to include in the report information on the results of the program including: (1) the total number and amount of vouchers issued for purchase or lease of new fuel efficient automobiles by manufacturer (including aggregate information concerning the make, model, model year) and category of automobile; (2) aggregate information regarding the make, model, model year, and manufacturing location of vehicles traded in under the program; (3) the location of sale or lease; and (4) any additional information required by the report mandated by section 1302(g)(2) of the CARS Act.

OPERATIONS AND RESEARCH

	(General fund)	(Highway trust fund)	Total
Appropriation, fiscal year 2009	$127,000,000	$105,500,000	$232,500,000
Budget request, fiscal year 2010	129,774,000	107,329,000	237,103,000
Recommended in the bill	131,736,000	108,642,000	240,378,000

	(General fund)	(Highway trust fund)	Total
Bill compared to:			
Appropriation, fiscal year 2009	+4,736,000	+3,142,000	+7,878,000
Budget request, fiscal year 2010	+1,962,000	+1,313,000	+3,275,000

The operations and research appropriations support research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by state and local government, the private sector, universities, research units, and various safety associations and organizations. These programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, state and community traffic safety evaluations, motorcycle riders, pedestrian and bicycle safety, pupil transportation, distracted and drowsy driving, young and older driver safety programs, and development of improved accident investigation procedures.

COMMITTEE RECOMMENDATION

The Committee recommends new budget authority and obligation limitations for a total program level of $240,378,000, which is $7,878,000, or three percent, above fiscal year 2009. Of this total, $131,736,000 is for vehicle safety programs from the general fund and $108,642,000 is for section 403 of title 23, U.S.C., activities from the highway trust fund. These figures do not include any resources provided for the national driver register or for grants administration as those items are detailed later in this report. The funding shall be distributed as follows:

Salaries and benefits	$70,881,000
Travel	1,023,000
Operating expenses	25,238,000
Contract programs:	
Safety performance (rulemaking)	21,688,000
Safety assurance (enforcement)	18,077,000
Highway traffic safety programs	44,518,000
Research and analysis	58,953,000
Total	240,378,000

Highlights of and adjustments made to the budget request by the Committee's recommendation are described in the following paragraphs.

ADMINISTRATIVE EXPENSES

The Committee recommends $97,142,000 for salaries and benefits, travel, rent, and other operating expenses of NHTSA.

Full-time equivalent staff years (FTE).—The Committee's recommended funding level is sufficient to fund 509 FTE within the vehicle safety research and highway safety research and development activities. This does not include additional resources, and the associated FTE, provided directly to the national driver register or for the administration of the safety grant programs as those programs are discussed later in this report.

NHTSA's budget indicated that additional resources were being requested so that the agency could reach its full FTE complement. In total, the Committee was able to identify $4,133,000 in the budget associated with 33 additional FTE. However, the budget in-

cluded no justification as to why these additional positions are needed. Therefore, the Committee denies the additional FTE and associated increase in funding until such time as the agency can adequately explain the need for this increase.

SAFETY PERFORMANCE (RULEMAKING)

NHTSA's safety performance standards (rulemaking) programs support the promulgation of federal motor vehicle safety standards for motor vehicles and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the new car assessment program. Consistent with the budget request, the Committee provides $21,688,000 for these activities.

New car assessment program (NCAP).—Within the funds provided, the Committee recommends $10,393,000 for NCAP, as requested, which will allow NHTSA to continue to test the same number of vehicle models while incorporating additional tests and technologies into the program.

Corporate average fuel economy (CAFE) standards.—The overall purpose of CAFE standards is to reduce energy consumption by increasing the fuel economy of cars and light trucks. The responsibility for regulating these standards rests with NHTSA and the Environmental Protection Agency (EPA), as NHTSA sets fuel economy standards for cars and light trucks sold in the U.S. and EPA calculates the average fuel economy for each manufacturer. In order to ensure that NHTSA has sufficient funding to continue implementing the requirements of the Energy Independence and Security Act of 2007, the Committee recommends $8,900,000 in fiscal year 2010, as requested, which represents an increase of $4,720,000, or 213 percent, over the fiscal year 2009 level. This funding is to be used to issue the next CAFE rule impacting model years 2012–2016 vehicles; implement a rule that requires manufacturers to label additional fuel economy information on new vehicles; and implement a new tire efficiency rating system, including a consumer education program.

SAFETY ASSURANCE (ENFORCEMENT)

The Committee recommends $18,077,000, as requested, for safety assurance (enforcement) programs to provide support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce federal odometer law, encourage enforcement of state odometer law, and conduct safety recalls when warranted. This funding level maintains all of these programs at the fiscal year 2009 level.

HIGHWAY SAFETY PROGRAMS

NHTSA provides research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by state and local governments, the private sector, universities, research units, and various safety associations and organizations. These programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, state

and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures. The Committee recommends $44,518,000 for these highway safety programs in the following amounts:

Impaired driving	$11,206,000
Drug impaired driving	1,488,000
Safety countermeasures	4,345,000
National occupant protection	10,282,000
Enforcement and justice services	3,660,000
Emergency medical services	2,144,000
Enhance 9–1–1 Act implementation	2,750,000
Enhance 9–1–1 Act implementation	(1,250,000)
NEMSIS implementation	(1,500,000)
Driver licensing	1,002,000
Highway safety research	7,541,000
International activities in behavioral traffic safety	100,000
Total	44,518,000

Safety countermeasures.—The Committee recommends $4,345,000 for safety countermeasures, as requested, including activities relating to pedestrian, bicycle, and pupil transportation, older driver safety, and motorcycle safety which were funded separately in prior years.

National emergency medical services information system (NEMSIS).—The Committee recommends a funding level of $1,500,000 for the continued implementation of the NEMSIS, which is $750,000 above the budget request and the fiscal year 2009 level. There are currently 13 states submitting data to the national emergency medical services (EMS) database and the Committee believes that there is a pressing need to collect more standardized data elements from every state in the nation that can be submitted to and collected in the database. Such information can be used to improve prehospital injury information, promote better crash records linkage at the state and local level, improve national EMS education standards, and enhance EMS research. The Committee strongly supports this initiative as it believes that one of the ultimate goals of the NEMSIS is to reduce post-crash death and disability by developing a better understanding of current EMS response and performance so that scarce resources can be best directed towards critical training, equipment, planning and other needs that can improve patient outcomes.

Enforcement and justice services.—The bill includes an increase of $159,000 over the budget request for enforcement and judicial services in order to increase traffic safety resources positions and to continue improving and expanding its education and training programs for judges and prosecutors by incorporating training on substance abuse, treatment, and alternative sanctioning, such as the use of ignition interlocks as a penalty for drunk drivers.

RESEARCH AND ANALYSIS

The Committee recommends $58,953,000, as requested, for research and analysis activities to provide motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research will continue to concentrate on improving

vehicle crashworthiness and crash avoidance, with emphasis on increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improved data systems.

The Committee provides the following amounts for research and analysis:

Safety systems	$8,226,000
Biomechanics	11,000,000
Heavy vehicles	2,115,000
Crash avoidance and pneumatic tire research	8,104,000
Hydrogen fuel cell and alternative fuel vehicle system	1,000,000
National Center for Statistics and Analysis:	
Traffic records	1,650,000
Fatality analysis reporting system	8,472,000
National automotive sampling system	12,530,000
Data analysis program	1,666,000
State data systems	2,490,000
Special crash investigations	1,700,000
Total	58,953,000

Fatality analysis reporting system (FARS) and national automotive sampling system (NASS).—The Committee includes $8,472,000 for FARS and $12,530,000 for NASS. The Committee continues to believe that good crash data about the human victim, injury morphology, the environment in which events occur, and the vehicle are necessary to identifying possible interventions that might be effective for improving motor vehicle safety and, therefore, fully supports funding both systems as sound data and analyses are imperative to making further progress in reducing highway fatalities and injuries. Furthermore, the funding level provided for FARS reflects the full integration of the Fast FARS data collection and reporting system with the core FARS program system.

Hydrogen fuel cell and alternative fuel vehicle system.—The Committee recommends $1,000,000, as requested, for NHTSA to develop test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and other alternative fuel vehicles. NHTSA's activities in this area should include research into the safety of emerging battery technologies used in hybrid fuel cell and internal-combustion engine vehicles.

OPERATIONS AND RESEARCH

Appropriation, fiscal year 2009	$127,000,000
Budget request, fiscal year 2010	129,774,000
Recommended in the bill	131,736,000
Bill compared with:	
Appropriation, fiscal year 2009	+4,736,000
Budget request, fiscal year 2010	+1,962,000

COMMITTEE RECOMMENDATION

The Committee recommends a total of $131,736,000 for operations and research funding as an appropriation from the general fund.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2009	$105,500,000	($105,500,000)
Budget request, fiscal year 2010	82,000,000	(107,329,000)
Recommended in the bill	108,642,000	(108,642,000)
Bill compared to:		
Appropriation, fiscal year 2009	+3,142,000	(+3,142,000)
Budget request, fiscal year 2010	+26,642,000	(+1,313,000)

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation for liquidation of contract authorization of $108,642,000 for payment on obligations incurred in carrying out the provisions of the operations and research program.

The Committee recommends limiting obligations from the highway trust fund to $108,642,000 for authorized activities associated with operations and research.

NATIONAL DRIVER REGISTER

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2009	$4,000,000	($4,000,000)
Budget request, fiscal year 2010	4,078,000	(4,078,000)
Recommended in the bill	4,000,000	(4,000,000)
Bill compared to:		
Appropriation, fiscal year 2009	– – –	(– – –)
Budget request, fiscal year 2010	-78,000	(-78,000)

This account provides funding to implement and operate the national driver register's problem driver pointer system and improve traffic safety by assisting state motor vehicle administrators in communicating effectively and efficiently with other states to identify drivers whose licenses have been suspended or revoked for serious traffic offenses such as driving under the influence of alcohol or other drugs.

COMMITTEE RECOMMENDATION

The Committee recommends a liquidation cash appropriation of $4,000,000 from the highway trust fund to pay obligations incurred in carrying out the national driver register program.

The Committee also recommends limiting obligations from the highway trust fund to $4,000,000 for operations and research activities associated with the national driver register, of which $2,408,000 is for program activities and $1,592,000 is for salaries and benefits.

NATIONAL DRIVER REGISTER

Appropriation, fiscal year 2009	$– – –
Budget request, fiscal year 2010	– – –
Recommended in the bill	3,350,000
Bill compared with:	
Appropriation, fiscal year 2009	+3,350,000
Budget request, fiscal year 2010	+3,350,000

While the President's budget requests $4,078,000 for the national driver register, it also notes that a total of $6,700,000 is actually needed to continue the modernization of the problem driver pointer system while keeping the system accessible to its increasing body of users.

The national driver register provides a critical service to states in the process of determining whether to issue a driver license to applicants as there is no other national database that provides this information as the result of a single inquiry. While the national driver register has been functioning on a legacy mainframe computer using an outdated computer language since 1990, use of the national driver register has continually increased each year, from about 48,000,000 inquiries in calendar year 2003 to 90,000,000 in 2008. Consequently, the system has experienced several disruptions in service over the past year as usage has exceeded the system's processing capacity. NHTSA expects use by states to continue increasing, exceeding 100,000,000 inquiries in 2009, as more states become compliant with the Motor Carrier Safety Implementation Act and begin implementing the Real ID Act requirements. To address this increased use, NHTSA initiated a modernization of the problem driver pointer system that will utilize up-to-date hardware, database structures and programming languages and provide more efficient access to the data on file. However, NHTSA has found that the cost of these efforts exceeds original projections. Funding at the current level would not allow NHTSA to continue the modernization, while keeping the system running. Without modernization, disruption of service to state driver licensing agencies would increase thereby hampering states issuance of driver licenses and commercial driver licenses. Additionally, the national driver register will not be able to meet the needs of new users at the Federal level that query the system as part of security and background checks for safety sensitive transportation and other positions.

COMMITTEE RECOMMENDATION

As stated previously, the structure and funding levels for highway safety programs for fiscal year 2010 is unknown at this time due to the lack of authorizing legislation. However, the Committee believes that the modernization of the national driver register is of critical importance and has therefore provided a general fund appropriation of $3,350,000 in order to fund this initiative.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2009	$619,500,000	($619,500,000)
Budget request, fiscal year 2010	626,047,000	(626,047,000)
Recommended in the bill	619,500,000	(619,500,000)
Bill compared to:		
Appropriation, fiscal year 2009	– – –	(– – –)
Budget request, fiscal year 2010	-6,547,000	(-6,547,000)

Funds are provided for currently authorized state grant programs: highway safety programs, occupant protection incentive grants, alcohol impaired driving countermeasures incentive grants, safety belt performance grants, state traffic safety information systems improvement grants, high visibility enforcement program, child safety and child booster seat safety incentive grants, and motorcyclist safety grants. These highway safety grant programs provide resources to support data-driven, state highway safety programs focusing on the states' most pressing highway safety problems and are a critical asset in meeting the goal of reducing fatalities and injuries.

COMMITTEE RECOMMENDATION

The Committee recommends $619,500,000 in liquidating cash from the highway trust fund to pay the outstanding obligations of the various highway safety grant programs at the levels provided in this Act and prior appropriations Acts.

The Committee also recommends limiting obligations from the highway trust fund to be incurred in fiscal year 2010 under the various highway traffic safety grants programs to $619,500,000, which is equal to the fiscal year 2009 level.

Because reauthorization actions have not yet been completed, the Committee recognizes that this pending legislation is likely to change the structure of the existing safety grant programs. Even so, the Committee has provided separate obligation limitations for each individual grant program, as has been past practice. Following the program structure and funding levels found in SAFETEA–LU, the Committee recommends the following funding allocations:

Highway safety programs	($235,000,000)
Occupant protection incentive grants	(25,000,000)
Safety belt performance grants	(124,500,000)
State traffic safety information systems improvements	(34,500,000)
Alcohol-impaired driving countermeasures incentive grants	(139,000,000)
High visibility enforcement program	(29,000,000)
Motorcyclist safety	(7,000,000)
Child safety and child booster seat safety incentive grants	(7,000,000)
Grants administration	(18,500,000)
Total	619,500,000

Bill language.—The bill maintains language that prohibits the use of funds for construction, rehabilitation, and remodeling costs

or for office furnishings or fixtures for state, local, or private buildings or structures. Language is also continued that limits the amount available for technical assistance to $500,000 under section 410 of title 23, U.S.C. The Committee continues bill language limiting the amount that can be used to conduct the evaluation of the high visibility enforcement program to $750,000 in fiscal year 2010.

As stated previously, the structure of the highway safety grant programs for fiscal year 2010 is unknown at this time due to the lack of authorizing legislation. However, many of the programs that currently exist are likely to continue and, therefore, the descriptions of the major grant programs that follow are based on current law:

Highway safety grants.—The state and community highway safety formula grant program under section 402 of title 23, U.S.C., supports state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grants only for highway safety purposes and at least 40 percent of these funds are to be expended by political subdivisions of the state.

Occupant protection incentive grants.—Section 405(a) of chapter 4 of title 23, U.S.C., encourages states to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A state may use these grant funds only to implement and enforce occupant protection programs.

Safety belt performance grants.—Section 406 of title 23, U.S.C., provides incentive grants to encourage the enactment and enforcement of laws requiring the use of safety belts in passenger motor vehicles. To date, a total of thirteen states have passed primary seat belt laws in response to this incentive program. A state may use these grant funds for any safety purpose under title 23, U.S.C., or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least $1,000,000 of amounts received by states must be obligated for behavioral highway safety activities.

State traffic safety information systems improvements.—Section 408 of title 23, U.S.C., provides incentive grants to encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data that is needed to identify priorities for national, state, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these state data systems, including traffic records, with other data systems within the state; and to improve the compatibility of the state data system with national data systems and data systems of other states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A state may use these grant funds only to implement such data improvement programs.

Alcohol-impaired driving countermeasures incentive grants.—The alcohol-impaired driving countermeasures incentive grant program authorized by section 410 of title 23, U.S.C., encourages states to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. A state may use these grant funds to implement

the impaired driving activities described in the programmatic criteria, as well as costs for high visibility enforcement; the costs of training and equipment for law enforcement; the costs of advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age; the costs of a state impaired operator information system, and the costs of vehicle or license plate impoundment.

High visibility enforcement program.—Section 2009 of SAFETEA–LU directs NHTSA to administer at least two high-visibility traffic safety law enforcement campaigns each year to achieve one or both of the following objectives: (1) reduce alcohol-impaired or drug-impaired operation of motor vehicles; and/or (2) increase the use of safety belts by occupants of motor vehicles. These funds may be used to pay for the development, production, and use of broadcast and print media in carrying out traffic safety law enforcement campaigns. The Committee continues to believe that the high visibility enforcement program has been effective in encouraging seat belt use and in discouraging impaired driving. The Committee directs NHTSA to continue to provide updates to the House and Senate Committees on Appropriations on the agency's paid media strategy and its implementation.

Motorcyclist safety.—Section 2010 of SAFETEA–LU authorizes a program of incentive grants to encourage states to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A state may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

Child safety and child booster seat safety incentive grants.—Section 2011 of SAFETEA–LU authorizes an incentive grant program to make grants available to states that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton's Law (49 U.S.C. § 30127 note; 116 Stat. 2772). These grants may be used only for child safety seat and child restraint programs.

Grant administrative expenses.—Section 2001(a)(11) of SAFETEA–LU provides funding for salaries and operating expenses related to the administration of the grants programs.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Section 140. The Committee continues a provision that provides funding for travel and related expenses for state management reviews and highway safety core competency development training.

Section 141. The Committee includes a provision that exempts obligation authority that was made available in previous public laws for multiple years from limitations on obligations for the current year.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration (FRA) was established by the Department of Transportation Act, (49 U.S.C. § 103(a)) on Octo-

ber 15, 1966. The FRA plans, develops, and administers programs and regulations to promote the safe operation of freight and passenger rail transportation in the United States. The U.S. railroad system consists of over 550 railroads with over 187,000 freight employees; 171,000 miles of track; and, 1.35 million freight cars. With the passage of the American Reinvestment and Recovery Act of 2009, Pub. L. 111–5, the FRA became responsible for developing, administering, and overseeing a multiyear, multibillion dollar discretionary passenger rail grant program. The FRA also oversees grants to the National Railroad Passenger Corporation (Amtrak) with the goal of helping Amtrak improve its service and physical plant.

SAFETY AND OPERATIONS

Appropriation, fiscal year 2009	$159,445,000
Budget request, fiscal year 2010	168,770,000
Recommended in the bill	172,533,000
Bill compared with:	
Appropriation, fiscal year 2009	+13,088,000
Budget request, fiscal year 2010	+3,763,000

The safety and operations account provides funding for FRA's passenger and freight railroad program activities. Funding also supports salaries and expenses and other operating costs related to FRA staff and programs.

COMMITTEE RECOMMENDATION

The Committee recommends $172,533,000, for safety and operations, an increase of $13,088,000, above the fiscal year 2009 enacted level and an increase of $3,763,000, above the fiscal year 2010 budget request. Of this amount, $15,300,000, is available until expended. The Committee has made the following adjustments to the budget request:

New FRA staff.—The Committee recommends a total of 62 positions and 31 FTEs in fiscal year 2010 to assist the FRA in meeting the extraordinary demands of creating and managing a new multibillion dollar discretionary passenger rail grant program, as well creating and enforcing a supporting safety regime in accordance with the Rail Safety Improvement Act of 2008 (Pub. L. 110-432) (RSIA).

The President requested $2,289,000 and 27 positions and 13.5 FTE to administer, develop, implement, and perform oversight of the passenger rail grant program. The Committee recommends providing an additional $763,000 to accelerate the hiring of these positions by two months in fiscal year 2010.

In addition, the Committee is providing $3,000,000 and 35 positions and 17.5 FTE for purposes of meeting mandated requirements under RSIA.

The Committee recommends that FRA allocate these new positions as follows:

Staffing requirement	Funding	FTEs	Positions
Resources to implement the Passenger Rail Program:			
—Financial Assistance Program		10.0	20
—Grants and acquisition		1.5	3
—Chief Counsel: Grants		1.0	2

Staffing requirement	Funding	FTEs	Positions
—Railroad R&D: HSR		1.0	2
Subtotal	$3.052M	13.5	27
Resources to implement Rail Safety Improvement Act:			
—Positive Train Control		5.0	10
—Risk Reduction Program		4.5	9
—Intercity/commuter support		1.0	2
—Highway-Grade Safety Engineers		1.0	2
—Hazardous Materials Specialist/Engineers		1.0	2
—Economists: regulatory support		1.0	2
—Chief Counsel Attorneys		1.0	2
—Other: Budget, IT, and Acquisition		3.0	6
Subtotal	$3.000M	17.5	35
Total	$6.052M	31.0	62

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2009	$33,950,000
Budget request, fiscal year 2010	34,145,000
Recommended in the bill	34,145,000
Bill compared with:	
Appropriation, fiscal year 2009	+195,000
Budget request, fiscal year 2010	– – –

The railroad research and development program provides science and technology support for FRA's policy and regulatory efforts. The program's objectives are to reduce the frequency and severity of railroad accidents through scientific advancement and to support technological innovations in conventional and high speed railroads.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $34,145,000, for railroad research and development which is $195,000 above the fiscal year 2009 enacted level and the same as the fiscal year 2010 budget request.

The Committee's recommendation includes the following allocation for FRA's Railroad Research and Development Account:

Railroad system issues	$3,155,000
Human factors	3,075,000
Rolling stock and components	3,000,000
Track and structures	4,645,000
Track and train interaction	3,600,000
Train control	7,120,000
Grade crossings	1,850,000
Hazmat transportation	1,550,000
Train occupant protection	3,600,000
R&D facilities and test equipment	2,550,000

Research priorities.—In the "Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service" account the Committee is providing an appropriation of $30,000,000 to conduct research into higher speed passenger rail. Therefore, the Committee expects that FRA will continue its traditional safety research activities focused on freight rail and traditional speed passenger rail and fund the programs as outlined in the fiscal year 2010 budget request.

Highway crossing hazard elimination on designated high speed rail corridors.—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA–LU) (23 U.S.C.

§ 104(d)) authorized the railway-highway crossing hazard elimination in high speed rail corridors program through 2009. Although unauthorized in fiscal year 2010, the elimination of hazards at rail-highway grade crossings is an important safety issue and the Committee has continued funding at the fiscal year 2009 enacted level.

The Committee directs funding to be allocated to the following projects:

Altamont Commuter Express Alignment Project, CA	$300,000
Eastern Guilford Crossing Safety Rail Project, NC	300,000
Empire Corridor West Rail-Highway Grade Crossing Improvements, Wayne County, NY	1,000,000
Empire Corridor West Rail-Highway Grade Crossing Improvements, Onieda County, NY	1,000,000
Empire Corridor West Rail-Highway Grade Crossing Improvements, Genesee County, NY	750,000
Metrolink Sealed Corridor Grade Crossing Improvements Los Angeles Ventura Subdivision, CA	400,000
Simi Valley-Moorpark Ventura Subdivision Grade Crossing Improvements—Metrolink, CA	750,000

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Transportation Equity Act for the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing (RRIF) loan and loan guarantee program. SAFETEA–LU amended the program to allow direct loan and loan guarantees up to $35,000,000,000 and required that not less than $7,000,000,000 shall be reserved for projects primarily benefiting freight railroads other than class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance existing debt; or (3) to develop and establish new intermodal or railroad facilities.

No Federal appropriation is required, since a non-Federal infrastructure partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings.

COMMITTEE RECOMMENDATION

As in prior years the Committee continues bill language specifying that no new direct loans or loan guarantee commitments may be made using federal funds for the payment of any credit premium amount during fiscal year 2010.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Appropriation, fiscal year 2009	$25,000,000
Budget request, fiscal year 2010	– – –
Recommended in the bill	40,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+15,000,000
Budget request, fiscal year 2010	+40,000,000

The Rail Line Relocation and Improvement program was authorized in SAFETEA–LU and is intended to relocate or improve existing freight or passenger rail lines and associated structures and stations.

The Committee directs funding to be allocated to the following projects:

Blue Ridge and KC Southern Railroad Rail Line Rehabilitation and Improvement, MO	$800,000
City of Springfield West Wye Rail Line Relocation, Springfield MO	500,000
Coos County Rail Safety Upgrades, Coos County, NH	800,000
Detroit/Wayne County Port Authority Rail Access Improvement Program, MI	500,000
Grade Separated Railroad Crossing, TX	500,000
Greater Ouachita Parish, Rail Spur Extension, LA	2,000,000
Hoquiam Horn Spur Railroad Track Improvement Project, WA	350,000
Industrial Park Rail Project, Greene County, AL	400,000
Minnesota Valley Regional Rail Authority Rehabilitation Project, MN	1,000,000
North Rail Relocation Project, Cameron County, TX	400,000
Ogden Avenue Grade Separation, IL	1,000,000
Port of Monroe Dock and Industrial Park, Monroe County, MI	500,000
Railroad Overpass, Blytheville, AR	500,000
Rail Safety Improvements, Tualatin, OR	250,000
Sacramento Intermodal Transportation Facility Rail Relocation, CA	750,000
Salem County Short Rail Line Rehabilitation, NJ	750,000
San Gabriel Trench Project, CA	500,000
South Orient Rail Line Rehabilitation in San Angelo, TX	1,000,000
South Orient Railroad Rehabilitation, TX	1,000,000
Springfield Rail Relocation, IL	250,000
Toledo-Cleveland-Detroit Passenger Rail Development, OH	500,000
Transbay Transit Center, CA	750,000

COMMITTEE RECOMMENDATION

The Committee recommends $40,000,000 for the rail line relocation and improvement program. This is $15,000,000 above the fiscal year 2009 enacted level and $40,000,000, above the level proposed in the fiscal year 2010 budget.

The Committee continues its direction to FRA to comply with the rail line relocation and improvement program statutory requirements in their entirety and provide financial assistance for both relocation and rehabilitation projects (49 U.S.C. § 20154). Pursuant to 49 U.S.C. § 20154 a state is eligible for a grant if the project either mitigates "the adverse effects of rail traffic on safety, motor vehicle flow, community quality of life, or economic development; or involves a lateral or vertical relocation of any portion of the rail line". The Committee finds value in continuing this program and is especially interested in projects that foster the relocation or improvement of Class II or III freight railroad lines that reduce dependence on long-haul highway freight movement.

CAPITAL ASSISTANCE FOR HIGH SPEED CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

Industrialized countries recognize the importance of high speed intercity passenger rail as part of a balanced transportation system. The Committee believes investments in high speed rail, especially along high density travel corridors, are an integral part of our nation's transportation future. Fast trains that can compete on price, convenience, and trip-time offer an attractive, viable alternative to the overcrowded aviation and highway systems. However, to be successful, intercity passenger rail must be connected to commuter railroads and other forms of mass transit to facilitate a sys-

tems approach to transportation, allowing passengers to travel from one transportation mode to another.

A robust intercity passenger rail system can help alleviate highway congestion and is an exceptionally safe mode of transportation. The automobile death rate per 100 million passenger miles is 0.80; for passenger rail that rate is 0.30, and for U.S air travel that rate is 0.02. Passenger rail is more environmentally friendly than trucks, automobiles, and airplanes. Current data shows that Amtrak consumes 17 percent less energy per passenger mile than airlines and 21 percent less than automobiles. Amtrak environmental statistics can only improve with increasing electrification, and improved diesel locomotion technologies.

Appropriation, fiscal year 2009	$– – –
Budget request, fiscal year 2010	1,000,000,000
Recommended in the bill	4,000,000,000
Bill compared to:	
Appropriation, fiscal year 2009	+4,000,000,000
Budget request, fiscal year 2010	+3,000,000,000

The Capital Assistance for High Speed Corridors and Intercity Passenger Rail Service program was funded in the American Reinvestment and Recovery Act of 2009, Pub. L. 111–5 (ARRA), and was appropriated $8,000,000,000. As initially conceived in ARRA, this program was comprised of three separately authorized programs: "Congestion Grants;" "Capital Assistance for Intercity Passenger Rail Service;" and "High Speed Rail Corridor Program." All three programs were newly authorized in the Passenger Rail Investment and Improvement Act of 2008 (Div. B of Pub. Law 111–8). In April 2009 FRA issued a preliminary national passenger rail strategy, and in June it issued guidance to implement the program.

COMMITTEE RECOMMENDATION

The Committee recommends $4,000,000,000 for the passenger rail grant program. The Committee's recommendation is $4,000,000,000 above the fiscal year 2009 enacted level and $3,000,000,000 above the level proposed in the fiscal year 2010 budget. The Committee does not recommend funding the congestion grants program for fiscal year 2010.

FRA administration set aside.—The Committee recommends $50,000,000 for the FRA Administrator to administer and provide any necessary oversight activities for the passenger rail grant program. The Committee recommendation is $50,000,000 above the fiscal year 2009 enacted level and $40,000,000 above the level proposed in the fiscal year 2010 budget.

Passenger rail grant program research.—The Committee recommends $30,000,000 of the funds under this heading for passenger rail research, including implementation of the Rail Cooperative Research Program authorized by 49 U.S.C. § 24910. The Committee's recommendation is $30,000,000 above the fiscal year 2009 enacted level and $20,000,000 above the level proposed in the fiscal year 2010 budget. The Committee has included bill language directing FRA to conduct research that is anticipated to result in intercity passenger rail that maintains at least an average speed of 110 miles per hour or is reasonably expected to reach speeds of at least 150 miles per hour.

Regulations.—The Committee has included bill language requiring the issuance of regulations to implement the Passenger Rail Grant Program as opposed to interim guidance assumed in the fiscal year 2010 budget request. Although the Committee understands the time constraints placed on the FRA by a regulatory requirement, the Committee is unwilling to relieve the agency of its obligation under 49 U.S.C. § 26106(g) which requires the issuance of regulations by October 16, 2009. The Committee expects that the regulatory requirement will follow on to the Administration's earlier guidance and encompass the whole of the Passenger Rail Grant Program, not only the limited requirement of 49 U.S.C. § 26106(g).

Planning.—The Committee believes that sound planning is critical to the success of passenger rail in the U.S. The Committee recommends $50,000,000 for planning activities for the passenger rail grant program. The Committee provided a 10 percent set aside for planning in the Capital Assistance to States-Intercity Passenger Rail Service Program in both fiscal years 2008 and 2009, which resulted in a funding level of $3,000,000 and $9,000,000 respectively.

Cost.—A realistic long term vision of passenger rail in the United States requires a hard look at the initial capital costs for development and the continuing operational costs of the system. Although different in many ways, Europe can provide a rough guide for the public funding levels that might be required to establish a more robust passenger rail system in the US that includes both improved traditional speed rail and high speed rail.

The average subsidy provided to maintain and operate the infrastructure for European passenger train operations is well above the subsidy level provided to Amtrak. All major European railroad systems get substantial public funding, including infrastructure funding and operating support. From 1996 to 2006, six European nations (Germany, France, United Kingdom, Spain, Denmark, and Austria) spent, on average, a combined total of $42 billion annually on its national railroads. The total maintrack covered by this funding level is 102,100 miles.

Social justice.—The Committee is concerned about the human and social impacts on existing communities that will necessary follow from the development of new rail systems. The Committee is especially concerned about communities that are often underrepresented in political, legal and social systems. The Committee expects the FRA to ensure social justice and equity when applying the National Environmental Policy Act and to work with the states to do likewise when applying their own environmental and social justice statutes and regulations.

National infrastructure bank.—Of the $4,000,000,000 recommended for the Passenger Rail Grant Program, the Committee has included bill language allowing the Secretary of Transportation to use or transfer $2,000,000,000, on October 1, 2010, to carry out a national infrastructure bank if such a bank is authorized by September 30, 2010.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

In the late 1960's private railroad companies, which provided both freight and passenger service were operating close to bank-

ruptcy. Passenger service had eroded to the point that in 1970 Congress passed the Rail Passenger Service Act (RPSA) creating the National Railroad Passenger Corporation (Amtrak), a for profit corporation, to take over and preserve passenger rail service in the United States. RPSA relieved private railroads of their common carrier obligation, a responsibility retained from English common law, in exchange for a payment in cash, equipment, or a promise of future service. On May 1, 1971, Amtrak began operations as a national passenger railroad.

Amtrak operates trains over 20,000 miles of track owned by freight railroad carriers, and over about 654 miles of its own track, most of which is on the Northeast Corridor (NEC) from Washington, DC to Boston. Amtrak operates both electrified trains, where speeds of up to 150 mph on the Northeast Corridor are possible on the highest quality track, and diesel locomotives, which can currently achieve speeds between 74–110 miles per hour.

Account reorganization.—The Committee has reorganized the Amtrak account to more closely parallel the 2008 authorization and to provide greater autonomy to the Amtrak Office of The Inspector General. The Committee has decoupled section 101(a) "Operating Grants to Amtrak" from section 101(b) "Inspector General." The Federal Railroad Administration shall now make a grant directly to the Amtrak Office of the Inspector General.

Congressional budget justification.—In the fiscal year 2009 report the Committee strongly suggested that Amtrak provide a more fulsome budget justification similar in content to those provided by executive agencies. As of June 30, 2009, Amtrak has failed to provide the Committee with anything other than its general Legislative and Grant request. Therefore, the Committee is reinforcing the necessity of this level of detail by requiring Amtrak's fiscal year 2011 budget request in bill language. The fiscal year 2009 report language required Amtrak to submit

> [A] budget request in similar format and substance to those submitted by other executive agencies of the federal government. Specifically, Amtrak shall provide detailed information on its capital programs; normalized and deferred maintenance; a capital backlog estimate by major project, program, activity or category; a state of good repair estimate for the Northeast Corridor; and, all reform initiatives.

Five-year plan.—In order to ensure transparency and sound legislative decision-making, the Committee has included bill language reiterating that Amtrak comply with section 204 of PRIIA "Development of 5-Year Plan" which requires Amtrak to submit an annual budget, business plan, and a 5-year financial plan prepared in accordance with the provisions of section 204. The bill language requires that Amtrak submit this plan to the Committees on Appropriation. The Committee recommends that these plans provide a true financial picture of the entire company's operations and capital expenditures, which includes estimated and real revenues from all sources.

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, fiscal year 2009	$550,000,000
Budget request, fiscal year 2010	572,348,000
Recommended in the bill	553,348,000
Bill compared to:	
Appropriation, fiscal year 2009	+3,348,000
Budget request, fiscal year 2010	·19,000,000

COMMITTEE RECOMMENDATION

The Committee recommends $553,348,000 for operating grants for Amtrak, which is $3,348,000 above the fiscal year 2009 enacted level and $19,000,000 below the level assumed in the fiscal year 2010 budget request.

The Committee has included bill language allowing the Secretary to retain up to one-half of one percent for the use of the FRA for the implementation of the Amtrak Operating Grants as authorized by section 103 of PRIIA. The Federal Railroad Administration requires these funds to oversee the operating grants to Amtrak to ensure the prudent use of federal funds and foster transparency.

Operational reforms.—The Committee expects Amtrak to focus on areas that will provide the greatest efficiency without sacrificing the safety of passengers or employees, including on-time performance. The Committee was dismayed to read in the Department of Transportation Office of the Inspector General's quarterly report of February 23, 2009, that Amtrak undertook no new operating reforms in 2009. The Committee reiterates that it is a sound proponent of passenger rail in the United States and it is not willing to risk the confidence and hope of the American taxpayer in their $8,000,000,000 investment in passenger rail grants generally and their $1,500,000,000 fiscal year 2010 investment in Amtrak specifically to have Amtrak offer no concrete reforms on important issues such as on-time performance, trip time, or service interruptions.

Therefore, the Committee continues bill language directing the Inspector General of the Department of Transportation to monitor Amtrak's operational reform efforts and to report quarterly to the Committees on Appropriations. The Committee has also included bill language directing the Inspector General of the Department of Transportation to recommend to the Committees on Appropriations operational reform efforts that Amtrak could undertake to make its operations more efficient.

Since fiscal year 2006, the Committee has urged Amtrak to institute reforms to its food and beverage operations as well as its sleeper car service. The Committee continues this direction in fiscal year 2010.

Reduced price fares.—In past years, the Committee has prohibited Amtrak from offering discounts of more than fifty percent from normal, peak fare prices, except where the loss from the discount is covered by a state and the state participates in setting the Amtrak fares in said state as a part of the overall state transportation plan. While the Committee is proposing to eliminate the prohibition of offering reduced fares, the Committee is interested in how often, and on what lines or line segments Amtrak will offer deeply discounted fares in fiscal year 2010. The Committee directs Amtrak to report quarterly on the following as related to fares reduced by

fifty percent or more from the normal, peak fare: the frequency of the discounted offering; the lines or line segments with discounted fares; the number of tickets sold; the actual cost of operating the line or line segment; the regular, peak fare offered for the line or line segment; the amount of the reduced fare; the availability of another rail transportation option (i.e. commuter rail line or transit line) serving the riding population; and the fares associated with the other rail transportation options.

NATIONAL RAILROAD PASSENGER CORPORATION OFFICE OF THE INSPECTOR GENERAL

Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	$21,000,000
Recommended in the bill	19,000,000
Bill compared to:	
Appropriation, fiscal year 2009	+19,000,000
Budget request, fiscal year 2010	·2,000,000

Amtrak Inspector General is expected to be an independent, objective unit responsible to detect and prevent fraud, waste, abuse, and violations of law and to promote economy, efficiency and effectiveness at Amtrak.

COMMITTEE RECOMMENDATION

The Committee recommends $19,000,000 for Amtrak's Office of the Inspector General (Amtrak OIG). The Committee's recommendation is the same as the level provided in fiscal year 2009; however, at that time it was provided as part of the Amtrak Operating Grant. The Committee's recommendation is $2,000,000 below the level proposed in the fiscal year 2010 budget request.

FRA grants to Amtrak.—As authorized by PRIIA Pub. L. 110–431 § 101 (c) the Committee directs the Secretary of Transportation to make a single initial grant directly to the Inspector General of Amtrak. The Committee wants to respect the independence of the Amtrak OIG by separating its funding source from the entity it is responsible for auditing.

Budget justification.—The Committee directs the Amtrak OIG to submit to the Committees on Appropriations a comprehensive budget justification for fiscal year 2011 in similar format and substance to those submitted by other agencies of the Federal government.

OIG independence.—The Committee directs the Inspector General of the Department of Transportation to report to the Committees on Appropriations within 180 days of enactment of this Act on any potential impairments to Amtrak's OIG's statutory independence under the Inspector General Act and specifically including: Amtrak's policies and practices regarding the role of the Amtrak law department in Amtrak OIG audits and investigations; Amtrak's policies and practices regarding the Amtrak law department and human resources oversight of OIG personnel matters; and, Amtrak's internal procedures governing OIG funding under ARRA.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, fiscal year 2009	$940,000,000
Budget request, fiscal year 2010	929,625,000
Recommended in the bill	929,625,000
Bill compared to:	
Appropriation, fiscal year 2009	·10,375,000
Budget request, fiscal year 2010	– – –

COMMITTEE RECOMMENDATION

The Committee recommends $929,625,000 for capital grants, of which not to exceed $264,000,000 is provided for Amtrak's debt service. The Committee's recommendation is $10,375,000 below the level enacted in fiscal year 2009 and is the same as the level assumed in the fiscal year 2010 budget request.

Americans with disabilities act.—The Committee recommends that Amtrak use ten percent of its capital funds to assist it in meeting its statutory obligations under the Americans with Disabilities Act. The Committee is disappointed that Amtrak had 20 years to make its facilities accessible and has failed to do so and has requested relief from its legal and ethical responsibilities. The Americans with Disabilities Act requires that Amtrak make all intercity passenger rail stations "readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, as soon as practicable, but in no event later than July 26, 2010."

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

Section 151 retains a provision allowing the Secretary to purchase promotional items of nominal value for Operation Lifesaver.

Section 152 retains a provision that ceases the availability of Amtrak funds if the railroad contracts for services outside the United States for any service performed by a full-time or part-time Amtrak employee as of July 1, 2006.

Section 153 retains a provision which allows FRA to receive and use cash or spare parts to repair and replace damaged automated track inspection cars and equipment in connection with the automated track inspection program.

Section 154 retains the provision requiring the Administrator of the FRA to submit quarterly reports, to the Committees on Appropriations detailing the Administrator's efforts at improving Amtrak on-time performance.

Section 155 allows previously appropriated funds for a rail-highway grade crossing project on the San Gabriel Trench to be used on the Alameda Corridor.

Section 156 allows previously appropriated funds in the Rail Line Relocation and Improvement Program to in Mt. Vernon, New York to be used on Rail Line and Station Improvement and Rehabilitation, Mount Vernon, NY.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) was established as a component of the Department of Transportation on July 1, 1968, when most of the functions and programs under the Federal Transit Act (78 Stat. 302; 49 U.S.C. 1601 et seq.) were transferred from the Department of Housing and Urban Development. Known as the

Urban Mass Transportation Administration until enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Transit Administration administers federal financial assistance programs for planning, developing, and improving comprehensive mass transportation systems in both urban and non-urban areas.

The most recent authorization for the programs under the Federal Transit Administration is contained in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (P.L. 109–59). During the authorization period provided under SAFETEA–LU, the annual Appropriations Acts included annual limitations on obligations for the formula and bus grants program and direct appropriations of budget authority from the General Fund of the Treasury for the FTA's administrative expenses, research programs, and capital investment grants. The transit programs authorized under SAFETEA–LU are set to expire on September 30, 2009.

ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2009	$94,413,000
Budget request, fiscal year 2010	97,478,000
Recommended in the bill	97,478,000
Bill compared with:	
Appropriation, fiscal year 2009	+3,065,000
Budget request, fiscal year 2010	– – –

COMMITTEE RECOMMENDATION

The Committee recommends $97,478,000 for FTA's salaries and expenses, an increase of $3,065,000 above the fiscal year 2009 funding level and the same level as the budget request.

Operating plans.—The Committee reiterates its direction from previous years which requires the FTA's operating plan to include a specific allocation of administrative expenses resources. The operating plan should a delineation of full time equivalent employees, for the following offices: Office of the Administrator; Office of Administration; Office of Chief Counsel; Office of Communications and Congressional Affairs; Office of Program Management; Office of Budget and Policy; Office of Research, Demonstration and Innovation; Office of Civil Rights; Office of Planning and Environment; and Regional Offices. In addition, the Committee directs the FTA to notify the House and Senate Committees on Appropriations at least thirty days in advance of any change that results in an increase or decrease of more than five percent from the initial operating plan submitted to the Committees for fiscal year 2010. The accompanying bill specifies that no more than $1,809,000 shall be for the FTA's travel expenses.

Budget justifications and annual new starts report.—The Committee also continues the direction to FTA to submit future budget justifications in a format consistent with the instruction provided in House Report 109–153. The Committee has again included bill language requiring FTA to submit the annual new starts report with the initial submission of the budget request due in February, 2010.

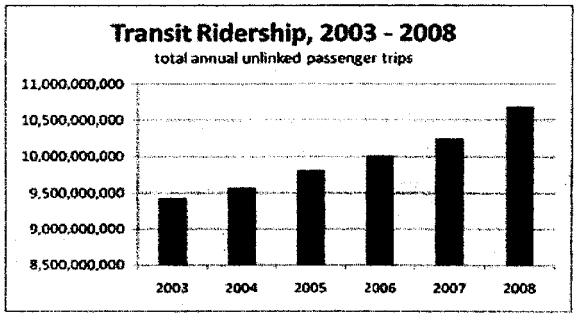
Transit security.—The Committee continues bill language prohibiting FTA from creating a permanent office of transit security. The Committee's position remains that the Department of Homeland

Security is the lead agency on transportation security and has overall responsibility among all modes of transportation, including rail and transit lines.

Public transportation and the environment.—The Committee strongly supports the increased use of and investment in public transportation both to help reduce green house gas emissions created by the country's dependence on private automobiles and to ensure affordable access to affordable housing.

Between 1990 and 2008, emissions of carbon dioxide from the transportation sector increased by more than 21 percent and currently account for approximately a third of all emissions. Within a typical two-car household, automobiles now account for 55 percent of total emissions and are the largest contributor of a household's carbon footprint. At the same time the average family spends approximately 52 percent of their income on housing and transportation. Lower-income families are especially impacted by transportation costs, accounting for up to 33 percent of their budget in comparison of 18 percent for the average family.

Fluctuating fuel prices and a weak economy have increased demand for public transportation as riders seek to lower their commuting costs. As noted in the chart below, in 2008, public transit accounted for 10.7 billion passenger trips, setting a 52-year record. During this same period, transportation sector emission decreased by over 5 percent. The Committee is encouraged by the trend of increased transit ridership.



The Committee is also encouraged by DOT's partnership with the Department of Housing and Urban Development (HUD) on the Sustainable Communities Initiative and notes that the initiative formalizes many of the actions proposed by the joint August 2008 report that FTA and HUD prepared at the Committee's direction. However, the Committee is concerned that while HUD has requested $150 million for fiscal year 2010 to support the Initiative, FTA's budget does not dedicate any resources, nor does it provide any description of how it intends to support the Initiative. The Committee considers this unacceptable and expects the FTA to participate as a full and active partner.

The Committee considers livable community planning principles incorporated in the Sustainable Communities Initiative to be closely aligned with green building practices. Annually, the FTA provides millions of dollars in grant money to build intermodal centers, bus operations and maintenance facilities, commuter rail sta-

tions, and other transit related buildings. Many local transit agencies are already minimizing the impact these facilities will have on the environment by incorporating green building principles into the design and construction of transit buildings. For example, a number of new transit facilities have already or are expected to become certified under the Leadership in Environmental and Energy Design (LEED) Green Building Rating System. LEED promotes environmentally smart site planning, energy efficiency, water conservation, and the use of building materials that foster healthier outdoor and indoor environments.

The Committee reminds the FTA that the fiscal year 2009 Appropriations Act required the FTA to submit a transit facility green building plan to the Committee within 90 days of enactment. The Committee is disappointed that this plan has not been delivered. More broadly, the Committee expects moving forward, that the FTA will incorporate green building and livable community principles into legislative proposals DOT submits to Congress for the surface transportation reauthorization.

FORMULA AND BUS GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

LIQUIDATION OF CONTRACT AUTHORIZATION

LIMITATION ON OBLIGATIONS

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2009	$8,670,000,000	($8,260,565,000)
Budget request, fiscal year 2010	8,852,000,000	(5,000,000,000)
Recommended in the bill	8,852,000,000	(8,343,171,000)
Bill compared to:		
Appropriation, fiscal year 2009	+182,000,000	(+82,606,000)
Budget request, fiscal year 2010	– – –	– – –

Formula grants to states and local agencies funded under the Federal Transit Administration (FTA) fall into the following categories: Alaska Railroad, clean fuels grant program, over-the-road bus accessibility program, urbanized area formula grants, bus and bus facility grants, fixed guideway modernization, planning programs (both metropolitan and statewide), formula grants for special needs for elderly individuals and individuals with disabilities, formula grants for other than urbanized areas, job access and reverse commute formula program, new freedom program, growing states and high density states formula, National Transit Database, alternatives analysis, and alternative transportation in parks and public lands. SAFETEA–LU provided contract authority for the formula and bus program from the mass transit account of the highway trust fund. The Appropriations Act sets an annual obligation limitation for such authority. This account is the only FTA account funded from the highway trust fund.

COMMITTEE RECOMMENDATION

The accompanying bill rejects the budget proposal to provide $3,343,171,000 in general fund appropriations for the FTA's for-

mula and bus program and instead provides $8,343,171,000 in obligation limitations for these programs and activities. While the Committee acknowledges that the mass transit account of the highway trust fund is expected to have a negative cash balance in Fiscal Year 2011, there are sufficient resources in the mass transit account to satisfy the level recommended in the bill. The authorizing committees of jurisdiction are in the process of drafting multi-year surface transportation reauthorization legislation. The Committee expects the relevant committees to identify an appropriate financing mechanism for the long-term solvency of the trust fund. The Committee has long taken the position that the funding guarantees, required under the rules of the House, compromises the Committee's ability to meet other programmatic and resource needs. The argument for continuing such funding firewalls becomes even more questionable when the dedicated trust fund designed to support such guarantees is on the verge of insolvency.

The Committee recommendation represents an increase of $82,606,000 over the fiscal year 2009 enacted level and the same level as the budget request. The Committee understands that the authorizing committee of jurisdiction is proposing significant modifications to the structure of the transit program. The Committee supports efforts to reform and realign programs to meet the unique transit needs of small and large communities across the nation; to better coordinate transit access and mobility; and, to improve the energy efficiency of vehicles and facilities. While the Committee would not attempt to predict the outcome of any reauthorization legislation, the Committee does recommend the following funding levels for the formula and bus program in the event of an extension of the existing program in order to advance critical transit priorities.

Clean Fuels Grant Program	$61,500,000
Over-the-Road Bus Accessibility Program	10,800,000
Urban Area Formula Grants [1]	4,757,130,062
Bus and Bus Facility Grants	584,000,000
Fixed Guideway Modernization	1,756,134,569
Planning Programs	113,500,000
Special Needs for Elderly Individuals and Individuals with Disabilities	140,680,447
Formula Grants for Other Than Urbanized Areas [1]	607,025,922
Job Access and Reverse Commute Formula Program	164,500,000
New Freedom Program	92,500,000
National Transit Database	3,500,000
Alternatives Analysis Program	25,000,000
Alternative Transportation in Parks and Public Lands	26,900,000

[1] Includes funding for Growing States and High Density States under section 49 U.S.C. 5340.

Fixed guideway modernization.—The Committee recommendation includes $1,756,134,569 for the fixed guideway modernization program which represents an increase of $89,634,569 over the fiscal year 2009 enacted level. The fixed guideway modernization program is distributed through a statutory formula for capital projects to modernize or improve existing fixed guideway systems that have been in operation for at least seven years. The Committee notes that the FTA recently released a rail modernization study regarding the state of good repair needs for some of our nation's oldest and most heavily used rail and subway systems. The FTA found that more than one-third of agencies studied have assets that are either in marginal or poor condition and that the estimated state

of good repair backlog is roughly $50 billion. The Committee's recommendation includes a modest increase in the fixed guideway modernization program to help address backlog of capital maintenance needs.

Rural transit formula program.—The Committee recommendation includes $607,025,922 for the rural transit formula program which represents an increase of $68,941,475 over the fiscal year 2009 enacted level. The Committee's oversight hearing on the transportation challenges facing rural America demonstrated that rural communities have unique public transportation needs. While rural communities may not encounter the same kinds of congestion and rush hour problems that urban communities face, a strong and reliable public transportation system can help connect rural areas with more suburban and urban areas as well as assist in helping to keep elderly people in their homes as they become too frail to drive. The Committee has been concerned that the formula change enacted under SAFETEA–LU did not distribute funding increases equitably with some States receiving a disproportionately larger share than others. The Committee is hopeful that as the reauthorization process moves forward that the authorizing committees of jurisdiction will develop legislation that will distribute rural transit formula funds to States on a more equitable basis in order to better meet the transit needs of rural communities.

Bus and bus facilities.—The Committee recommendation includes $584,000,000 for the FTA's bus and bus facilities program which is $300,000,000 below the level provided in fiscal year 2009. The bus and bus facilities program is a discretionary program administered by the FTA for capital projects including the acquisition of buses for fleet and service expansion; bus maintenance and administrative facilities; transfer facilities, intermodal centers; park-and-ride stations; and, miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. The Committee believes that the funding level included for the bus program provides adequate discretionary resources since the projects designated in SAFETEA–LU are not continued in fiscal year 2010.

The Committee directs the FTA to utilize at least half of the remaining discretionary funds for projects that meet the criteria developed under the transit investment in greenhouse gas and energy reduction (TIGGER) grants that were established under the American Recovery and Reinvestment Act. The Committee notes that the FTA received over 200 proposals totaling over $1 billion for the $100 million provided for TIGGER grants in the Recovery bill. Within the funds provided, the Committee directs funding for the following projects:

Project Name	Amount
Abilene Paratransit buses and bus facilities, TX	$200,000
ACE Boulder Highway Rapid Transit Project, NV	$300,000
Advanced Transit Program/METRO Solutions Bus Expansion, Houston, TX	$1,420,000
Albany Heavy-Duty Buses, GA	$500,000
Allegan County Facility Improvement and Bus Replacement, MI	$383,000
Allegheny County Hybrid Buses, PA	$700,000
Alternative Fuel SolanoExpress Bus Replacement, Solano, CA	$500,000
Ames Intermodal Facility, IA	$350,000
Ames Transit Facility Expansion, IA	$500,000
Anaheim Regional Intermodal Center, Orange County, CA	$725,000
Anchorage People Mover, AK	$750,000
Area Transportation Authority of North Central PA, Rolling Stock	$360,000
Arverne East Transit Plaza, Queens, NY	$500,000
Audubon Area Community Services, bus facility, Owensboro, KY	$1,350,000
Barry County Transit, Vehicle Equipment Replacement and Building Repair, Hastings, MI	$127,000
BARTA Transportation Complex Franklin Street Station facilities, PA	$250,000
Beloit Transit System bus and bus facilities, Beloit, WI	$150,000
Benzie Transit Authority, bus replacement, Honor, MI	$200,000
Big Rapids Dial-A-Ride - Replacement buses, MI	$250,000
Bob Hope Airport Regional Transportation Center, Burbank, CA	$550,000
Brawley Transfer Terminal Transit Station, Brawley, CA	$300,000
Broward County Transit Infrastructure Improvements, FL	$500,000
Bryan Multi-Modal Transit Terminal and Parking Facility, TX	$400,000
Bus Acquistion - Sun Metro, El Paso, TX	$1,000,000
Bus and bus facilities, Kansas City, KS	$600,000

Project Name	Amount
Bus Facility Renovation, Oklahoma City, OK	$1,000,000
Bus Replacement Program, Transit Authority of Northern Kentucky, Fort Wright, KY	$500,000
Bus Replacement, Akron, OH	$500,000
Bus Shelter Replacement, Bal Harbour, FL	$250,000
Buses and Bus Facility Improvement, Baldwin County, AL	$275,000
Cache Valley Transit District Facilities Expansion, UT	$500,000
CAD/AVL Bus Communications System for the Livingston Area Transportation Service, Livingston County, NY	$500,000
Cadillac/Wexford Transit Authority, replacement buses Cadillac, MI	$300,000
Cape Ann Transportation Authority (CATA) buses and fare boxes, MA	$500,000
Capital Area Transit (CAT) System Operations and Maintenance Facility, Raleigh, NC	$750,000
Capital Metropolitan Transportation Authority - Accessible Fleet Replacement, Austin, TX	$1,250,000
Capitol Area Transportation Authority Buses and Bus Facilities, Lansing, MI	$500,000
Centre Area Transportation Authority CNG Articulated Transit Buses, PA	$300,000
Chatham Area Transit Bus and Bus Facilities, Savannah, GA	$2,525,000
Chemung County Transit Intelligent Transportation System, NY	$500,000
Chuckanut Park and Ride Facility, Skagit County, WA	$400,000
Cities of Salem and Beverly intermodal station improvements, MA	$700,000
City of Belding Dial-A-Ride, Bus Facilities Replacement Equipment, MI	$63,000
City of Bellflower bus shelters, CA	$500,000
City of Corona Dial-A-Ride Bus Replacement, CA	$208,000
City of Doral Transit Circulator Program, FL	$350,000
City of Hawaiian Gardens bus shelters, CA	$200,000
City of Ionia, Dial-A-Ride Facility Improvements, MI	$100,000
City of Lubbock/Citibus, bus purchases, TX	$750,000
City of Miramar Multi Service Center and Transit Hub, FL	$500,000

Project Name	Amount
City of Roma Bus Terminal, TX	$300,000
City of Whittier bus shelters, CA	$450,000
Clare County Transit - New Facility, MI	$496,000
Clean Fuel Downtown Transit Circulator, Houston, TX	$800,000
Clean-fueled technology buses, Onondaga County, NY	$300,000
Clearwater Downtown Intermodal Terminal, St. Petersburg, FL	$1,250,000
CNG Bus Replacement, The Fort Worth "T" Transportation Authority, Fort Worth TX	$750,000
Colonial Intermodal Facility, Bluefield, WV	$600,000
Colorado Association of Transit Agencies-Statewide bus and bus facilities	$500,000
Columbia County Multi-Modal Transit Facility, OR	$800,000
Commuter Bus Replacement, Charleston, SC	$1,000,000
Concho Valley Multi-modal Terminal, TX	$250,000
Corpus Christi Regional Intermodal Transit Facility, TX	$500,000
Corvallis Transit Bus Purchase, OR	$400,000
Eaton County Transportation Authority bus and bus facilities, Eaton County, MI	$1,000,000
Ed Roberts Campus bus and bus facilities, Berkeley, CA	$250,000
Erie Mass Transit Authority consolidation and transit facility, PA	$1,400,000
Fayetteville Multimodal Transportation Center, NC	$400,000
Fond du Lac Area Transit bus and bus facilities, WI	$250,000
Frankfort Transit Bus Facilities, KY	$275,000
Galveston transit vehicle replacement, TX	$500,000
Green Bay Metro Transit bus and bus facilities, Green Bay, WI	$1,100,000
Green Vehicle Depot, North Hempsted, NY	$600,000
GRTC Down Multimodal Center, Richmond, VA	$400,000
Hampton Roads Transit Bus Acquisition, VA	$1,450,000

Project Name	Amount
Harrisburg Transportation Center trainshed rehabilitation phase II improvements, PA	$400,000
HART Bus and Paratransit Acquisition, FL	$500,000
Hobbs Transit Intermodal Facility, Hobbs, NM	$900,000
Indianapolis ADA Compliant Bus Facility Michigan and 71st St, IN	$500,000
IndyGo Bus Replacement, IN	$300,000
Intermodal Transit Facility/East Chestnut Street Garage, Washington, Washington County, Pennsylvania	$500,000
Knoxville-Knox County CAC Transportation, TN	$500,000
Lake Cumberland Community Action Agency, bus equipment, KY	$70,000
Lakeland Area Mass Transit District Bus Replacement and Facility Maintenance, FL	$200,000
League City Park and Ride Facilities, TX	$750,000
Lehigh Valley Hybrid Transit Bus Purchase, Allentown, PA	$250,000
Lincoln Center Corridor Redevelopment Project, New York, NY	$500,000
Link Transit commuter coaches, Wenatchee, WA	$500,000
Loop 101 - Scottsdale Road Park and Ride, Scottsdale, AZ	$500,000
Los Angeles Central Avenue Streetscape bus shelters and lighting, CA	$650,000
Lynx's Central Station improvements, Orlando, FL	$550,000
Madison County Transit District Bus Replacement, IL	$500,000
Madison Metro Transit bus and bus facilities, Madison, WI	$150,000
Maine Statewide Bus and Bus Facilities	$300,000
Marshalltown Bus Replacement, IA	$315,000
MART North Leominster Commuter Rail Station Parking Structure, Leominster MA	$2,500,000
MARTA Clean Fuel Buses, GA	$300,000
McBean Regional Transit Center Park & Ride Facility, CA	$300,000
Metropolitan Tulsa Transit Authority, bus purchase, Tulsa, OK	$750,000
Midland County Connection - Bus Replacement, MI	$203,000

Project Name	Amount
Milwaukee County Buses, WI	$500,000
Minneapolis Intermodal Station , MN	$500,000
Monrovia Station Square Transit Village, CA	$750,000
Morgan County System of Services, transit vans for HANDS Home Shelter for Girls, AL	$50,000
Mt. Hope Station Transit Center, NY	$800,000
Multi-Modal Parking Hub, Glen Cove, NY	$500,000
Multimodal University Hub, Cincinnati, OH	$1,000,000
Municipal Transit Operators Coalition (MTOC) Bus/Bus Facility Improvement Project, CA	$400,000
Newton Rapid Transit Handicap Accessibility, MA	$1,000,000
Normal Multimodal Transportation Center, Normal, IL	$250,000
Northern New Jersey Intermodal Improvements	$2,350,000
Norwalk/Santa Fe Springs Transportation Center Improvements, Santa Fe Springs, CA	$500,000
Ohio Clean & Green Statewide Bus Replacement Program	$400,000
Orbit Neighborhood Circulator, Tempe, AZ	$500,000
Pace Chicago Paratransit Vehicles, IL	$1,300,000
Pace Milwaukee Avenue Transit Infrastructure Enhancements, IL	$400,000
Pace Transit Information Signage for Harvey, IL	$440,000
Pace transit infrastructure for Randall Road, Kane County, IL	$800,000
Pacific Transit Vehicle Replacement, WA	$250,000
Palm Tran Park and Ride Facilites, FL	$800,000
Palmdale Transportation Center Train Platform Extension, Palmdale, CA	$200,000
Passaic/Bergen County Intermodel Facilities, NJ	$800,000
Pennyrile Allied Community Services, bus facilities, KY	$500,000
Pierce Transit clean fuel buses, WA	$500,000
Pioneer Valley transit Authority Bus replacement Program, Pioneer Valley Transit District, MA	$750,000
Port Angeles Gateway International Multi-modal Transportation Center, WA	$550,000

Project Name	Amount
Potomac and Rapahannock Transportation Commission Western Maintenance Facility, VA	$1,000,000
Rabbittransit Bus Facility, PA	$250,000
Ramapo Friends Helping Friends Medical Vans, NY	$135,000
Regional Intermodal Terminal Center, JTA, Jacksonville, FL	$400,000
Regional Transportation Management System, San Diego, CA	$800,000
Rhode Island Senior Transportation buses, RI	$300,000
Richmond Express (REX) Transit Centers, Fairfax County, VA	$500,000
Riehle Plaza Transportation Improvements for CityBus, Lafayette, IN	$450,000
Riverside Transit Agency Bus Replacement Program, CA	$1,400,000
Roscommon County Transportation Authority - Replacement buses, MI	$300,000
RTS Bus Replacementm, City of Gainesville, Alachua County, FL	$750,000
Rural bus program for Maui, Kauai and Hawaii counties, HI	$800,000
Saginaw Transit Authority Regional Services Bus and Bus Facilities Project, Saginaw, MI	$500,000
San Joaquin Regional Operations Facility Construction, CA	$500,000
San Jose High Volume Bus Stop Upgrades, Santa Clara County, CA	$600,000
Scottsdale Intermodal Center, AZ	$500,000
Senior Center Buses, Guadalupe, AZ	$150,000
SMART Alternative Fuel Vehicles, MI	$1,500,000
South Amboy Intermodal Station, NJ	$500,000
South Bay Regional Intermodal Transit Centers, CA	$800,000
Southern Maryland Commuter Bus Initiative	$1,250,000
Southwest Ohio Regional Transit Authority hybrid bus replacement, OH	$400,000
St. Petersburg Central Avenue Bus Rapid Transit, FL	$500,000
StarMetro Buses, Tallahassee, FL	$1,000,000
State of Arkansas, Bus & Bus Facilities	$1,050,000
Stone Avenue Train Station, La Grange, IL	$500,000

Project Name	Amount
Suffolk County bus and bus facilities, NY	$600,000
TARTA Bus and Bus Facilities, OH	$1,000,000
Tennessee Public Transit Administration Rural Transportation Project	$800,000
Tennessee Statewide Bus and Bus Facilities	$1,250,000
The District Capital Cost of Contracting, Montgomery County, TX	$1,000,000
SunLine Transit Agency paratransit buses and commuter coaches, CA	$750,000
Tinley Park 80th Avenue Metra Station Development, IL	$500,000
Transit Capitol Requests, Oklahoma City, OK	$1,400,000
Transit Facility and Bus Apron Access Construction along US 1, Key West, FL	$1,000,000
Transit Facility for LKLP Communicaty Action Council in West Liberty, KY	$1,000,000
Troy/Birmingham Multi-Modal Transit Center, MI	$1,300,000
U.S. Space and Rocket Center Transporation Request, Huntsville, AL	$1,600,000
Union City Intermodal Station, Phases 1C and 2, CA	$500,000
Union Station Intermodal Transit Center, Washington, DC	$500,000
Union Station Intermodal, Pottsville, PA	$400,000
Vacaville Intermodal Station - Phase 2, CA	$500,000
Veterans Home Handicapped-Accessible Bus and Handicapped-Accessible Van, Juana Diaz, PR	$130,000
Veterans Shuttle Service Project, capital cost of contracting, Lufkin, TX	$300,000
VIA Metropolitan Transit BRT improvements, San Antonio, TX	$500,000
VIA Metropolitan Transit Bus Maintenance Facility Improvements, San Antonio, Texas	$300,000
VIA Metropolitan Transit Bus US 281 / Loop 1604 Area Park & Ride, San Antonio, TX	$750,000
Virgin Islands, Bus and Bus Facilities, VI	$200,000
VTA Renewable Energy Conversion Project, San Jose, CA	$750,000
Washoe County Bus and Bus Facilities, NV	$250,000
Waterbury Intermodal Transportation Center, CT	$500,000
West Seattle RapidRide and Hybrid Bus Program, Seattle, WA	$600,000

Project Name	Amount
Wilkes-Barre Intermodal Transportation Center, PA	$600,000
Winter Haven/Polk County Buses, FL	$200,000
WKU Transportation Fleet Expansion, Bowling Green, KY	$250,000
Wonderland Intermodal Improvements, MA	$750,000

Alternatives analysis.—The alternative analysis program provides grants to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The Committee recommendation includes $25,000,000 for the FTA's alternatives analysis program and directs funding for the following projects:

Project Name	Amount
Bottineau Transitway	$250,000
Central Kentucky Mass Transit Alternatives Analysis	$300,000
Chicago Transit Authority Red Line	$400,000
Downtown L.A. Streetcar Environmental Review	$250,000
Enhanced Transit Service - Route 7 Corridor	$350,000
Green Line Extension	$300,000
Hillsborough Area Regional Transit Authority-Tampa Light Rail	$300,000
Hudson-Bergen Light Rail Jersey City Bayfront Extension Jersey City, NJ	$400,000
Interstate 20-East Transit Corridor Alternatives/Environmental Analysis, Atlanta, GA	$300,000
Interstate 94 Transit Corridor - St. Paul to Eau Claire, Alternatives Analysis and Environmental Assessment, Ramsey County, MN	$250,000
Lehigh Valley Bus Rapid Transit Analysis, PA	$360,000
Naval Station Norfolk/Virginia Beach Light Rail Study	$400,000
Pace J-Route Bus Rapid Transit, IL	$360,000
Route 8 Corridor Transit Oriented Development & Alternate Modes Study	$300,000
SE King County Commuter Rail and Transit Centers Feasibility Study, WA	$360,000
South Central Avenue Light Rail Feasibility Study, Phoenix, AZ	$400,000
South Davis Street Car, Salt Lake City, UT	$360,000
The Rapid Streetcar Alternative Analysis Study, MI	$360,000
Transportation study for the Texas Medical Center, Houston, TX	$1,000,000

FORMULA AND BUS GRANTS, GENERAL FUND SHARE

Appropriation, fiscal year 2009	$– – –
Budget request, fiscal year 2010	3,343,171,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	·3,343,171,000

The Committee denies the request to provide $3,343,171,000 in budget authority for the FTA formula and bus grant program. As stated earlier, while there are sufficient balances in the mass transit account of the highway trust fund to set an obligation limitation level to cover the formula and bus program in fiscal year 2010, the Committee reiterates its expectation that the authorizing committees of jurisdiction identify an appropriate financing mechanism to ensure the long-term viability and solvency of the mass transit account of the highway trust fund.

RESEARCH AND UNIVERSITY RESEARCH CENTERS

Appropriation, fiscal year 2009	$67,000,000
Budget request, fiscal year 2010	67,670,000
Recommended in the bill	65,670,000
Bill compared with:	
Appropriation, fiscal year 2009	·1,330,000
Budget request, fiscal year 2010	·2,000,000

Grants for transit research are authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109–59) (SAFETEA–LU). Starting in fiscal year 2006, activities formerly under the "Transit Planning and Research" account are now under the "Formula and Bus Grants" account. The National Research program, the Transit Cooperative Research Program, and the National Institute are funded under this new heading. Funding for the National Research programs will be used to cover costs for FTA's essential safety and security activities and transit safety data collection. Under the national component of the program, FTA is a catalyst in the research, development and deployment of transportation methods and technologies which address issues such as accessibility for the disabled, air quality, traffic congestion, and transit services and operational improvements. The University Research Centers program will provide continued support for research education and technology transfer activities aimed at addressing regional and national transportation problems.

COMMITTEE RECOMMENDATION

The Committee recommends $65,670,000 for FTA's research activities, which is $1,330,000 below the fiscal year 2009 enacted level and $2,000,000 below the budget request. The Committee's recommendation includes $44,370,000 for the national research program; $10,000,000 for transit cooperative research; $4,300,000 for the National Transit Institute; and $7,000,000 for the university centers program. The Committee notes that the fiscal year 2009 national research program contained $22,615,000 in congressionally-designated research projects required by SAFETEA–LU which are not continued in fiscal year 2010. Therefore, the Committee believes that the funding level recommended in the bill pro-

vides sufficient resources for FTA to conduct its research programs and indeed provides the agency with more discretionary resources than it has had in each of the last five years. The Committee, however, does support continued research into programs to advance the mobility of our nation's senior citizens and individuals with disabilities. In that regard, the Committee directs the FTA to provide continued, if not increased, support for the Project Action and National Center for Senior Transportation.

Consistent with the direction that was provided in previous years, the Committee requires FTA to report by May 15, 2010, on all FTA-sponsored research projects from fiscal year 2009 and 2010. For each project, the report should include information on the National relevance of the research, relevance to the transit industry and community, expected final product and delivery date, sources of non-FTA funding committed to the project or research institute, and FTA funding history.

Within the funds provided for FTA's national research program, the Committee directs funding to be allocated for the following projects:

Community Transportation Association of America Joblinks, nationwide	$1,000,000
Metropolitan Area Transportation Operations and Coordination, MD	200,000
Project TRANSIT, Philadelphia, PA	300,000

CAPITAL INVESTMENT GRANTS

Appropriation, fiscal year 2009	$1,809,250,000
Budget request, fiscal year 2010	1,827,343,000
Recommended in the bill	1,827,343,000
Bill compared with:	
Appropriation, fiscal year 2009	+18,093,000
Budget request, fiscal year 2010	– – –

Grants for capital investment to rail or other fixed guideway transit systems are awarded to public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions under state law. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109–59) (SAFETEA–LU) made two significant changes to the major capital investment grant program. First, SAFETEA–LU funded the program entirely from the General Fund of the Treasury. Second, grants for bus and bus facilities and fixed guideway modernization projects, plus alternative analysis funds were made eligible under the "Formula and Bus Grants" account, which is funded by the mass transit account of the highway trust fund. Grants to the Denali Commission and the Hawaii and Alaska ferries were dictated by SAFETEA–LU. Other projects and investments were specifically authorized by SAFETEA–LU and are subject to regulation and oversight by FTA.

COMMITTEE RECOMMENDATION

The Committee recommends $1,827,343,000 for capital investment grants which is $18,093,000 above the fiscal year 2009 enacted level and the same level as the budget request. Within the

amount provided, the Committee includes a total of $18,273,430, or approximately one percent, for oversight activities of the investments in this account. The Committee recommendation includes funding for the following capital investment grants:

Project Name	Amount
Assembly Square Orange Line Station, MA	$1,000,000
Baltimore Red Line, MD	$3,000,000
Bellevue-Redmond BRT, King County, WA	$9,368,193
Berkeley-Oakland-San Leandro Bus Rapid Transit Corridor Improvements Project in Alameda County, CA	$1,000,000
Central Florida Commuter Rail Transit (FFGA), Orlando, FL	$40,000,000
Central Link Initial Segment, Seattle, WA	$3,144,294
Central Phoenix/East Valley Light Rail, Phoenix, AZ	$61,249,903
Charlotte Streetcar Project, NC	$500,000
Chicago Transit Hub (Circle Line - Ogden Streetcar), IL	$1,500,000
Commuter Rail Improvements, Fitchburg, MA	$37,452,000
Dulles Corridor Metrorail Project Extension to Wiehle Avenue, Washington, DC	$85,000,000
Fort Worth Transportation Authority Southwest-to-Northeast Rail Corridor, TX	$4,000,000
Honolulu High Capacity Transit Corridor Project, HI	$4,000,000
Houston North Corridor LRT (FFGA), Houston, TX	$75,000,000
Houston Southeast Corridor LRT (FFGA), Houston, TX	$75,000,000
Hudson-Bergen MOS-2, Northern NJ	$11,039
I-10 West Corridor Light Rail Extenson, Phoenix, AZ	$1,000,000
Largo Metrorail Extension, Washington, DC	$347,000
Livermore-Amador Route 10 BRT, Livermore, CA	$79,900
Long Island Rail Road East Side Access, New York, NY	$215,000,000
Los Angeles-Wilshire Blvd Bus-Only Lane, Los Angeles, CA	$13,558,474
Mason Corridor BRT, Fort Collins, CO	$54,505,728
Metra Commuter Rail, IL *Metra-Southeast Service, Chicago, IL* *Metra Commuter Rail Union Pacific Northwest Line* *Metra STAR Line, IL* *Metra UP-West Line, IL*	$12,000,000

Project Name	Amount
Metro Express-Airport Way Corridor BRT Project, San Joaquin, CA	$2,808,825
Metro Gold Line Eastside Extension, Los Angeles, CA	$9,582,551
Metro Rapid Bus System Gap Closure, Los Angeles, CA	$23,326
MetroRapid BRT, Austin, TX	$17,390,000
Miami-Dade County Metrorail Orange Line Expansion, FL	$4,000,000
Modern Streetcar/Light Rail Transit System, Tucson, AZ	$3,000,000
Monterey Bay Rapid Transit, Monterey, CA	$2,830,042
Mountain Links BRT, Flagstaff, AZ	$681,942
North Shore LRT Connector, Pittsburgh, PA	$6,153
Northern NJ Access to the Region's Core (ESWA), Northern NJ	$200,000,000
Northstar Corridor Rail, Minneapolis-Big Lake, MN	$711,661
Northwest/Southeast LRT MOS, Dallas, TX	$86,249,717
Pacific Highway South BRT, King County, WA	$6,815
Perris Valley Line, CA	$5,000,000
Potomac Yard High Capacity Transit, VA	$1,000,000
Ravenswood Line Extension, Chicago, IL	$304,744
Roaring Fork Valley, BRT Project, Roaring Fork, CO	$810,000
Sacramento South Corridor Phase II (FFGA), Sacramento, CA	$40,000,000
Salt Lake City-Mid Jordan LRT, Salt Lake City, UT	$100,000,000
San Bernadino, E Street Corridor sbX BRT, San Bernadino, CA	$32,370,000
San Diego-Mid-City Rapid, San Diego, CA	$2,359,850
Second Avenue Subway Phase I, New York, NY	$197,182,000
South Corridor I-205/Portland Mall LRT, Portland, OR	$74,229,000
South Shore Commuter Rail Capital Reinvestment Plan, Northern Indiana Commuter Transportation District, IN	$2,000,000
Southeast Corridor LRT, Denver, CO	$10,312

Project Name	Amount
Stamford Urban Transitway, CT	$2,000,000
Third Street Light Rail-Central Subway Project, CA	$4,000,000
Troost Corridor BRT, Kansas City, MO	$6,022
University Link LRT Extension, Seattle, WA	$110,000,000
Weber County-Salt Lake City Commuter Rail, Salt Lake City, UT	$80,000,000
West Corridor LRT, Denver, CO	$100,000,000
Wilmington to Newark Commuter Rail Improvement Program, DE	$2,000,000

Oversight of major transit projects.—During the Committee's March 10, 2009, oversight hearing regarding the top fiscal year 2010 management challenges facing the Department of Transportation (DOT), the DOT Inspector General (IG) testified that the FTA must continue to exercise vigilant oversight over major transit projects in order to minimize cost overruns and schedule delays. The IG stated that FTA has begun to require its project management oversight contractors to review cost estimates earlier in the new starts process and has implemented an agency-wide formatting method for estimating, reporting and managing capital costs on new starts projects. The Committee believes that these are positive steps in the right direction. The Committee reminds FTA to continue to provide responsible and careful stewardship over the federal resources that are dedicated to major transit projects and to conduct its oversight effectively and efficiently to ensure that projects are not unnecessarily delayed.

Full funding grant agreements (FFGAs).—TEA–21 required that the FTA notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking sixty days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the Committee directs the FTA to include the following: (1) a copy of the proposed full funding grant agreement; (2) the total and annual federal appropriations required for that project; (3) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2010; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; (5) an evaluation of whether the alternatives analysis made by the applicant fully assessed all viable alternatives; (6) a financial analysis of the project's cost and sponsor's ability to finance the project, which shall be conducted by an independent examiner and which shall include an assessment of the capital cost estimate and the finance plan; (7) the source and security of all public- and private-sector financial instruments; (8) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (9) a listing of all planned contingencies and possible risks associated with the project.

The Committee continues the direction to FTA to inform the House and Senate Committees on Appropriations in writing thirty days before approving schedule, scope, or budget changes to any full funding grant agreement. Correspondence relating to changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the full funding grant agreement, including any proposed change in rail car procurements. In addition, the Committee directs FTA to continue reporting monthly to the House and Senate Committees on Appropriations on the status of each project with a full funding grant agreement or that is within two years of a full funding grant agreement. The Committee finds the monthly updates informative and a useful oversight tool.

Inspector general audits and investigations.—The bill continues a provision requiring FTA to reimburse the Department of Transportation Office of Inspector General $2,000,000 from funds available for contract execution for costs associated with audits and inves-

tigations of transit-related issues, including reviews of new fixed guideway systems. The Committee directs the Inspector General to continue such oversight activities in fiscal year 2010.

Agency project development.—The Committee remains concerned about the length of time it takes to move a project through the agency's new start review process. There is growing frustration among transit agencies and communities across the country that the FTA's review and approval process can take as long as a decade. In addition, the previous Administration's singular focus on cost-effectiveness and refusal to provide equal consideration, required under the law, of the economic development and land use benefits delayed or denied the development of a number of worthy projects. The Committee does not believe that a thorough and rigorous new starts review process and the timely delivery of a full funding grant agreement are mutually exclusive goals. The Government Accountability Office's testimony before the Senate Banking Committee in June 2009 identified a number of options that could potentially expedite the project development process. These options included tailoring the evaluation process to project risks; making greater use of letters of intent or early systems work agreements; and combining two or more project phases. The Committee applauds the agency's new Administrator for his stated goal of reviewing the new starts approval process in an effort to move projects through the pipeline expeditiously while maintaining an equal level of agency oversight. The Committee urges the Administrator to consider the options presented by the GAO and to explore other mechanisms by which to advance transit projects in a productive and responsible way.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	– – –
Recommended in the bill	$150,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+150,000,000
Budget request, fiscal year 2010	+150,000,000

Section 601 of Division B of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432) authorized $1.5 billion over a ten-year period for preventive maintenance and capital grants for the Washington Metropolitan Area Transportation Authority (WMATA). The law requires that the federal funds be matched dollar for dollar by Virginia, Maryland and the District of Columbia in equal proportions. The compact required under the law has been established and Virginia, Maryland and the District of Columbia have all committed to providing $50 million each in local matching funds. Each weekday, over 725,000 passengers, including tourists and local residents, rely on WMATA to visit the nation's capital and to get to and from work each day. The tragic crash on June 22, 2009 underscores the need to invest in the significant capital and maintenance needs that face the agency. The Committee recommendation includes $150,000,000 for preventive maintenance and capital grants for WMATA. The Administration's fiscal year 2010 budget did not request any funds for this program. While the National Transportation Safety Board (NTSB) continues its investigation into the cause of the recent horrific tragedy, the Committee directs WMATA to utilize these funds to first address

the immediate safety shortfalls identified by the NTSB, including, but not limited to, the improved crashworthiness of the agency's rail car fleet and the maintenance and modernization of WMATA's overall signal and automatic train-control system.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

Section 160. The Committee continues the provision that exempts previously made transit obligations from limitations on obligations.

Section 161. The Committee continues the provision that allows funds appropriated for capital investment grants and bus and bus facilities not obligated by September 30, 2011, plus other recoveries to be available for other projects under 49 U.S.C. 5309.

Section 162. The Committee continues the provision that allows for the transfer of prior year appropriations from older accounts to be merged into new accounts with similar, current activities.

Section 163. The Committee continues the provision that allows prior year funds available for capital investment grants to be used in this fiscal year for such projects.

Section 164. The Committee continues the provision that allows a 90 percent federal share for biodiesel buses and for the net capital cost of factory-installed or retrofitted hybrid electric buses.

Section 165. The Committee continues the provision that requires unobligated funds or recoveries under section 5309 of title 49 that are available for reallocation shall be directed to projects eligible to use the funds for the purposes for which they were originally intended.

Section 166. The Committee includes a provision that clarifies funding for various transit projects which were included in previous appropriations Acts.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriation, fiscal year 2009	$31,842,000
Budget request, fiscal year 2010	32,324,000
Recommended in the bill	32,324,000
Bill compared with:	
Appropriation, fiscal year 2009	+482,000
Budget request, fiscal year 2010	– – –

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly owned Government corporation established by the St. Lawrence Seaway Act of May 13, 1954. The SLSDC is responsible for the operation, maintenance, and development of the United States portion of the St. Lawrence Seaway between Montreal and Lake Erie, including the two Seaway locks located in Massena, New York, and vessel traffic control in areas of the St. Lawrence River and Lake Ontario. The mission of the SLSDC is to serve the United States intermodal and international transportation system by improving the operation and maintenance of a safe, secure, reliable, efficient, and environmentally responsible deep-draft waterway. The SLSDC's major priorities include: safety, reliability, trade development, management accountability, and bi-national collaboration with its Canadian counterpart.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $32,324,000 to fund the operations, maintenance, and capital asset renewal of the SLSDC. This funding level is $482,000 above the fiscal year 2009 enacted level and the same level requested in the fiscal year 2010 budget. Appropriations from the Harbor Maintenance Trust Fund and revenues from non-federal sources finance the operation, maintenance, and capital asset renewal of the SLSDC for which the corporation is responsible.

Asset Renewal Program. The Committee directs the Seaway to provide semiannual reports, consistent with the requirements provided in the Explanatory Statement of the Department of Transportation Appropriations Act, 2009.

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs that strengthen the U.S. maritime industry in support of the Nation's security and economic needs, as authorized by the Merchant Marine Act of 1936. MARAD's mission is to promote the development and maintenance of an adequate, well-balanced United States merchant marine, sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of serving as a naval and military auxiliary in time of war or national emergency. MARAD, working with the Department of Defense (DOD), helps provide a seamless, time-phased transition from peacetime to wartime operations, while balancing the defense and commercial elements of the maritime transportation system. MARAD also manages the maritime security program, the voluntary intermodal sealift agreement program and the ready reserve force, which assures DOD access to commercial and strategic sealift and associated intermodal capability. Further, MARAD's education and training programs through the U.S. Merchant Marine Academy and six state maritime schools help provide skilled U.S. merchant marine officers.

MARITIME SECURITY PROGRAM

Appropriation, fiscal year 2009	$174,000,000
Budget request, fiscal year 2010	174,000,000
Recommended in the bill	174,000,000
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	– – –

COMMITTEE RECOMMENDATION

The Committee recommends $174,000,000 for the maritime security program (MSP), equal to the budget request and to the funds provided in fiscal year 2009. This recommendation provides funding directly to MARAD and assumes that MARAD will continue to administer the program with support and consultation of the Department of Defense. The purpose of the MSP is to maintain and preserve a U.S. flag merchant fleet to serve the national security needs of the United States. The MSP provides direct payments to U.S. flag ship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support

to the Department of Defense in times of war or national emergency. The Committee's recommendation provides funding for 60 ships, at a payment per ship of $2,900,000. The recommendation will provide the necessary resources for the operation of the MSP through fiscal year 2010. Funds are available until expended.

OPERATIONS AND TRAINING

Appropriation, fiscal year 2009	$123,360,000
Budget request, fiscal year 2010	152,900,000
Recommended in the bill	140,900,000
Bill compared with:	
Appropriation, fiscal year 2009	+17,540,000
Budget request, fiscal year 2010	·12,000,000

COMMITTEE RECOMMENDATION

The Committee recommends $140,900,000 for operations and training, $12,000,000 below the budget request and $17,540,000 above the amounts provided in fiscal year 2009. Funds provided for this account are to be distributed as follows:

[Dollars in Thousands]

Activity	Fiscal Year 2010 Request	Fiscal Year 2010 Recommendation
U.S. Merchant Marine Academy:		
Salary and Benefits	$31,677	$31,677
Midshipmen Program	8,360	8,360
Instructional Program	3,765	3,765
Program Direction and Administration	6,188	6,188
Maintenance, Repair, & Operating Requirements	9,067	9,067
Capital Improvements	15,391	15,391
Subtotal, USMMA	$74,448	$74,448
State Maritime Schools:		
Student Incentive Payments	$2,000	$2,000
Direct Payments	2,400	2,400
Schoolship Maintenance and Repair	11,240	11,240
Subtotal, State Maritime Academies	$15,640	$15,640
Marad Operations:		
Salaries and Benefits	28,602	28,602
Non-Discretionary Operations	9,731	9,731
Information Technology	6,214	6,214
Discretionary Operations and Travel	1,777	1,777
Maritime Program Expenses	16,488	4,488
Subtotal, MARAD Operations	$62,812	$50,812
Subtotal, Operations and Training	$152,900	$140,900

United States Merchant Marine Academy.—The Committee was and remains disappointed to learn of the depth of the financial mismanagement at the U.S. Merchant Marine Academy (the Academy). In March of 2009, the Secretary of Transportation sent a letter to report to the Speaker of the House four categories of Antideficiency Act Violations (ADA) at the Academy.

In May of 2008, after the Committee first became aware of fiscal mismanagement at the Academy, the Committee instructed the Government Accountability Office (GAO) to examine the financial difficulties encountered by the Academy. The GAO report is near-

ing completion and the Committee anticipates that GAO will make several managerial recommendations to rectify the reckless fiscal practices found at the Academy.

Reporting requirement.—MARAD is instructed to, in consultation with the Office of the Secretary of Transportation, submit a report to the House and Senate Committees on Appropriations, the House Committee on Armed Services, and the Senate Committee on Commerce, Science, and Transportation within three months of release of the GAO report identifying what actions have been taken to implement each GAO recommendation. This report should also contain any additional information the Office of the Secretary, MARAD, and the Academy have taken to strengthen financial management at the United States Merchant Marine Academy since financial mismanagement was identified.

In addition, MARAD is instructed to, in consultation with the Office of the Secretary of Transportation, submit a report to the House and Senate Committees on Appropriations, the House Committee on Armed Services, and the Senate Committee on Commerce, Science, and Transportation within one month of enactment of this submit a report detailing the cost, use, and authorization for Midshipmen Fees. This report should also include a plan for annually presenting and justifying Midshipmen Fees to ensure transparency.

Office of Inspector General.—The Committee directs the Department of Transportation's Office of the Inspector General to review the GAO report on the Academy after it is released and investigate any findings consistent with the mission of the Office of the Inspector General.

Capital Improvements, USMMA.—The Committee notes that the Academy's capital budget request is a marked improvement over previous budget request. The Committee is also pleased to see the proposal for the blue ribbon panel of experts to examine the long term capital improvement master plan at the Academy. However, the Committee reminds MARAD that a Capital Improvement Plan (CIP) was implemented in 1999 for the Academy. From fiscal years 2001 through 2009, $118,709,000, or on average of $13,189,888 per year, was appropriated for the CIP. $252,509,000 was slated under this plan for fiscal years 2009 through 2018. The budget request in fiscal year 2009 was $8,150,000. At this rate, it would have taken almost 31 years to complete this 10 year plan. The Committee recognizes that $15,391,000 is a substantial increase over fiscal year 2009. However, it still falls short of the $25,250,900 that would be required annually to fund the balance over ten years. The Committee recommendation includes the $800,000 for the blue ribbon panel and is hopeful that future budget submissions will be reflective of the capital needs identified by the panel. The Committee is not interested in funding plans for capital improvements that are not supported by budget requests.

State Maritime Academies.—The Committee was pleased with the recognition of an increased demand for the Student Incentive Payment program and consequently the 25 percent funding increase to the program. The Committee was pleased to see an increase to the training ships at State Maritime Academies. However, the Committee is concerned the deferred maintenance to

these ships is substantial and needs to be considered when developing a fiscal year 2011 budget request.

Safe and Secure Ports Initiative.—The Committee denies the request for the Safe and Secure Ports Initiative, $15,000,000 below the budget request. The Committee supports the concept of furthering transportation efficiency. However, this initiative lacks sufficient detail. MARAD also lacks the grant making authority necessary to make the grants for which the funding is requested. MARAD is encouraged to seek grant making authority from the committees of jurisdiction and provide a more detailed plan if funding is requested in future fiscal years.

Environment and compliance activities.—The Committee recommendation includes a total of $3,875,000 for MARAD's environment and compliance activities. This funding will be used to support MARAD's environmental efforts including, air emission reductions for ships and ports; the continued development of an agency-wide environmental management system to encourage energy efficiency and alternative energy strategies; and to support partnerships and cooperative efforts with academic, public, and non-governmental entities to advance the research and development of effective ballast water treatment systems and compliance monitoring methods.

Congressional Budget Justification.—The Committee continues to direct MARAD to justify each provision proposed in a section of its Congressional budget justification.

SHIP DISPOSAL

Appropriation, fiscal year 2009	$15,000,000
Budget request, fiscal year 2010	15,000,000
Recommended in the bill	15,000,000
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	– – –

MARAD serves as the federal government's disposal agent for government-owned merchant vessels weighing 1,500 gross tons or more. The ship disposal program provides resources to dispose of obsolete merchant-type vessels in the National Defense Reserve Fleet (NDRF). The Maritime Administration was required by Public Law 106–398 to dispose of its obsolete inventory by the end of 2006. These vessels pose a significant environmental threat due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs). The list includes a nuclear ship, the SAVANNAH, which contains remnants of a nuclear reactor.

According to MARAD, there are 91 vessels at three fleet sites that are not yet under contract and, as such, are available for disposal. MARAD's goal is to remove 14 vessels from the NDRF and anticipates that there will be 89 non-retention ships not under contract by the end of fiscal year 2010.

COMMITTEE RECOMMENDATION

The Committee recommends $15,000,000 for ship disposal, equal to the budget request and equal to the fiscal year 2009 funding level. Within the funds provided, the Committee recommends

$3,000,000 to decommission the SAVANNAH. Funds are available until expended.

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2009	$3,531,000
Budget request, fiscal year 2010	3,630,000
Recommended in the bill	3,630,000
Bill compared with:	
Appropriation, fiscal year 2009	+99,000
Budget request, fiscal year 2010	– – –

The maritime guaranteed loan account as provided for by title XI of the Merchant Marine Act of 1936, provides for guaranteed loans for purchasers of ships from the U.S. shipbuilding industry and for modernization of U.S. shipyards. Funds for administrative expenses for the Title XI program are appropriated to this account, and then transferred by reimbursement to operations and training to be obligated and outlayed.

As required by the Federal Credit Reform Act of 1990, this account includes the subsidy costs associated with the loan guarantee commitments made in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a net present value basis; the administrative expenses are estimated on a cash basis.

COMMITTEE RECOMMENDATION

The Committee recommends $3,630,000 for the Maritime Guaranteed Loan (Title XI) Program, equal to the budget request and $99,000 above the amounts provided in fiscal year 2009. The Committee supports the program but was unable to provide additional funding for the loan subsidy program due to overall budget constraints.

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Section 175. The Committee continues a provision that allows the Maritime Administration to furnish utilities and services and make repairs to any lease, contract, or occupancy involving government property under the control of MARAD and rental payments shall be covered into the Treasury as miscellaneous receipts.

Section 176. The Committee includes a provision that allows MARAD to provide a legitimate way to collect and utilize midshipmen fees for the next Academic year, to account for Midshipmen fees already in MARAD custody, and to refund surplus Midshipmen fees collected in excess.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The Pipeline and Hazardous Materials Safety Administration (PHMSA) was established as an administration within the Department of Transportation on November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (49 U.S.C. § 601). The PHMSA is responsible for the safe transportation of hazardous materials by all modes of transportation in-

cluding pipelines. The agency's highest priority is safety and its work includes developing plans, programs and regulations, as well as overseeing financial assistance programs, which focus on preparedness and response. PHMSA uses safety management principles and security assessments to mitigate vulnerabilities and disseminate information concerning in hazardous materials transportation.

OPERATIONAL EXPENSES

Appropriation, fiscal year 2009	$19,130,000
Budget request, fiscal year 2010	18,968,000
Recommended in the bill	19,968,000
Bill compared with:	
Appropriation, fiscal year 2009	+838,000
Budget request, fiscal year 2010	+1,000,000

This appropriation finances PHMSA's program support costs. This includes policy development, legal counsel, budget, financial management, civil rights, management, administration and other agency-wide expenses.

COMMITTEE RECOMMENDATION

The Committee recommends $19,968,000 for PHMSA operational expenses, of which $639,000 shall be derived from the Pipeline Safety Fund. This is an $838,000 increase above the fiscal year 2009 enacted level and a $1,000,000 increase above the fiscal year 2010 budget request. The Committee has included bill language directing PHMSA to transfer $1,000,000 to pipeline safety to fund pipeline information grants to communities.

HAZARDOUS MATERIALS SAFETY

Appropriation, fiscal year 2009	$32,000,000
Budget request, fiscal year 2010	35,500,000
Recommended in the bill	36,500,000
Bill compared with:	
Appropriation, fiscal year 2009	+4,500,000
Budget request, fiscal year 2009	+1,000,000

The Hazardous Materials Safety program has responsibility for the safety and security of hazardous materials shipments by commercial air, truck, railroad and vessel. The agency is the primary resource and regulatory authority for hazardous materials safety and promulgates regulations which cover hazardous materials safety, security, shipper and carrier operations, training, and packaging and container specifications. The Committee acknowledges the resident expertise at PHMSA and encourages PHMSA to take a greater leadership role in hazardous materials safety for the Department of Transportation as well as serve as a resource for other agencies of the federal government.

COMMITTEE RECOMMENDATION

The Committee provides $36,500,000 to continue the agency's hazardous materials safety functions, which is $4,500,000 above the fiscal year 2009 enacted level and $1,000,000 above the fiscal year 2010 budget request.

Multimodal hazardous materials intelligence portal.—Included within the hazardous materials program appropriation is $1,000,000 to fund the Multimodal Hazardous Materials Intel-

ligence Portal. The portal integrates inspection, incident, regulation, penalty, and other data collected by multiple administrations. Integrated data allows PHMSA and other users to develop comprehensive, risk-based strategies to identify emerging safety issues. The Committee notes that this system is used by and benefits the Federal Aviation Administration, the Federal Motor Carrier Safety Administration, the Federal Railroad Administration, as well as the United States Coast Guard.

Hazardous materials information system.—This web-based system is an integral tool used for daily hazardous materials operations, workflow, and document management. The Committee directs that PHMSA continue this important system and ensure that the system is searchable and useful to other operating administrations and that the data is accurate and verified.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

	(Pipeline safety fund)	(Oil spill liability trust fund)	Total
Appropriation, fiscal year 2009	$74,481,000	$18,810,000	$94,291,000
Budget request, fiscal year 2010	86,344,000	18,905,000	105,239,000
Recommended in the bill	86,344,000	18,905,000	105,239,000
Bill compared to:			
Appropriation, fiscal year 2009	+11,863,000	+95,000	+10,948,000
Budget request, fiscal year 2010	– – –	– – –	– – –

The Pipeline and Hazardous Materials Safety Administration oversees the safety, security, and environmental protection of pipelines through analysis of data, damage prevention, education and training, development and enforcement of regulations and policies, research and development, grants for states pipeline safety programs, and emergency planning and response to accidents. The pipeline safety program is responsible for a national regulatory program to protect the public against the risks to life and property in the transportation of natural gas, petroleum and other hazardous materials by pipeline. The enactment of the Oil Pollution Act of 1990 expanded the role of the pipeline safety program in environmental protection and resulted in a new emphasis on spill prevention and containment of oil and hazardous substances from pipelines.

COMMITTEE RECOMMENDATION

The Committee recommends $105,239,000 to continue pipeline safety operations, research and development, and state grants-in-aid in fiscal year 2010, which is $10,948,000 above the fiscal year 2009 enacted level and the same as the fiscal year 2010 request. The bill specifies that of the total appropriation, $18,905,000 shall be derived from the Oil Spill Liability Trust Fund and the remaining $86,334,000 shall be derived from the Pipeline Safety Fund.

State pipeline safety grants.—The fiscal year 2010 budget requests $39,300,000, an increase of $6,061,000 for state pipeline safety grants, which is an 18 percent increase above fiscal year 2009. Section 2(c) of the PIPES Act (49 U.S.C. § 60107(a), raised

the Secretary of Transportation's grant matching authority from 50 percent to 80 percent. The Committee supports PHMSA's goal is to increase the federal funding annually until the 80 percent cap is reached. The Committee's recommendation provides funding sufficient to match grants at 70 percent in fiscal year 2010.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

	(Emergency preparedness fund)	(Emergency preparedness grant program)	Total
Appropriation, fiscal year 2009	$188,000	($28,318,000)	$28,506,000
Budget request, fiscal year 2010	188,000	(28,318,000)	28,506,000
Recommended in the bill	188,000	(28,318,000)	28,506,000
Bill compared to:			
Appropriation, fiscal year 2009	– – –	– – –	– – –
Budget request, fiscal year 2010	– – –	– – –	– – –

The Hazardous Materials Transportation Uniform Safety Act of 1990, Pub. L. 101–615, requires PHMSA to: (1) develop and implement a reimbursable emergency preparedness grant program; (2) monitor public sector emergency response training and planning and provide technical assistance to states, political subdivisions and Indian tribes; and (3) develop and update periodically a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommends $28,318,000 for the Emergency Preparedness Grants program. This Committee's recommendation is the same as the fiscal year 2009 enacted level and as the fiscal year 2010 budget request.

RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION

The Research and Innovative Technology Administration (RITA) was established as an administration within the Department of Transportation (DOT) effective November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act, Public Law 108–426. The mission of RITA is to provide strategic clarity to DOT's multi-modal and intermodal research efforts, while coordinating the multifaceted research agenda of the department.

RITA coordinates, facilitates, and reviews the following research and development programs and activities: advancement and research and development of innovative technologies, including intelligent transportation systems; education and training in transportation and transportation-related fields, including the University Transportation Centers and the Transportation Safety Institute; and activities of the Volpe National Transportation Center.

Also included within RITA is the Bureau of Transportation Statistics (BTS), which is funded from the Federal Highway Administration's federal-aid highway account. BTS compiles, analyzes, and makes accessible information on the nation's transportation systems; collects information on intermodal transportation and other areas as needed; and enhances the quality and effectiveness of the statistical programs of the DOT through research, the development

of guidelines, and the promotion of improvements in data acquisition and use.

RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2009	$12,900,000
Budget request, fiscal year 2010	13,179,000
Recommended in the bill	12,834,000
Bill compared with:	
Appropriation, fiscal year 2009	·66,000
Budget request, fiscal year 2010	·345,000

COMMITTEE RECOMMENDATION

The bill includes $12,834,000 to continue research and development activities in fiscal year 2010. This funding level is sufficient to fund 36 full-time equivalent staff years (FTE), and the same as in fiscal year 2009.

Administrative Expenses.—Within the fiscal year 2010 recommended funding level, the Committee provides $345,000 for RITA's research, development, and technology (RD&T) programs as follows. This level represents $345,000 above the fiscal year 2009 enacted level and $345,000 below the budget request. The additional $345,000 in administrative expenses is denied until such time as the agency can adequately explain the need for this increase.

Research Programs.—Within the fiscal year 2010 recommended funding level, the Committee provides $6,036,000 for RITA's research, development, and technology (RD&T) programs as follows:

Hydrogen fuels safety R&D	$500,000
RD&T coordination	536,000
Nationwide Differential Global Positioning System	4,600,000
Positioning, Navigation and Timing	400,000

The Committee's recommendation for research programs represents a decrease of $900,000 over fiscal year 2009 and is equal to the budget request. The reduction in funding is for hydrogen fuels safety research and development, which restores the program to its fiscal year 2009 base funding prior to the 2009 President's Hydrogen Initiative.

In fiscal year 2010, RITA requested that the funding for positioning, navigation and timing (PNT) be separated from the funding for the nationwide differential global positioning system, while keeping the total funding level the same as the prior fiscal year. The Committee agreed with this recommendation.

The Committee recommends that the $6,036,000 provided for these RD&T programs be available until September 30, 2012.

The bill also includes language that allows funds received from states, counties, municipalities, other public authorities, and private sources for expenses incurred for training to be credited to this appropriation.

BUREAU OF TRANSPORTATION STATISTICS

(LIMITATION ON OBLIGATIONS)

Appropriation, fiscal year 2009	($27,000,000)
Budget request, fiscal year 2010	(28,000,000)
Recommended in the bill	(28,000,000)
Bill compared with:	
Appropriation, fiscal year 2009	(+1,000,000)
Budget request, fiscal year 2010	– – –

COMMITTEE RECOMMENDATION

Under the appropriation of the Federal Highway Administration, the bill provides $28,000,000 for the Bureau of Transportation Statistics (BTS). The Committee limits BTS staff to 122 FTE in fiscal year 2010.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The Inspector General's office was established in 1978 to provide an objective and independent organization that would be more effective in: (1) preventing and detecting fraud, waste, and abuse in departmental programs and operations; and (2) providing a means of keeping the Secretary of Transportation and the Congress fully and currently informed of problems and deficiencies in the administration of such programs and operations. According to the authorizing legislation, the Inspector General (IG) is to report dually to the Secretary of Transportation and to the Congress.

Appropriation, fiscal year 2009	$71,400,000
Budget request, fiscal year 2010	74,839,000
Recommended in the bill	74,839,000
Bill compared with:	
Appropriation, fiscal year 2009	+3,439,000
Budget request, fiscal year 2010	– – –

COMMITTEE RECOMMENDATION

The Committee recommendation provides $74,839,000 for activities of the Office of Inspector General (OIG), consistent with the budget request. The Committee continues to value highly the work of the OIG in oversight of departmental programs and activities. In addition, the OIG will receive $6,604,000 from other agencies in this bill, as noted below:

Federal Highway Administration	$3,809,000
Federal Transit Administration	2,075,000
Federal Aviation Administration	620,000
National Transportation Safety Board	100,000

Funding is sufficient to finance 416 full-time equivalent (FTE) staff years in fiscal year 2010, an increase of 2 FTE above the fiscal year 2009 level.

The Committee recognizes that the National Transportation Safety Board Reauthorization Act of 2006 (Public Law 109–443) authorized the Government Accountability Office (GAO) to audit, at least annually, National Transportation Safety Board (NTSB) programs and expenditures, including information security. It also provided that the NTSB and OIG, in the absence of a direct appro-

priation, enter into a reimbursable agreement for any NTSB-related audits or reviews performed by the OIG.

The OIG continues to perform the annual audit of NTSB's financial statements under the Chief Financial Officers Act, maintain the hotline, and conduct follow-up investigations on a cost reimbursement basis. The OIG has requested $100,000 from NTSB in its congressional justification for reimbursement of costs estimated to carry out this function.

Unfair business practices.—The bill maintains language first enacted in fiscal year 2000 which authorizes the OIG to investigate allegations of fraud and unfair or deceptive practices and unfair methods of competition by air carriers and ticket agents.

Audit reports.—The Committee requests the Inspector General to continue forwarding copies of all audit reports to the Committee immediately after they are issued, and to continue to make the Committee aware immediately of any review that recommends cancellation or modifications to any major acquisition project or grant, or which recommends significant budgetary savings. The OIG is also directed to withhold from public distribution for a period of 15 days any final audit or investigative report which was requested by the House or Senate Committees on Appropriations.

SURFACE TRANSPORTATION BOARD

The Surface Transportation Board (STB) was created in the Interstate Commerce Commission Termination Act of 1995 and is the successor agency to the Interstate Commerce Commission. The STB is an economic regulatory and adjudicatory body charged by Congress with resolving railroad rate and service disputes and reviewing proposed railroad mergers. The STB is decisionally independent, although it is administratively affiliated with the Department of Transportation.

The Passenger Rail Investment and Improvement Act of 2008, Pub. L. 110–432, (PRIIA), included new responsibilities for the STB.

SALARIES AND EXPENSES

Appropriation, fiscal year 2009	$26,847,000
Budget request, fiscal year 2010	27,032,000
Recommended in the bill	29,800,000
Bill compared with:.	
Appropriation, fiscal year 2009	+2,953,000
Budget request, fiscal year 2010	+2,768,000

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $29,800,000 for fiscal year 2010, an increase of $2,953,000 above the fiscal year 2009 enacted level and an increase of $2,768,000 above the fiscal year 2010 budget request. Included in the recommendation is an offsetting collection of $1,250,000 from user fees established by the STB Chairman. The Committee recommendation is consistent with the budget request submitted independently by the Surface Transportation Board.

Expanded PRIIA jurisdiction.—The Committee recommends $746,000 to implement the Board's expanded jurisdiction under PRIIA for fiscal year 2010. These funds will enable the STB to hire

six additional FTEs. The Committee directs the STB to hire as many FTEs as can be accommodated by its funding level until an authorization law specifies otherwise.

Uniform railroad costing system.—The Committee recommends $500,000 for the STB to begin a multi-year review of its Uniform Railroad Costing System. This system is used to set the Board's rate jurisdiction, is the basis for Board decisions, and estimates for each Class I railroad the variable cost of transporting a given commodity. The system was originally adopted in 1989.

Union pacific/southern pacific merger.—On December 12, 1997, the Board granted a joint request of Union Pacific Railroad Company and the City of Wichita and Sedgwick County, KS (Wichita-Sedgwick) to toll the 18-month mitigation study pending in Finance Docket No. 32760. The decision indicated that at such time as the parties reach agreement or discontinue negotiations, the Board would take appropriate action.

By petition filed June 26, 1998, Wichita/Sedgwick and UP/SP indicated that they had entered into an agreement, and jointly petitioned the Board to impose the agreement as a condition of the Board's approval of the UP/SP merger. By decision dated July 8, 1998, the Board agreed and imposed the agreement as a condition to the UP/SP merger. The terms of the negotiated agreement remain in effect. If UP/SP or any of its divisions or subsidiaries materially changes or is unable to achieve the assumptions on which the Board based its final environmental mitigation measures, then the Board may reopen Finance Docket 32760 if requested by interested parties, and prescribe additional mitigation properly reflecting these changes when appropriate.

Liability review.—The Committee notes that under 49 U.S.C. § 24308 the STB has long-standing authority to prescribe reasonable terms and compensation for Amtrak's use of the facilities of another railroad if the parties cannot reach agreement. The Committee also notes that the recently enacted 49 U.S.C. § 28502 also gives the STB authority to mediate disputes between a public transportation authority and a rail carrier for the use of trackage needed for commuter rail passenger transportation. Thus, because of STB's authority and expertise in matters relating to the terms and conditions under which the trackage of a rail carrier can be used for passenger service, the Committee directs the STB to review the issues surrounding the inclusion of indemnification in agreements between entities responsible for passenger rail service and rail carriers. This review should address historic precedent, current practice, and should identify draft contractual language that, in the opinion of the STB, would reasonably address rail carriers' concerns over liability resulting from passenger rail operations while balancing the needs of public transportation authorities, as well as Amtrak, and other entities providing or operating passenger rail service to develop improved and expanded passenger rail service, and while providing appropriate incentives to assure safe operation of passenger trains. The Committee directs the STB to report on the results of its review to the Committees on Appropriations, the Committee on Transportation and Infrastructure of the House of Representatives and the Committees on Banking, Commerce, Science and Transportation, and Environment and Pub-

lic Works of the Senate within 180 days of the date of enactment of this Act.

TITLE I—GENERAL PROVISIONS, DEPARTMENT OF TRANSPORTATION

Section 180. The Committee continues the provision allowing the Department of Transportation (DOT) to use funds for aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law.

Section 181. The Committee continues the provision limiting appropriations for services authorized by 5 U.S.C. 3109 to the rate for an Executive Level IV.

Section 182. The Committee continues the provision prohibiting funds in this act for salaries and expenses of more than 110 political and Presidential appointees in the DOT and prohibits political and Presidential personnel from being assigned on temporary detail outside the DOT.

Section 183. The Committee continues the provision prohibiting funds for the implementation of section 404 of title 23, United States Code.

Section 184. The Committee continues the provision prohibiting recipients of funds made available in this Act from releasing personal information, including social security number, medical or disability information, and photographs from a driver's license or motor vehicle record, without express consent of the person to whom such information pertains; and prohibits the withholding of funds provided in this Act for any grantee is a state is in noncompliance with this provision.

Section 185. The Committee continues the provision allowing funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from states, counties, municipalities, other public authorities, and private sources to be used for expenses incurred for training may be credited to each agency's respective accounts.

Section 186. The Committee continues the provision that requires funding of certain programs, projects and activities identified in the accompanying report within the accounts of the Federal Highway Administration, Federal Railroad Administration, and the Federal Transit Administration.

Section 187. The Committee continues the provision authorizing the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the DOT.

Section 188. The Committee continues the provision that prohibits funds from being used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $500,000 or more is announced by the department or its modal administrations, and directs the Secretary to give concurrent notification for any "quick release" of funds from the Federal Highway Administration's emergency relief program.

Section 189. The Committee continues a provision allowing funds received from rebates, refunds, and similar sources to be credited to appropriations of the DOT.

Section 190. The Committee continues a provision allowing amounts from improper payments to a third party contractor that

are lawfully recovered by the DOT to be available to cover expenses incurred in the recovery of such payments.

Section 191. The Committee continues a provision mandating that reprogramming actions are to be approved or denied solely by the House and Senate Committees on Appropriations.

Section 192. The Committee continues a provision that caps the amount of fees the Surface Transportation Board can charge and collect for rate complaints filed at the amount authorized for court civil suit filing fees.

Section 193. The Committee includes a provision as requested in the budget that enables the Department to provide payments in advance to carry out its contract for the implementation of a debit card program for distribution of transit benefits.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION

The Committee reiterates that the Department must limit the reprogramming of funds between the program, projects, and activities within each account to not more than $500,000 without prior approval of the Committees on Appropriations. Unless otherwise identified in the bill or report, the most detailed allocation of funds presented in the budget justifications is approved, with any deviation from such approved allocation subject to the normal reprogramming requirements. Further, it is the intent of the Committee that all carryover funds in the various accounts, including recaptures and de-obligations, are subject to the normal reprogramming requirements outlined above. Further, no changes may be made to any program, project, or activity if it is construed to be policy or a change in policy, without prior approval of the Committees on Appropriations. Finally, the Committee expects to be notified regarding reorganizations of offices, programs or activities prior to the planned implementation of such reorganizations, as well as be identified, on a monthly basis, of all ongoing litigation, including any negotiations or discussions, planned or ongoing, regarding a consent decree between the Department and any other entity, including the estimated costs of such decrees. Unless otherwise provided, the Committee reiterates that the Department must limit reprogramming to $500,000.

EXECUTIVE DIRECTION

Appropriation, fiscal year 2009	$23,799,000
Budget request, fiscal year 2010	25,969,000
Recommended in the bill	25,969,000
Bill compared with:	
Appropriation, fiscal year 2009	+2,170,000
Budget request, fiscal year 2010	– – –

The Executive Direction account encompasses the offices of the major policymakers at the Department, including all of the Senate-confirmed political appointees. The responsibilities of the Department are administered under the supervision and direction of the Secretary, who is responsible for the administration of all programs, functions and authorities of the Department. The Deputy Secretary assists the Secretary in the discharge of the duties and

responsibilities, and serves as Acting Secretary in the absence of the Secretary. In addition to the Office of the Secretary and Deputy Secretary, the offices of eight Assistant Secretaries are included, as well as the immediate offices of the Chief Financial Officer and the General Counsel.

Lastly, this account includes the activities of two offices of highly specialized staff with Department-wide responsibility, the Office of Hearings and Appeals and the Office of Small and Disadvantaged Business Utilization. The Office of Hearings and Appeals is an independent adjudicatory office within the Office of the Secretary whose administrative judges conduct hearings and make determinations for the Department in accordance with existing statues and departmental policies, regulations, and procedures. The Office of Hearings and Appeals is headed by a Director appointed by the Secretary who supervises the administrative judges, administrative law judges of the Office of Administrative Law Judges, and support staff.

The Office of Small and Disadvantaged Business Utilization is responsible for the implementation and execution of the Department's activities on behalf of small businesses, minority businesses, businesses owned and controlled by disadvantaged persons, and firms, in accordance with sections 8 and 15 of the Small Business Act (SBA), as amended. For the functions and responsibilities required by Public Law 95–507, the Director shall be responsible only to, and report directly to, the Secretary or Deputy Secretary.

COMMITTEE RECOMMENDATION

Immediate office of the Secretary and Deputy Secretary	$4,619,000
Office of Hearings and Appeals	1,703,000
Office of Small and Disadvantaged Business Utilization	778,000
Immediate Office of the Chief Financial Officer	727,000
Immediate Office of the General Counsel	1,474,000
Office of the Assistant Secretary for Congressional and Intergovernmental Relations	2,912,000
Office of the Assistant Secretary for Public Affairs	3,110,000
Office of the Assistant Secretary for Administration	1,218,000
Office of the Assistant Secretary for Public and Indian Affairs	2,125,000
Office of the Assistant Secretary for Community and Planning Development	1,781,000
Office of the Assistant Secretary for Housing, Federal Housing Commissioner	3,497,000
Office of the Assistant Secretary for Policy Development and Research	1,097,000
Office of the Assistant Secretary for Fair Housing and Equal Opportunity	928,000

The Committee recommends $25,969,000 for this account, which represents an increase of $2,170,000 above the level enacted in the fiscal year 2009 bill and is equal to the budget request.

In the fiscal year 2008 Omnibus, the structure of the Management and Administration account was altered to separate the salaries and expenses of the Department from one account into nine accounts. This change was made to improve transparency and to give the Committee greater oversight of this large account. By splitting the Senate-confirmed Secretary, Deputy Secretary and Assistant Secretaries into the "Executive Direction" account, the Committee aimed to increase accountability over the lead policymakers of the Department. The Committee instructs the Department to use this structure in submitting all future budgets.

The Secretary is authorized to transfer funds within offices under Executive Direction following written notification to the House and Senate Committees on Appropriations, provided that no amount for any office may be increased or decreased by more than 5 percent by all transfers. Notice of any change in funding greater than 5 percent must be submitted for prior approval by the Committees. Further, the Secretary must provide quarterly written notification to the Committees regarding the status of pending congressional reports. The bill also provides that no more than $25,000 provided under the immediate Office of the Secretary shall be available for the official reception and representation expenses as the Secretary may determine.

ADMINISTRATION, OPERATIONS AND PLANNING

Appropriation, fiscal year 2009	$527,434,000
Budget request, fiscal year 2010	537,897,000
Recommended in the bill	537,897,000
Bill compared with:	
Appropriation, fiscal year 2009	+10,463,000
Budget request, fiscal year 2010	– – –

This account funds the personnel compensation and benefits of 8 program offices, as well as non-personnel expenses for the entire Department, such as travel and training. Included in the account are salaries and expenses of the programs listed below. The Office of Administration provides general support services to all offices and divisions throughout HUD. These services include: management analysis, human resource management, employee training, performance analysis; providing general building and office services, maintaining correspondence and scheduling for the Secretary; as well as carrying out special activities directly assigned by the Secretary of HUD.

The Office of Departmental Operations and Coordination (ODOC) performs a broad range of cross-program functions that assist the Secretary and the Deputy Secretary with HUD's continuing management improvement initiatives. Key responsibilities include leading the development and monitoring of the Department's Management and Strategic Plans; overseeing HUD's planning and accountability processes to ensure that the Department achieves its goals and quality improvement objectives; managing the Department's Compliance and Monitoring Program; managing the Department's Internet, Intranet, and other public access technology; managing HUD's oversight and monitoring of labor standards for HUD-funded construction projects; and coordinating Executive Management and Field Office Management Meetings for the Deputy Secretary.

The Office of Field Policy and Management serves as the principal advisor of providing oversight and communicating Secretarial priorities and policies to the field office staff and clients. The Regional and Field Office Directors act as the operational managers in each of the field offices. The Regional and Field Office Directors direct and coordinate cross program delivery of the Department's programs in the field.

The Office of the Chief Procurement Officer's (OCPO) mission is to provide high-quality acquisition support services to all HUD program offices by purchasing necessary operational and mission-related goods and services; provide advice, guidance and technical assistance to all departmental offices on matters concerning procure-

ment; assist program offices in defining and specifying their procurement needs; develop and maintain all procurement guidance including regulations, policies, and procedures; and assist in the development of sound acquisition strategies.

The Office of the Chief Financial Officer (OCFO) provides leadership in instituting financial integrity, fiscal responsibility and accountability. The CFO reports directly to and advises the Secretary of the Department on all aspects of financial management, accounting and budgetary matters; ensures that the Department establishes and meets financial management goals and objectives; that the Department is in compliance with financial management legislation and directives; analyzes budgetary implications of policy and legislative proposals and provides technical oversight with respect to all budget activities throughout the Department.

Appropriations Attorneys—During consideration of the Fiscal Year 2003 appropriations legislation, it became apparent to the Committee that both the Committee and the Department would be better served if the attorneys responsible for appropriations matters were housed in the Office of the Chief Financial Officer (OCFO), and the Fiscal Year 2003 Act provided funds and FTE to the OCFO to accommodate four attorneys transferred from the Office of General Counsel (OGC). Since that time, the Committee has routinely received prompt, accurate, and reliable information from the OCFO on various appropriations law matters. For Fiscal Year 2010, the Committee continues to fund appropriations attorneys in the OCFO, and directs HUD to maintain this responsibility under the OCFO.

The General Counsel, as the chief legal officer and legal voice of the Department, is the legal adviser to the Secretary and other principal staff of the Department. It is the responsibility of the General Counsel to provide legal opinions, advice and services with respect to all programs and activities, and to provide counsel and assistance in the development of the Department's programs and policies.

The mission of the Office of Departmental Equal Employment Opportunity is to ensure the enforcement of Federal laws relating to the elimination of all forms of discrimination in the Department's employment practices. The mission of the Office is carried out through the functions of three Divisions, the Affirmative Employment Division, the Alternative Dispute Resolution Division, and the Equal Employment Opportunity Division.

HUD's Office of Faith-based and Community Initiatives conducts outreach, recommends changes to HUD policies and programs that present barriers to grassroots organizations, and initiates special projects, such as grant writing training.

The Office of Sustainability will provide technical and policy support for energy, green building, and transportation programs at HUD and other relevant departments. The office will manage new grant programs to catalyze the home retrofit market and promote transit-oriented development. This office will also coordinate inter- and intra-agency efforts to ensure that housing programs targeting the built environment are well-coordinated with the programs of the Department of Transportation, the Department of Energy and the Environmental Protection Agency. The office will also coordinate with the Office of Policy Development and Research to develop

and undertake integrated research to support efforts leading to sustainable housing and regional planning.

The Office of Strategic Planning and Management will drive organizational, programmatic, and operational change across the Department to maximize efficiency and performance. The office will facilitate HUD's strategic planning process by identifying the Departments strategic priorities and transformational change initiatives, create and manage work plans for targeted transformation projects, and develop key program performance measures and targets for monitoring.

COMMITTEE RECOMMENDATION

Office of Administration Personnel Compensation and Benefits	$76,958,000
Office of Departmental Operations and Coordination Personnel Compensation and Benefits	11,277,000
Office of Field Policy and Management Personnel Compensation and Benefits	51,275,000
Office of the Chief Procurement Officer Personnel Compensation and Benefits	14,649,000
Office of the Chief Financial Officer Personnel Compensation and Benefits	35,197,000
Office of the General Counsel Personnel Compensation and Benefits	89,062,000
Office of the Departmental Equal Employment Opportunity Personnel Compensation and Benefits	3,296,000
Office of Faith-Based and Community Initiatives Personnel Compensation and Benefits	1,393,000
Office of Sustainability Personnel Compensation and Benefits	2,400,000
Office of Strategic Planning and Management Personnel Compensation and Benefits	2,520,000
Non-personnel expenses	249,870,000

The Committee recommends $537,897,000 for this account, which represents an increase of $10,463,000 above the level enacted in the fiscal year 2009 bill, and is equal to the budget request. The Committee will continue to monitor hiring and personnel needs as the appropriation process moves forward.

The bill provides funding in this account for necessary administrative and non-administrative expenses of the Department. Funds may be used for advertising and promotional activities that support the housing mission area. Further, the Secretary is authorized to transfer funds between offices under this account, after such transfer has been submitted to, and received written approval by, the Committees on Appropriations. No appropriation for any office may be increased or decreased by more than 10 percent.

PERSONNEL COMPENSATION AND BENEFITS

PUBLIC AND INDIAN HOUSING

Appropriation, fiscal year 2009	$190,390,000
Budget request, fiscal year 2010	197,074,000
Recommended in the bill	197,074,000
Bill compared with:	
Appropriation, fiscal year 2009	+6,684,000
Budget request, fiscal year 2010	– – –

The Office of Public and Indian Housing oversees the administration of HUD's Public Housing, Housing Choice Voucher, Section 8 Rental Assistance and Native American Programs. PIH is responsible for administering and managing programs authorized and

funded by Congress under the basic provisions of the U.S. Housing Act of 1937.

COMMITTEE RECOMMENDATION

The Committee recommends $197,074,000 for this account, which represents an increase of $6,684,000 above the level enacted for fiscal year 2009 and is equal to the budget request. The Committee will monitor staffing as the process moves forward.

COMMUNITY PLANNING AND DEVELOPMENT

Appropriation, fiscal year 2009	$94,234,000
Budget request, fiscal year 2010	98,989,000
Recommended in the bill	98,989,000
Bill compared with:	
Appropriation, fiscal year 2009	+4,755,000
Budget request, fiscal year 2010	– – –

The Office of Community Planning and Development assists in developing viable communities by promoting integrated approaches that provide decent housing, a suitable living environment, and expand economic opportunities for low and moderate income persons. The primary means toward this end is the development of partnerships among all levels of government and the private sector, including for-profit and nonprofit organizations. This Office is responsible for the effective administration of Community Development Block Grant programs (CDBG), Home Investment Partnership (HOME), Brownfields Economic Development Initiative (BEDI), Self-Help Homeownership Opportunity Program (SHOP), Housing Opportunities for Persons with Aids (HOPWA) and other HUD community development programs.

COMMITTEE RECOMMENDATION

The Committee recommends $98,989,000 for this account, which represents an increase of $4,755,000 above the level enacted in the fiscal year 2009 bill and is equal to the budget request. The Committee will monitor staffing as the process moves forward.

HOUSING

Appropriation, fiscal year 2009	$363,198,000
Budget request, fiscal year 2010	374,887,000
Recommended in the bill	374,887,000
Bill compared with:	
Appropriation, fiscal year 2009	+11,689,000
Budget request, fiscal year 2010	– – –

The Office of Housing implements Housing's programmatic, regulatory, financial, and operational responsibilities under the leadership of six deputy assistant secretaries and the field staff for activities related to FHA multifamily and single family homeownership programs, housing counseling grant program, and assisted housing programs.

COMMITTEE RECOMMENDATION

The Committee recommends $374,887,000 for this account, which represents an increase of $11,689,000 above the level enacted in the fiscal year 2009 bill and is equal to the budget request. The Committee will monitor staffing as the process moves forward.

OFFICE OF THE GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

Appropriation, fiscal year 2009	$10,000,000
Budget request, fiscal year 2010	11,095,000
Recommended in the bill	11,095,000
Bill compared with:	
Appropriation, fiscal year 2009	+1,095,000
Budget request, fiscal year 2010	– – –

The Office of Government National Mortgage Association (GNMA) supports the Mortgage Backed Securities (MBS) program, which is the guarantee of timely payment of principal and interest to investors on the mortgage backed securities pools of FHA, Veterans Affairs, Rural Development, and Public and Indian Housing guaranteed loans. The mission of GNMA is to expand affordable housing in America by linking domestic and global capital markets to the Nation's housing markets.

COMMITTEE RECOMMENDATION

The Committee recommends $11,095,000, which represents an increase of $1,095,000 above the level enacted in fiscal year 2009 and is equal to the budget request. The Committee recommends that the salaries and expenses of GNMA be paid from revenue earned. As GNMA is playing a significant role in helping the housing sector respond to and recover from the subprime crisis, the Committee recommends this additional flexibility to ensure that GNMA will be staffed adequately to respond to the increase in FHA guarantees.

POLICY DEVELOPMENT AND RESEARCH

Appropriation, fiscal year 2009	$18,071,000
Budget request, fiscal year 2010	21,138,000
Recommended in the bill	21,138,000
Bill compared with:	
Appropriation, fiscal year 2009	+3,067,000
Budget request, fiscal year 2010	– – –

The Office of Policy Development and Research establishes the Department's annual research agenda to support the research and evaluation of housing and other departmental initiatives to improve HUD's effectiveness and operational efficiencies. Research proposals are determined through consultations with senior staff from each HUD program office, the Office of Management and Budget, and Congress as well as discussion with key HUD stakeholders. The office addresses all inquiries regarding key housing economic information such as the American Housing Survey, Fair Market Rents, Median Family Income Limits, annual housing goals and oversight of the Government Sponsored Enterprises (GSEs), Fannie Mae and Freddie Mac and Real Estate Settlement Procedures Act and mortgage market analyses.

COMMITTEE RECOMMENDATION

The Committee recommends $21,138,000 for this account, which represents an increase of $3,067,000 above the level enacted in fiscal year 2009 and is equal to the budget request. The Committee will continue to monitor staffing levels and needs as the process moves forward.

FAIR HOUSING AND EQUAL OPPORTUNITY

Appropriation, fiscal year 2009	$69,021,000
Budget request, fiscal year 2010	71,800,000
Recommended in the bill	71,800,000
Bill compared with:	
Appropriation, fiscal year 2009	+2,779,000
Budget request, fiscal year 2010	– – –

The Office of Fair Housing and Equal Opportunity (FHEO) is responsible for developing policies, guidance and for providing technical support for enforcement of the Fair Housing Act and the civil rights statues. FHEO serves as the central point for the formulation, clearance and dissemination of FHEO policies, intra-departmental clearances, and public information. FHEO receives, investigates, conciliates and recommends the issuance of charges of discrimination and determinations of non-compliance for complaints filed under title VIII and other civil rights authorities and conduct civil rights compliance review and compliance reviews under section 3.

COMMITTEE RECOMMENDATION

The Committee recommends $71,800,000 for this account, which represents an increase of $2,779,000 above the level enacted in the fiscal year 2009 bill and is equal to the budget request. The Committee will continue to monitor staffing levels and needs as the process moves forward.

OFFICE OF HEALTHY HOMES AND LEAD HAZARD CONTROL

Appropriation, fiscal year 2009	$6,728,000
Budget request, fiscal year 2010	7,151,000
Recommended in the bill	7,151,000
Bill compared with:	
Appropriation, fiscal year 2009	+423,000
Budget request, fiscal year 2010	– – –

The Office of Healthy Homes and Lead Hazard Control has primary responsibility for the lead-based paint and healthy homes activities of the Department and is directly responsible for the administration of the Lead-Based Paint Hazard Reduction program authorized by title X of the Housing and Community Development Act of 1992; the Office also addresses multiple housing-related hazards affecting the health of residents, particularly children. The Office develops lead-based paint regulations, guidelines, and policies applicable to HUD programs, and enforces the Lead Disclosure Rule issued under title X. For both lead-based paint and healthy homes issues, the Office designs and administers programs for grants, training, research, education and information dissemination, and serves as the Department's central information source for the Secretary, the Congress, HUD staff, HUD grantees, state and local governments and the public.

COMMITTEE RECOMMENDATION

The Committee recommends $7,151,000 for this account, which represents an increase of $423,000 above the level enacted in the fiscal year 2009 bill and is equal to the budget request. The Committee will continue to monitor staffing levels and needs as the process moves forward.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2009	$16,975,000,000
Budget request, fiscal year 2010	17,836,000,000
Recommended in the bill	18,242,200,000
Bill compared with:	
Appropriation, fiscal year 2009	+1,267,200,000
Budget request, fiscal year 2010	+406,200,000

In fiscal year 2005, the Housing Certificate Fund was separated into two new accounts: Tenant-Based Rental Assistance and Project-Based Rental Assistance. This account administers the tenant-based Section 8 rental assistance program otherwise known as the Housing Choice Voucher program.

COMMITTEE RECOMMENDATION

The Committee recommends $18,242,200,000 for tenant-based rental assistance, an increase of $1,267,200,000 above the fiscal year 2009 enacted level and $406,200,000 above the budget request for Section 8 vouchers. Consistent with the budget request, the Committee continues the advance of $4,000,000,000 of the funds appropriated under this heading for Section 8 programs to October 1, 2009.

Voucher Renewals.—The Committee provides $16,387,200,000, which is an increase of $989,200,000 above the fiscal year 2009 enacted level for the renewal of tenant-based vouchers. The Department is instructed to monitor and report to the House and Senate Committees on Appropriations each quarter on the trends in Section 8 subsidies and to report on the required program alterations due to changes in rent or changes in tenant income.

Tenant protection.—The Committee provides $120,000,000 for tenant protection vouchers, $30,000,000 below the level enacted in fiscal year 2009 and $17,000,000 above the budget request. As a result of the variable nature of this activity from year to year, language is included allowing the Department to use carryover and recaptures of unexpended Section 8 balances to fund additional rental assistance costs in addition to funds appropriated for fiscal year 2010. These additional rental assistance costs are limited to housing assistance payments and administrative fees not to exceed the rate of administrative fees provided for contract renewals.

Veterans Affairs Supportive Housing.—The Committee recommends $75,000,000 for incremental voucher assistance through the Veterans Affairs Supportive Housing (VASH) program, the same as the enacted level for 2009 and $75,000,000 above the budget request. This program will be administered in conjunction with the Department of Veterans Affairs and these vouchers shall remain available for homeless veterans upon turnover. The Committee is pleased that the vouchers provided under this account in fiscal year 2009 have been allocated and are beginning to have an impact on homeless veterans across the country.

Administrative Fees.—The Committee recommends $1,600,000,000 for allocation to the PHAs to conduct activities associated with placing and maintaining individuals under Section 8 assistance. This amount is $106,200,000 above the level proposed in the budget request. The Committee has provided additional

funding for administrative fees in an effort to ensure that all vouchers, and particularly special purpose vouchers such as the Nonelderly Disabled Vouchers, are fully utilized. The Committee instructs the Administration to fund administrative fees based on the number of units leased, in accordance with section 8(q) of the Quality Housing and Work Responsibility Act (QHWRA). This adjustment will incentivize PHAs to serve more families and individuals and will lead to increased utilization of vouchers, a key goal for the Committee.

Family Self-Sufficiency Coordinators (FSS).—The Committee includes $60,000,000 for FSS coordinators, $10,000,000 above the amount requested by the budget and $10,000,000 above the level enacted for 2009. Coordinators help residents link up with important services in the community to speed the achievement of self-sufficiency. The Committee recognizes the importance of this activity and encourages HUD to work with PHAs to efficiently and effectively utilize these resources.

The Committee directs the Department to continue to collect and use Form HUD–0952681 for PHAs administering the Housing Choice Voucher program.

The fiscal year 2010 bill continues the budget based system of funding, whereby PHAs are required to operate under a fixed budget for the calendar year. In the fiscal year 2010 bill, the Committee again used the latest data available as the basis for the formula, instructing the Department to fund vouchers based on the voucher management system leasing and cost data from the previous Federal fiscal year. To adjust the allocations of PHAs that have unforeseen circumstances, portability, or increased leasing in the last quarter of the previous calendar year, a contingency fund of $150,000,000 is provided. The Committee directs that housing assistance payments resulting from the portability provisions be the first priority in the use of these funds. As the appropriations process moves forward, the Committee will continue to monitor leasing and cost data.

The President's budget recommends authorization changes to the program that are not appropriate for the Committee on Appropriations to implement, but are the purview of the Financial Services Committee. The Committee is hopeful that an authorization bill will appropriately reauthorize this program and set forth a consistent formula and a reserve policy to improve the implementation of this program. The Tenant-Based Rental Assistance program serves millions of families and the Committee believes that reauthorization is needed to serve those families in the most efficient and effective way possible.

The Committee continues and strengthens through bill language the direction to the Department to communicate to each PHA, within 60 days of enactment, the fixed amount that will be made available to each PHA for fiscal year 2010. The amount being provided in this account is the only source of Federal funds that may be used to renew tenant-based vouchers. The amounts appropriated here may not be augmented from any other source.

The Committee urges the Secretary of the Department of Housing and Urban Development to utilize his authorized discretion to ensure the broadest programmatic flexibility and the maximum al-

location of funds to the recent generation of public housing authorities awarded "Moving to Work" demonstration program status.

HOUSING CERTIFICATE FUND

The Housing Certificate Fund, until fiscal year 2005, provided funding for both the project-Based and tenant-based components of the Section 8 program. Project-Based Rental Assistance and Tenant-Based Rental Assistance are now separately funded accounts. The Housing Certificate Fund retains balances from previous years' appropriations.

COMMITTEE RECOMMENDATION

The President did not request, and the Committee does not include, a rescission from the Housing Certificate Fund for fiscal year 2010. The Committee is pleased that the Office of Management and Budget recognizes that there are no remaining sums to rescind from the Department. Often, this rescission was used to obfuscate the true funding needs of the Department's programs, and the Committee is pleased that this gimmick is no longer being used. Language is included to allow unobligated balances from specific accounts may be used to renew or amend Project-Based Rental Assistance contracts.

PUBLIC HOUSING CAPITAL FUND

Appropriation, fiscal year 2009	$2,450,000,000
Budget request, fiscal year 2010	2,244,000,000
Recommended in the bill	2,500,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+50,000,000
Budget request, fiscal year 2010	+256,000,000

The Public Housing Capital Fund provides funding for public housing capital programs, including public housing development and modernization. Examples of capital modernization projects include replacing roofs and windows, improving common spaces, upgrading electrical and plumbing systems, and renovating the interior of an apartment.

COMMITTEE RECOMMENDATION

The Committee recommends a total funding level of $2,500,000,000 which represents an increase of $50,000,000 above the level provided in fiscal year 2009 and $256,000,000 above the budget request. Within the amounts provided the committee directs that:

—$20,000,000 is made available for Emergency Capital needs, excluding Presidentially declared disasters. The Committee continues last year's language to ensure that funds are used only for repairs needed due to an unforeseen and unanticipated emergency event or natural disaster that occurs during fiscal year 2010;

—$50,000,000 is directed to the Resident Opportunity and Supportive Services. The Committee recognizes the importance of this program, which assists public housing residents in achieving self-sufficiency. The Committee is concerned about the large unexpended balance in this account and directs the

Department to issue a Notice of Funding Availability (NOFA) for these funds within 60 days of enactment of this Act;

—No more than $15,345,000 is directed to support the ongoing Public Housing Financial and Physical Assessment activities of the Real Estate Assessment Center; and

—$8,820,000 is directed to the support of administrative and judicial receiverships. The Committee remains concerned about the length of time that several PHAs have been in receivership, with little proven improvement. The Committee directs that the Department continue to report to the House and Senate Committees on Appropriations quarterly on the progress made at each agency under receivership.

The Committee is greatly concerned with the implementation to date of the Capital Needs Assessment (CNA). The Committee believes strongly that an updated, accurate study of the capital needs of the nation's public housing portfolio is necessary to inform future policy decisions about this important infrastructure asset. The CNA is intended to reflect the many policy and market changes that have occurred in the public housing arena since the 1998 CNA, not just update the backlog number or adhere strictly to the parameters of the previous study. This study is an opportunity to collect valuable information about the state of public housing. Therefore, the Committee instructs the Assistant Secretary of Public and Indian Housing to re-convene the Study Group formed in July of 2008, and to add additional experts to this panel, as necessary, to re-evaluate the CNA. The Committee does not intend that the contract should be nullified, but that the Statement of Work shall be expanded to include factors ignored in the previous attempt at this study, including: energy efficiency considerations; the effect of the transition to asset-based management on this portfolio; factors related to the aging of the public housing population; and a measure of the number of distressed public housing units, among others. The CNA should utilize a statistical sampling methodology, regardless of the size of the public housing authority's portfolio. After the Study Group makes recommendations to HUD on the revised Statement of Work, HUD is instructed to discuss the CNA with the Committee on Appropriations before signing the modified contract. The Committee is a partner in this effort and HUD needs to be mindful of the fact that the lines of communication need to be open between the Department and the Committee on the successful completion of this study.

Further, the Committee is supportive of the Department's interest in gathering data about the needs of public housing, but is doubtful that the current methods of collecting this information are as effective as possible. First, the Committee instructs HUD not to mandate individual Physical Needs Assessments at each PHA without previous consultation with the Committee. If there is no standardization on the information to be gathered, this information will be of little to no use to the Department. Further, the Committee instructs HUD to evaluate the effectiveness of the myriad of reporting and planning mechanisms now being required of PHAs. HUD shall review the efficacy of all reporting requirements for the PHAs, including the 5-year plans and the PHA annual plans, and shall study the utility of the PHAS scores and all of the individual reporting elements that make up that score. The Com-

mittee doubts that the information required of PHAs is as useful as it could be, and encourages the Department to do a full evaluation of these reporting mechanisms. HUD shall make recommendations to the Committee within 90 days of enactment about changes to these data gathering instruments.

Finally, the Committee is encouraged that approximately 120 separate transactions have occurred within the Capital Fund Financing Program. This is a valuable program that authorizes PHAs to borrow funds for renovation and construction projects conditioned on a requirement to repay the debt service with funds from this account. The Committee looks forward to the promulgation of the final rule for this program and anticipates greater cooperation from HUD in facilitating approval of these deals within a reasonable timeframe, which has been a concern for the Committee and for PHAs ready to rehabilitate public housing units.

As requested, the recommendation does not designate a separate set-aside for the Neighborhood Networks grants because such activities are already an eligible use of capital funds.

The Department is directed to continue to provide quarterly detailed reports on those Public Housing Authorities with obligation rates of less than 90 percent.

PUBLIC HOUSING OPERATING FUND

Appropriation, fiscal year 2009	$4,455,000,000
Budget request, fiscal year 2010	4,600,000,000
Recommended in the bill	4,800,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+345,000,000
Budget request, fiscal year 2010	+200,000,000

The Public Housing Operating Fund subsidizes the costs associated with operating and maintaining public housing. This subsidy supplements funding received by public housing authorities (PHA) from tenant rent contributions and other income. In accordance with section 9 of the United States Housing Act of 1937, as amended, funds are allocated by formula to public housing authorities for the following purposes: utility costs; anticrime and anti-drug activities, including the costs of providing adequate security; routine maintenance cost; administrative costs; and general operating expenses.

COMMITTEE RECOMMENDATION

The Committee recommends $4,800,000,000 for the federal share of PHA operating expenses. This amount is $345,000,000 above the enacted level for fiscal year 2009 and is $200,000,000 above the budget request.

Public housing is home to more than 2.6 million seniors, people with disabilities, and low-wage individuals in all areas of the country. Rural and non-metropolitan areas are home to 21 percent of all public housing, while suburban areas host 19 percent of these units. In addition to providing homes across the nation for vulnerable families, public housing is an asset and is part of the infrastructure of the country. Built and maintained with federal funds, it would cost approximately $162 billion to replace the existing 1.2 million units of existing public housing, including land costs. Public housing is also a vital part of local economies, producing $8.2 bil-

lion in indirect and induced economic activity in regional economies, according to Econsult Corporation's evaluation of public housing in the report "Assessing the Economic Benefits of Public Housing."

Because public housing units are maintained by federal dollars through the Operating Fund, the Committee believes it is imperative to adequately fund units so that this asset continues to be an option for low-wage families. The Administration's proposed budget will not accomplish this goal, due to falling tenant incomes and rising utility costs. Therefore, the Committee recommends an increase in this account in an effort to fully fund the costs of operating public housing units. The Committee expects that HUD and the Public Housing Authorities will work together to find ways to achieve greater energy efficiency in public housing, which will ease the pressure of rising utility costs on this account.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	$250,000,000
Recommended in the bill	– – –
Bill compared with:.	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	·250,000,000

COMMITTEE RECOMMENDATION

The Committee recommends no funding for the Choice Neighborhoods Initiative, as this program is unauthorized. The Committee has instead elected to fund the HOPE VI program to further complete the work of revitalizing severely distressed public housing units.

REVITALIZATION OF SEVERELY DISTRESSED PUBLIC HOUSING (HOPE VI)

Appropriation, fiscal year 2009	$120,000,000
Budget request, fiscal year 2010	——
Recommended in the bill	250,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+130,000,000
Budget request, fiscal year 2010	+250,000,000

The Revitalization of Severely Distressed Public Housing program, also known as HOPE VI, provides competitive grants to public housing authorities to revitalize entire neighborhoods adversely impacted by the presence of badly deteriorated public housing projects. In addition to developing and constructing new affordable housing, the program provides PHAs with the authority to demolish obsolete projects and to provide self-sufficiency services for families who reside in and around the facility.

COMMITTEE RECOMMENDATION

The Committee provides $250,000,000 for the Severely Distressed Public Housing program (HOPE VI) for fiscal year 2010, $130,000,000 above the fiscal year 2009 enacted level and $250,000,000 above the budget request.

The Committee recognizes the Department's desire to move from HOPE VI to the proposed Choice Neighborhoods Initiative, and the Committee is supportive of new ideas and strategies for reducing the concentration of poverty in distressed neighborhoods. However,

the Committee on Appropriations is not the appropriate body to authorize a new initiative of this scale, especially when the Financial Services Committee has worked diligently over the past several years to reauthorize HOPE VI. Therefore, the Committee recommends that the increased funding be appropriated to a proven program with more work to accomplish, until the Choice Neighborhoods Initiative is properly authorized. Should the Initiative be approved by the relevant authorizing committees before the fiscal year 2010 budget is enacted, the Committee will adjust accordingly.

The Committee remains committed to the innovative HOPE VI program and acknowledges the successes enjoyed by communities that have completed these large redevelopments. However, the Committee remains concerned about the slow expenditure of HOPE VI funds, especially among some of the earliest grantees. The Committee commends HUD on its attention to the 2002 and 2003 grantees, and sees this as a sign of progress. The shortened timeframes for expenditure of funds have forced communities and HUD to become more proactive in spending funds and adhering to timelines. The Committee expects this progress to continue with the 2004 grantees and beyond.

At the same time, there exists a large carryover of technical assistance funds, and the Committee directs that HUD expend the fiscal year 2010 technical assistance funds, and any carryover, on the 2004 grantees and on the pre–2002 grantees that have a realistic chance at completion. The use of expediters is a positive use of funds, and HUD is encouraged to continue this practice. The Committee notes that of those projects not yet completed, HUD controls, through administrative receiverships, fourteen unfinished HOPE VI projects totaling $112,573,688 (not including 2007 and 2008 grants). HUD could make a significant reduction in unexpended balances simply by finishing the projects that it controls through these receiverships. In addition, an examination of incomplete HOPE VI projects reveals a list of a few repeat offenders—PHAs controlling not one, but several unfinished projects. It is evident that a chance for economies of scale exists in focusing on those PHAs with more than one incomplete HOPE VI project, as the problems delaying grants are likely endemic in each of the unfinished grants within each PHA. With this increase in funding, the Committee expects the Department to look to PHAs that have a proven track record of completing HOPE VI grants, as well as smaller PHAs that have not yet had the opportunity to transform communities within their jurisdiction. PHAs that have not been able to complete projects in a reasonable amount of time should not be given the chance to repeat mistakes. Also, PHAs that have HOPE VI projects from the early 1990s that have yet to be finished should be aware that the timeline for these projects is not endless. The Committee expects HUD to work with Congress in identifying those projects that cannot, for whatever reason, move to completion. The large backlog of projects is a missed opportunity to revitalize communities, and if some projects are no longer feasible, those funds should be rescinded and reappropriated to communities that are ready to take full advantage of the transformative opportunities of HOPE VI.

The Committee directs HUD to issue its fiscal year 2010 HOPE VI NOFA within 90 days of enactment.

NATIVE AMERICAN HOUSING BLOCK GRANTS

Appropriation, fiscal year 2009	$645,000,000
Budget request, fiscal year 2010	645,000,000
Recommended in the bill	750,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+105,000,000
Budget request, fiscal year 2010	+105,000,000

The Native American Housing Block Grants program provides funds to Indian tribes and their Tribally Designated Housing Entities (TDHE) to address housing needs within their communities. The block grant is designed to fund TDHE operating requirements and capital needs.

COMMITTEE RECOMMENDATION

The Committee recommends $750,000,000 for the Native American Block Grant and the Indian Community Development Block Grant Fund. This is $105,000,000 above the budget request and the level enacted in fiscal year 2009.

In 2003, when HUD began using the new 2000 Census data, HUD shifted the basis for the needs portion of the formula distribution of funds from single-race to multi-race. The Committee continues language from last year instructing HUD to distribute funds on the basis of single race or multi-race data, whichever is the higher amount for each recipient.

Of the amounts made available under this heading:

—$2,000,000 is included for Section 601 loan guarantees. However, the Department is advised that loan level activity must be monitored to ensure that sufficient grant funds are available as collateral for new loans;

—$4,250,000 is for Technical Assistance training and associated travel. The Committee recognizes that the Department has proposed to consolidated technical assistance funding through the Transformation Initiative. However, the Committee remains committed to increasing the capacity of grantees on tribal lands and wants to ensure that funds will be dedicated to this activity; and

—$3,500,000 is included to be contracted for assistance for a national organization representing Native American housing interests for providing training and technical assistance to Indian Housing Authorities and tribally designated housing entities as authorized under NAHASDA.

The need for affordable housing units in Indian Country is undeniable. A 2003 United States Commission on Civil Rights study found that nearly 200,000 housing units are needed immediately to adequately house Native Americans on their native land ("A Quiet Crisis: Federal Funding and Unmet Needs in Indian Country"). Further, high rates of unemployment on native lands and inadequate infrastructure present an opportunity to better the lives of Native Americans through both housing and employment. Further, construction of housing in Indian Country is a significant chance to advance sustainable building practices and lower the energy costs of housing in often remote and expensive areas. Because of these factors, and the fact that funding for Native American housing has failed to keep up with inflation for more than a decade, the Committee recommends increased funding for this account.

Together with funding provided in the American Recovery and Reinvestment Act of 2009, the Committee expects that HUD will work with Native American tribes to implement this funding effectively and efficiently, focusing on construction of sustainable affordable housing. The Committee also expects that HUD will provide targeted and valuable technical assistance to Indian tribes to assure the best expenditure of these funds. Too often, technical assistance in this program has been slow or ineffective, and the Committee will not tolerate inefficiency in this regard. The demand is too great, and the consequences too dire, the HUD to ignore the needs of this population. For this reason, the Committee has declined to combine these technical assistance funds in the proposed Transformation Initiative and requires that these funds be spent for technical assistance in this account.

Further, the Committee is concerned about the coordination of Federal housing programs for Native Americans and Alaska Natives. The Committee directs the Department of the Interior to work with the Department of Housing and Urban Development to clarify the roles and responsibilities of each Department and coordinate the delivery of housing programs to ensure maximum benefit and avoid duplicative efforts.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriation, fiscal year 2009	$10,000,000
Budget request, fiscal year 2010	10,000,000
Recommended in the bill	12,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+2,000,000
Budget request, fiscal year 2010	+2,000,000

The Hawaiian Homelands Homeownership Act of 2000 created the Native Hawaiian Housing Block Grant program to provide grants to the State of Hawaii Department of Hawaiian Home Lands for housing and housing related assistance to develop, maintain and operate affordable housing for eligible low income Native Hawaiian families.

COMMITTEE RECOMMENDATION

The Committee recommends $12,000,000 for this program, $2,000,000 above the amount provided in fiscal year 2009 and the budget request. Of the amounts provided, $300,000 is for technical assistance.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

Program account:	
Appropriation, fiscal year 2009	$9,000,000
Budget request, fiscal year 2010	7,000,000
Recommended in the bill	7,000,000
Bill compared with:	
Appropriation, fiscal year 2009	·2,000,000
Budget request, fiscal year 2010	– – –
Limitation on direct loans:	
Appropriation, fiscal year 2009	$420,000,000
Budget request, fiscal year 2010	919,000,000
Recommended in the bill	919,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+499,000,000
Budget request, fiscal year 2010	– – –

Section 184 of the Housing and Community Development Act of 1992 establishes a loan guarantee program for Native Americans to build or purchase homes on trust land. This program provides access to sources of private financing for Indian families and Indian housing authorities that otherwise cannot acquire financing because of the unique legal status of Indian trust land. This financing vehicle enables families to construct new homes or to purchase existing properties on reservations.

COMMITTEE RECOMMENDATION

The Committee recommends $7,000,000 in new credit subsidy for the Section 184 loan guarantee program, $2,000,000 below the fiscal year 2009 enacted level and the same as the budget request. Due to a significantly lower credit subsidy rate for fiscal year 2010, loan activity will increase significantly with a lower appropriation. The Committee strongly supports the program of loan guarantees for the purchase, construction or rehabilitation of single-family homes on trust or restricted lands.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

Program account:	
Appropriation, fiscal year 2009	$1,044,000
Budget request, fiscal year 2010	1,044,000
Recommended in the bill	1,044,000
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	– – –
Limitation on direct Loans:	
Appropriation, fiscal year 2009	$41,504,255
Budget request, fiscal year 2010	41,504,000
Recommended in the bill	41,504,000
Bill compared with:	
Appropriation, fiscal year 2009	·255
Budget request, fiscal year 2010	– – –

The Hawaiian Homelands Homeownership Act of 2000 created the Native Hawaiian Housing Loan Guarantee Fund program to provide loan guarantees for native Hawaiian individuals and their families, the Department of Hawaiian Home Lands, the Office of Hawaiian Affairs, and private, nonprofit organizations experienced in the planning and in the development of affordable housing for Native Hawaiians for the purchase, construction, and/or rehabilitation of single-family homes on Hawaiian Home Lands. This program provides access to private sources of financing that would otherwise not be available because of the unique legal status of Hawaiian Home Lands.

COMMITTEE RECOMMENDATION

The Committee recommends $1,044,000 for this program, the same amount as provided in fiscal year 2009 and equal to President's request to guarantee a total loan volume of $41,504,000.

The Committee is concerned about the slow expenditure of credit subsidy in this account. The Department is instructed to take the necessary steps to ensure that the credit subsidy in this account will be fully utilized.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriation, fiscal year 2009	$310,000,000
Budget request, fiscal year 2010	310,000,000
Recommended in the bill	350,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+40,000,000
Budget request, fiscal year 2010	+40,000,000

The Housing Opportunities for Persons with AIDS (HOPWA) program is authorized by the Housing Opportunities for Persons with AIDS Act. This program provides states and localities with resources and incentives to devise long-term comprehensive strategies to meet the housing needs of persons with HIV/AIDS and their families. Ninety percent of funding is distributed by formula to qualifying states and metropolitan areas on the basis of the cumulative number and incidences of AIDS reported to the Centers for Disease Control. The remaining 10 percent of funding is distributed through a national competition. Government recipients are required to have a HUD-approved Comprehensive Plan or Comprehensive Housing Affordability Strategy (CHAS).

COMMITTEE RECOMMENDATION

For fiscal year 2010, the Committee recommends $350,000,000, an increase of $40,000,000 above the enacted level for fiscal year 2009 and the budget request. Within the funds provided, the Department should continue to give priority to creating new housing opportunities for persons with AIDS.

The Committee continues language which requires the Secretary to renew expiring permanent supportive housing contracts previously funded under the national competition, which meet all program requirements, before awarding new competitive grants.

The Committee notes that funding for this account has been virtually flat for the past decade, despite the fact that new communities become eligible for funding each year. This year alone, three new communities are expected to qualify for direct allocations because of an increase in AIDS cases reported annually. As more cases have been reported to the Centers for Disease Control and Prevention each year, funding for existing communities has been reduced to accommodate the newly qualified entities. Thus, funding has actually decreased each year that the Administration has proposed flat funding levels. For this reason, the Committee recommends that funding be increased to accommodate new communities and to assure that permanent supportive housing and services will continue to be available for vulnerable populations, thus mitigating homelessness.

COMMUNITY DEVELOPMENT FUND

Appropriation, fiscal year 2009	$3,900,000,000
Budget request, fiscal year 2010	4,450,000,000
Recommended in the bill	4,600,607,000
Bill compared with:	
Appropriation, fiscal year 2009	+700,607,000
Budget request, fiscal year 2010	+150,607,000

The Community Development Fund provides funding to state and local governments, and to other entities that carry out community and economic development activities under various programs.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $4,600,607,000 for the Community Development Fund account, an increase of $700,607,000 from the amount provided in fiscal year 2009 and an increase of $150,607,000 above the fiscal year 2009 budget request.

Of the amounts made available:

—$4,166,607,000 is for the formula grants and the state share. HUD is instructed to use the same methodology as used in fiscal year 2009 to distribute these funds;

—$65,000,000 for the Native American Housing and Economic Development Block Grant;

—$150,000,000 for the Sustainable Communities Initiative;

—$25,000,000 for the Rural Innovation Fund;

—$25,000,000 for the University Community Fund;

—$151,000,000 for economic development initiative activities and $18,000,000 for neighborhood initiative activities; and

—$8,000,000 for insular areas.

The Committee recognizes that the Department has proposed to change the formula for this account and agrees that the formula should be evaluated and that an update should be carefully considered. However, it is not the jurisdiction of the Committee on Appropriations to enact such a change. The Department should work carefully with the relevant authorizing committees, in consultation with stakeholder groups, to devise an updated formula.

The Sustainable Communities Initiative is a joint venture between HUD and the Department of Transportation to fund regional planning efforts that consider housing, transportation and energy planning in a holistic and complementary manner. The Committee is very pleased that the Secretaries of HUD and DOT heeded the leadership of this Committee by embarking on a new, collaborative relationship and looks forward to the results of this effort. As the Departments develop funding criteria and guidance for this program, the Committee expects to be informed about the progress of this initiative. These funds will be carefully studied to ensure that this landmark collaboration between agencies becomes a model for future interagency ventures. The Committee is concerned, however, that HUD is the only agency proposing to fund this initiative and expects the Department to hold its partner agency accountable for equal participation in this effort.

The Committee supports the Rural Innovation Fund proposed by the Administration and is dedicated to funding innovative approaches that can be replicated across the country. Too often, the needs of rural communities are overlooked in economic development policymaking, and this Committee is adamant that the needs of rural areas be addressed. This initiative will lead to more effective solutions for housing and sustainability in rural areas, and the Committee is pleased to be a partner in this effort.

Population shifts in many urban communities have created significant opportunities for innovative development strategies that maximize the use of urban lands for nontraditional urban uses, such as community gardening and urban food production. The

Committee encourages the Department to identify opportunities within the CDBG program to assist communities in designing strategies that address unmet food needs and make areas with a high concentration of vacant lands more livable. As the Department prepares the fiscal year 2011 budget justification, the Committee encourages the Department to highlight agency successes within this area.

The Committee agrees that the opportunity to use universities as catalysts for economic development is great, and supports this consolidation of the programs previously funded in the Policy Development and Research account. The Committee anticipates strong results from this initiative.

The Committee directs HUD to implement the Economic Development Initiative program as follows:

Grantee	Purpose	Amount
180 Turning Lives Around Inc.	180 Turning Lives Around space expansion	$200,000
Action for Children, Columbus, OH	Renovation of several early childhood learning centers	$150,000
Ada Public Works Authority	Water storage tower construction	$400,000
Alabama PALS	Alabama PALS, Coastal Cleanup equipment	$250,000
Alianza Dominicana, Inc., New York, NY	Construction of the Triangle Building, a mixed-use facility	$250,000
Altadena Library District, Altadena, CA	Renovation, expansion and ADA compliance at a public library	$400,000
American Legion Veterans Housing, Inc, Jewitt City, CT	Construction of supportive housing for veterans	$200,000
Angelina County, TX	Angelina County Cassell-Boykin County Park Project facility renovation	$500,000
Annis Water Resource Institute	Annis Water Resource Institute field station renovation	$500,000
Augusta Housing and Community Development Department, Augusta, GA	Construction and rehabilitation of the Lucy Craft Laney/Silas X. Floyd Wellness Center	$200,000
Automation Alley	Planning, design, and construction of the Automation Alley International Business Center for business incubation	$200,000
Bayard Rustin Access Center	Acquisition, planning, renovation, and design of a transitional living program for youth	$100,000
Bedford County Development Association	Bedford County business park development	$250,000
Berkshire Community College, Pittsfield, MA	Construction of a renewable energy training center	$650,000
Berrien County Development Authority	North Berrien Industrial Park infrastructure improvements	$300,000
Billings Food Bank	Billings Food Bank Montana Harvest Kitchens Project building expansion	$450,000
Bordentown Township, NJ	The Bordentown Township Light Rail Transit Center area renovation and remediation	$250,000
Borough of Phoenixville, PA	Phoenixville downtown streetscape project	$250,000
Borough of Souderton, PA	Souderton Train Station and Freight Buildings Restoration	$500,000
Boys & Girls Club of Binghamton, NY	Construction and equipment at a new facility to serve at-risk youth	$250,000
Boys & Girls Club of East County Foundation, Inc.	Boys & Girls Club of East County building renovation	$250,000
Boys & Girls Clubs of Hartford, Inc., Hartford, CT	Renovation and expansion of the Boys and Girls Club of Greater Hartford	$600,000
Boys and Girls Clubs of Bellevue	Bellevue Community Center renovations	$150,000
Boys and Girls Clubs of the Middle Georgia Region, Eastman, GA	Renovation of Boys and Girls club facility	$100,000
Boys Town, NE	Boys Town building construction	$1,250,000
Braddock Redux, Braddock, PA	Renovation and construction at the Braddock Community Center	$100,000
Breed Street Shul Project, Inc, Los Angeles, CA	Rehabilitation of the Breed Street Shul, an historic landmark	$250,000
Bronx River Alliance, Bronx, NY	Construction, buildout, and installation of roof photovoltaic array at the Bronx River House	$350,000

Grantee	Purpose	Amount
Brooklyn Botanical Garden, Brooklyn, NY	Construction and renovation for safety improvements	$400,000
Brooklyn Children's Museum, Brooklyn, NY	Construction and renovation of the Community Cultural and Educational Center	$250,000
Brooklyn Economic Development Corporation, Brooklyn, NY	Revitalization of the Moore Street Retail Market	$400,000
Brooklyn Heights Association, Brooklyn, NY	Infrastructure improvements, including lighting	$400,000
Brown County Public Library, Green Bay, WI	Renovations and updates to the Brown County Central Library	$300,000
Bucks County Housing Group, Wrightstown, PA	Renovations at a homeless shelter and affordable housing rental units	$200,000
Buffalo Bayou Partnership, Houston, TX	Acquisition of land along Buffalo Bayou's East Sector	$200,000
Calexico Neighborhood House, Calexico, CA	Planning, design, and construction of five transitional units for homeless women and children	$200,000
CEDARS Youth Services, Inc	CEDARS Children's Crisis Center building construction	$200,000
Central City Community Development Corporation	Veterans Commons building renovation and construction	$500,000
Central Connecticut Coast YMCA, Inc., New Haven, CT	Construction of a community recreational facility	$400,000
Central Islip Civic Council, Central Islip, NY	Revitalization and redevelopment of foreclosed properties for affordable housing	$200,000
Chabad of the Valley, Tarzana, CA	Renovation of facilities at the Emergency Food and Social Services Center	$250,000
Chicanos Por La Causa, Inc., Phoenix, AZ	Construction at the Maryvale Workforce Develoment and Health Services Campus	$500,000
City and County of San Francisco, CA	Redevelopment of the Sunnydale-Velasco public housing site into a mixed-income community	$750,000
City of Abilene, TX	Life Sciences Accelerator facilities and equipment	$300,000
City of Alexandria, LA	Alexandria Riverfront redevelopment	$500,000
City of Alpine, TX	Construction of the Alpine Public Library	$300,000
City of Ashland, AL	Ashland Industrial Park infrastructure improvements	$250,000
City of Atmore, AL	Elevated water tank construction	$350,000
City of Aurora, IL	Electrical substation relocation, brownfield remediation, and economic revitalization	$300,000
City of Bastrop, TX	Renovation and expansion of a visitor center	$200,000
City of Billings, MT	Business Consortium Project for the Homeless building purchase and renovation	$323,000
City of Bradfordsville, KY	Bradfordsville senior center/community center building renovation	$250,000
City of Brockton, MA	Reconstruction and renovation at public parks	$600,000
City of Brownstown, IN	Construction of ADA-compliant sidewalks and streetscaping	$250,000
City of Chesapeake, VA	Great Bridge Battlefield and Waterways Park and Visitors Center building construction	$250,000
City of Cincinnati, OH	Remediation of brownfield, demolition and infrastructure at the Metro West Commerce Park	$400,000

Grantee	Purpose	Amount
City of Citrus Heights, CA	ADA infrastructure improvements	$450,000
City of Covington, KY	Stewart Iron Works building renovation	$250,000
City of DeLand, FL	Spring Hill Boys and Girls Community Center building construction	$250,000
City of Demopolis, AL	Infrastructure improvements at the Demopolis Airport Industrial Park	$400,000
City of Detroit , MI	Infrastructure improvements, streetscaping, and ADA compliance in Detroit	$400,000
City of Dothan, AL	Demolition, planning, design, and renovation of downtown business district	$500,000
City of East Haven	Streetscaping, replacing sidewalks and curbing, and installation of energy-efficient lighting	$500,000
City of Fitchburg, MA	Design, planning and engineering work for the development of an industrial park	$250,000
City of Fort Smith, AR	Downtown Riverfront Economic Development Initiative planning, design and construction	$250,000
City of Fort Worth, TX	Trinity River Vision land acquisition	$500,000
City of Gardendale, AL	Renovations and improvements to a facility for disabled youth, with the Gardendale Miracle League	$100,000
City of Guntersville, AL	Guntersville Harbor breakwater replacement	$200,000
City of Hartford Housing Authority, Hartford, CT	Demolition and reconstruction of a housing complex	$500,000
City of Hillsboro, TX	Land acquisition and construction at Hillsboro parks	$300,000
City of Hondo, TX	Construction of a new shelter for women who have been victimized by physical abuse	$250,000
City of Huntington Park, CA	Construction of an ADA- compliant trail	$300,000
City of Irondale, AL	City of Irondale streetscape project	$200,000
City of Jal, NM	Renovation of a vacant building for economic development	$400,000
City of Jefferson, IA	Streetscape improvements	$385,000
City of Jersey City, NJ	Construction at and remediation of a brownfield and development of a mixed-use community	$400,000
City of Joshua, TX	Land acquisition and construction and equipment for park areas	$1,000,000
City of Laredo, TX	Renovation and construction at the Laredo Little Theatre	$200,000
City of Lawndale, CA	Design, demolition, and construction of a new community center	$300,000
City of Malden	Demolition of a building and streetscaping to revitalize a downtown area	$400,000
City of Marine City, MI	Marine City historic building renovation	$250,000
City of Memphis/Memphis Housing Authority, TN	Construction and renovation at vacant public housing for mixed-income senior housing	$200,000
City of Nappanee, IN	Nappanee Airport/ New Industrial Park infrastructure improvements	$250,000
City of New Iberia, LA	Construction of a multi-use facility in New Iberia	$300,000

Grantee	Purpose	Amount
City of Norco, CA	Santa Ana River Trail construction	$100,000
City of North Adams, MA	Construction at an historic building for ADA compliance	$350,000
City of North Port, FL	Family Services Center facility expansion	$100,000
City of Palatka, FIL	Palatka Riverfront Park Redevelopment	$250,000
City of Ravenna, KY	Construction and renovation at a public park for handicap accessibility	$175,000
City of Ray City, GA	Ray City streetscape and safety improvements	$175,000
City of Richland, GA	Streetscaping and sidewalk improvements	$100,000
City of Ridgeland, MS	City Center renovation and construction	$100,000
City of Round Rock, TX	Downtown Revitalization and Main Street improvements	$500,000
City of Salem, OR	Infrastructure improvements at the Mill Creek Employment Center	$400,000
City of San Bernardino, CA	Verdemont Community Center building construction	$500,000
City of Sarasota, FL	Robert Taylor Community Center facilities renovation	$150,000
City of Shelby, MT	Shelby Downtown District Revitalization Project building renovation	$200,000
City of Snoqualmie, WA	Snoqualmie Historic Downtown Main Street infrastructure improvements	$250,000
City of Suffolk, VA	Dismal Swamp Interpretive Center building design and construction	$200,000
City of Tarrant, AL	Five Mile Creek Greenway streetscaping project	$150,000
City of Tuskegee, AL	Tuskegee Industrial Park development	$250,000
City of Unidilla, GA	Streetscaping and sidewalk improvements	$100,000
City of Warren, PA	Capital improvements and streetscaping in downtown Warren, PA	$400,000
City of Wilson, NC	Redevelopment, renovation and demolition of vacant buildings	$200,000
City of Worcester, MA	Planning, design, and engineering for the Institute Park Renovation Project	$400,000
Claiborne County Industrial Development Board	Claiborne County Center for Higher Education building renovations and rehabilitation	$189,000
Clarke County Economic Development Initiative	Clarke County Economic Development Initiative infrastructure improvements	$400,000
Cleary University	Livingston Campus Community Center building renovation	$250,000
Coalport Borough Council	Coalport Borough streetscape project	$150,000
Commonwealth Library Council, Saipan, MP	Repair and renovation at the Joeten-Kiyu Public Library	$200,000
Community Food Bank, Inc., Tucson, AZ	Installation and construction of a solar power array at the food bank	$200,000
Concourse House, HDFC, Bronx, NY	Renovation of Concourse House, a home for women and children	$350,000

Grantee	Purpose	Amount
County of Campbell, VA	Site development and construction of a library	$350,000
County of Los Angeles, Community and Senior Services, Los Angeles, CA	Equipment for Food Finders, Inc. of Long Beach and Interfaith Food Center in Whittier	$150,000
County of Santa Clara, Department of Parks and Recreation, Los Gatos, CA	Design, engineering, surveying and construction of Martial Cottle Park	$250,000
Custer County, ID	Custer County community center development	$500,000
Deane Center for the Performing Arts	Building construction and renovation for the Deane Center for the Performing Arts	$100,000
DeKalb County, GA	Construction of the Ellenwood Community Center	$300,000
Department of Lands and Natural Resources, Saipan, MP	Design and Construction of the Garapan Public Market	$200,000
Detroit Institute of Arts (DIA), Detroit, MI	Renovation of the roof at an historic building	$500,000
Eden Housing, Hayward, CA	Renovation at the Eden Housing Affordable Housing Complex	$240,000
Ellwood City Revitalization Project, Inc., Ellwood City, PA	Planning, design, and redevelopment of downtown Ellwood City	$200,000
Employment Horizons, Incorporated	Employment Horizons building renovation	$400,000
Episcopal Ministries of the Diocese of Bethlehem, Inc.	Rehabilitation of an abandoned building to provide services for low-income people	$250,000
Esperanza en Escalante, Tucson, AZ	Acquisition of equipment for expanded services for homeless veterans	$75,000
Food Bank for Monterey County, Salinas, CA	Acquisition of equipment and a vehicle for the food bank	$150,000
Fort Greene Park Conservancy, Brooklyn, NY	Sidewalk improvements and streetscaping at the Fort Greene Park Conservancy	$300,000
Friendly Fuld Neighborhood Centers, Inc., Newark, NJ	Renovation of a building to provide services to low-income children and families	$400,000
Fulton County Commissioners	Northeast Fulton County water system	$250,000
Geauga Park District	Geauga Park District/Geauga County Greenway Connector land acquisition	$428,000
Gilmer County Family Resource Network, Glenville, WV	Acquisition, renovation, streetscaping and façade improvements	$400,000
Great Falls Development Authority	Great Falls Industrial Park infrastructure improvements	$300,000
Great Rivers Greenway, St. Louis, MO	Construction of the Carondelet Greenway Connector	$200,000
Greater Ouachita Port Commission	Greater Ouachita Port, surface development project	$250,000
Groundwork, Inc., Brooklyn, NY	Construction of the Groundwork Community Center	$600,000
Hillsborough Community College	Building Renovations -- Brandon Campus	$200,000
Hillview Acres Children	Hillview Acres Children building renovation	$250,000
Hornell Family YMCA, Hornell, NY	Construction of new and renovation of older structures for cultural programs	$400,000
Housing Authority of Calvert County, Prince Frederick, MD	Renovation and expansion of a homeless shelter	$375,000
Housing Connections, Wheeling, WV	Acquisition and renovation of affordable housing	$300,000

Grantee	Purpose	Amount
Hudson Area Library Association, Hudson, NY	Restoration and renovation of the Hudson Area Library	$200,000
Huntington Community Development Agency, Huntington, NY	Renovations and energy efficient retrofits for small business development	$200,000
Inc. Village of Lynbrook, NY	Streetscaping and sidewalk improvements	$200,000
Jefferson County Convention & Visitors Bureau (JCCVB)	Harpers Ferry Interpretative Welcome Center building construction	$250,000
Kentucky Blood Center	Kentucky Blood Center building construction	$500,000
Kentucky Communities Economic Opportunity Council, Gray, KY	Construction of a community wellness center	$250,000
Lackawanna County Board of Commissioners, Scranton, PA	Design and construction of a Small Business Incubator and/or Multipurpose Center	$200,000
Lake Metroparks	Lake Metroparks/Mill Creek Corridor Preservation land acquisition	$500,000
Larchmont Public Library, Larchmont, NY	Renovation of the Larchmont Public Library	$175,000
Lawrence Community Shelter, Inc., Lawrence, KS	Acquisition and renovation to relocate and enlarge a homeless shelter	$200,000
Lawrence CommunityWorks, Lawrence, MA	Planning, engineering and construction associated with pedestrian walkway and elevating pedestrian access	$300,000
Liberty Housing Development Corporation, Philadelphia, PA	Acquisition and renovation of residential units to transition disabled persons into communities	$300,000
Longview Housing Authority, Longview, WA	Rehabilitation of existing historic building for homeless veterans	$200,000
MAGNET, Cleveland, OH	Renovation and restoration of the Manufacturing Innovation Center	$400,000
Manatee County, FL	Construction of a community center in a low-income neighborhood	$250,000
Maryland Food Bank, Baltimore, MD	Construction, renovation and equipment at the Maryland Food Bank	$200,000
Meet Each Need with Dignity (MEND), Pacoima, CA	Acquisition of equipment to expand services to low-income individuals	$130,000
Mercy Housing and Shelter Corporation, Hartford, CT	Renovation of a homeless and transitional shelter	$500,000
Metropolitan Council on Jewish Poverty, New York, NY	Renovations and repairs at low-income residences	$150,000
Metropolitan Development Association of Syracuse and Central New York, Inc., Syracuse, NY	Infrastructure improvements at the Syracuse University Research Park	$200,000
Mid-South Community College, West Memphis, AR	Construction of classroom and laboratory space to increase capacity for workforce training	$250,000
Mingo County Redevelopment Authority, Williamson, WV	Development and construction of the Southern Highlands Initative	$400,000
Monroe County Fiscal Court	Monroe County Farmer's Market facility construction	$250,000
Morgan Arts Council	Community Center building renovations	$200,000
Muskingum County Commissioners, Zanesville, OH	Renovation of a building to create a business incubator	$300,000
Nassau County Museum of Art, Roslyn Harbor, NY	Construction and expansion	$200,000
Federation of Italian-American Organizations of Brooklyn, Ltd.	Construction of a community center	$700,000
New York Families for Autistic Children, Ozone Park, NY	Energy efficient renovations and construction at the New York Families for Autistic Children facility	$300,000

Grantee	Purpose	Amount
Nicetown CDC, Philadelphia, PA	Construction of a low-income housing tax credit project	$400,000
Nisei Veterans Committee Foundation, Seattle, WA	Acquisition of land for the Nisei veterans memorial	$200,000
North Country Vietnam Veterans Association	North Country Vietnam Veterans Association building and renovations	$250,000
Oak Ridge Cemetery	Oak Ridge Cemetery infrastructure improvements	$250,000
Oklahoma City Commuity College	Capitol Hill Center building renovations	$200,000
Operation Fightback, NY, NY	Construction of 74 units of affordable housing	$750,000
Orange County, FL	Renovation and construction of the Central Receiving Center for the homeless	$400,000
Pantry Partners Food Bank	Pantry Partners Food Bank building project	$200,000
Para Los Ninos, Los Angeles, CA	Renovations at the Vermont Child Development Center	$250,000
Paulding County Industrial Building Authority	Paulding County Technology Park building construction	$250,000
Peoria Park District	Proctor Center park redevelopment	$250,000
Planning Office for Urban Affairs, Inc., Boston, MA	Construction of affordable housing in St. Aidan's Redevelopment	$750,000
Polk County, FL	Polk County Agricultural Center building renovation	$200,000
Pregones Theater, Bronx, NY	Renovation and buildout of the Pregones Theater	$150,000
Public Action to Deliver Shelter, Inc. DBA Hesed House, Aurora, IL	Renovation and construction of a homeless resource center	$200,000
Randolph County Industrial Development Council	Industrial Park South infrastructure improvements	$250,000
Rebuilding Together Houston, Houston, TX	Renovations of housing for veterans who are low-income or disabled	$400,000
Ritchie County Public Library, Harrisville, WV	Renovation and construction of the Ritchie County Public Library	$200,000
Riverplace Development Corporation	The Penn Corridor streetscaping	$250,000
Riverworks Development Corporation, Milwaukee, WI	Acquisition of blighted and abandoned buildings and vacant lots in the Five Point Exchange area	$250,000
Rockingham Community College, Wentworth, NC	Design and equipment at the McMichael Civic Center	$250,000
Rocky Mountain Development Council	Caird Iron Works Redevelopment	$200,000
Safe Harbors of the Hudson, Inc., Newburgh, NY	Restoration and renovation at the historic Ritz Theater	$400,000
San Mateo County, CA	Construction and renovation of the Half Moon Bay Library	$200,000
Seneca County Industrial Development Agency, Waterloo, NY	Demolition of two buildings at the Seneca Army Depot	$200,000
South Carolina Maritime Foundation	Spirit of South Carolina facilities construction and curriculum development	$250,000
South Jersey Economic Development District	Aviation Research and Technology Park infrastructure improvements	$250,000
South Tangipahoa Parish Port Commission	Port Manchac Bulkhead renovations	$100,000

Grantee	Purpose	Amount
St. Ann's Infant and Maternity Home, Hyattsville, MD	Renovations and systems upgrades	$200,000
St. Mary Development Corporation	Renaissance Alliance Project - St. Mary Development Corporation building acquisition and demolition	$400,000
Starr Commonwealth, Detroit, MI	Renovation and expansion of transitional facilities for youth	$250,000
Susquehanna County Library, Montrose, PA	Construction of a public library	$300,000
Tacoma Rescue Mission, Tacoma, WA	Construction of a facility for homeless women and families	$200,000
Texas College	Discovery Learning Center Program building renovation	$250,000
Texas State Technical College	TSTC Marshall Transportation and Industrial Manufacturing Building	$200,000
Texas Wesleyan University	Rosedale Avenue Redevelopment Initiative building renovations	$250,000
The City of Rainsville, AL	Northeast Alabama Agri-Business Center facility construction	$200,000
The City of Rockford, IL	Rockford West Side economic development initiative infrastructure improvements	$500,000
The Coalition for Buzzards Bay, New Bedford, MA	Green renovation of an educational facility	$250,000
The Community Food Bank of San Benito County, CA	Acquisition of a building for the food bank	$150,000
The Dunbar Coalition, Tucson, AZ	Rehabilitation of the African American Museum and Cultural Center	$250,000
The Home for Little Wanderers, Boston, MA	Renovation of the Knight Children's Center, Jamaica Plain	$300,000
The Housing Trust of Santa Clara County, CA	Capitalization of a revolving loan fund	$700,000
The Manor, Jonesville, MI	Construction of educational facilities for developmentally disabled youth	$250,000
The Murphy Theatre Community Center, Inc	The Murphy Theatre building renovation	$250,000
The Nehemiah Project	Building acquisition, renovation, and redevelopment of Lower Fairview	$100,000
The School for Children with Hidden Intelligence	Construction of an educational facility providing special education services	$250,000
The Sunnybrook Foundation	Sunnybrook Historic Revitalization Project building renovation	$250,000
The Unity Council, Oakland, CA	Rehabilitation of the Fruitvale Community Cultural Center in Oakland, CA	$250,000
Three Square Food Bank, Las Vegas, NV	Acquisition of equipment and vehicles for food pickup and distribution	$200,000
Toledo Metroparks, Toledo, OH	Acquisition of the remaining 62 acres of Keil Farm	$500,000
Town of Cambria, NY	Old Military Base Phase One Demolition Project	$250,000
Town of Darien, CT	Construction of an affordable housing development	$250,000
Town of Hammonton, NJ	Hammonton Downtown building renovation	$250,000
Town of Pelahatchie, MS	Pelahatchie site development for economic development	$150,000
Town of Syracuse, IN	Syracuse Technology and Industrial Park infrastructure improvements	$500,000

Grantee	Purpose	Amount
Township of Clinton, NJ	Township of Clinton affordable housing site preparation	$250,000
Township of Union, NJ	Irvington Branch of Lightning Brook retaining wall replacement	$250,000
Trenton, NJ	Trenton Train Station area infrastructure improvements	$200,000
Triangle Residential Options for Substance Abusers (TROSA), Durham, NC	Construction of a dorm for a substance abuse recovery program	$300,000
Tubman African American Museum, Macon, GA	Construction of the Tubman Museum	$250,000
UDI Community Development Corporation, Durham, NC	Renovation and conversion of deteriorating buildings to mixed-use commercial/residential space	$200,000
Unity House of Troy, NY	Construction and renovation of a domestic violence shelter	$300,000
Uptown Theater, Philadelphia, PA	Renovation of the Uptown Theater	$350,000
Urban League of Springfield, MA	Renovation of facilities at Camp Atwater, a camp serving Springfield, MA	$450,000
Valley Forge Military Academy and College, Wayne, PA	Renovation and construction at Von Steuben Hall	$300,000
Veterans Memorial Building Development Committee of the San Ramon Valley, Danville, CA	Restoration of the Veterans Memorial Building for the San Ramon Valley	$200,000
Veterans of Foreign Wars Post 6249 Rocky Point, NY	Renovation of facility for handicap accessibility	$200,000
Village of Villa Park, IL	Streetscaping, South Villa Corridor	$250,000
Ville Market Place, St. Louis, MO	Construction of a farmer's market in an inner city neighborhood	$300,000
Watson Children's Shelter, Missoula, MT	Construction of a children's shelter facility	$500,000
Wakpa Sica Reconciliation Place, Ft. Pierre, SD	Construction of Wakpa Sica Reconciliation Place	$280,000
Wallington, NJ	Streetscaping and ADA compliance	$250,000
Washington County, MO	Washington County ADA building renovations	$300,000
Wayne County Economic Development District, Waynesboro, MS	Construction and infrastructure at the Wayne County Industrial Park	$200,000
West Manheim Township Park and Recreation Board	West Manheim Township Park facilities improvements	$250,000
West Orlando Rotary Club, Orlando, FL	Construction of wheelchair ramps for low-income residents	$150,000
Winston County Commission, AL	Winston County Industrial Park infrastructure improvements	$400,000
Wistariahurst Museum, Holyoke, MA	Renovation and expansion at the Wistariahurst Museum	$250,000
Wright-Dunbar, Inc.,	Wright-Dunbar Redevelopment Project building renovation	$250,000
Yellowstone Boys and Girls Ranch	Yellowstone Boys and Girls Ranch building renovation	$100,000
YMCA of Greater NY, New York, NY	Planning, design and construction of a community center	$300,000
Youngstown Central Area Community Improvement Corporation, Youngstown, OH	Remediation and renovation of a brownfield to be suitable for technology-based businesses	$400,000

The Committee directs HUD to implement the Neighborhood Initiatives program as follows:

Grantee	Purpose	Amount
CAP Services, Stevens Point, WI	Business incubator support for start-up companies	$400,000
City of Charleston	Construction of the International African American Museum	$525,000
City of Harker Heights, TX	Armed Services YMCA facility construction, Harker Heights, TX	$750,000
City of Las Vegas, NV	Foreclosure prevention and intervention program	$200,000
City of Superior, WI	Expansion and improvement of shipyard repair capacity on the Great Lakes	$950,000
Cleveland Institute of Art	Cleveland Institute of Art building construction, Cleveland, OH	$500,000
County of San Bernardino, Riverside County	Inland Empire Economic Recovery Corporation, San Bernardino, CA	$1,000,000
Housing Initiative Partnership, Inc., Hyattsville, MD	Spanish-language foreclosure prevention program in Prince George's County, MD	$500,000
Indiana University of Pennsylvania, Indiana, PA	Construction and facility buildout of a multi-purpose complex	$2,000,000
National Community Renaissance	National Community Reniassance Affordable Housing Program, Rancho Cucamonga, CA	$1,000,000
National Council of La Raza, Washington, DC	Capitalization of a revolving loan fund to be used for nationwide community development activities	$1,000,000
New Orleans Redevelopment Authority	Reduce Blight on Critical Corridors, New Orleans, LA	$750,000
North Quabbin Woods/New England Forestry Foundation, Orange, MA	Support economic development in the North Quabbin region	$75,000
North West Wisconsin Regional Planning Commission, Spooner, WI	Expansion of business incubators in Rusk County, including infrastructure improvements	$500,000
Western Kentucky University	WKU Business Accelerator	$250,000

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

Program cost:	
Appropriation, fiscal year 2009	$6,000,000
Budget request, fiscal year 2010	–––
Recommended in the bill	6,000,000
Bill compared with:	
Appropriation, fiscal year 2009	–––
Budget request, fiscal year 2010	+6,000,000
Limitation on Guaranteed loans:	
Appropriation, fiscal year 2009	275,000,000
Budget request, fiscal year 2010	–––
Recommended in the bill	275,000,000
Bill compared with:	
Appropriation, fiscal year 2009	–––
Budget request, fiscal year 2010	+275,000,000

The Section 108 Loan Guarantees program underwrites private market loans to assist local communities in the financing of the acquisition and rehabilitation of publicly owned real property, rehabilitation of housing, and certain economic development projects.

COMMITTEE RECOMMENDATION

The Committee recommends $6,000,000 for the Section 108 loan Guarantees program, the same as the enacted level for fiscal year 2009 and $6,000,000 above the level in the budget request. The Committee does not agree that the activities of this account are best performed through the Community Development Block Grant program. Further, the Committee does not believe that the fee structure proposed by the Administration is the best way to resolve the need for appropriations in this account. Given that the Section 108 program has never experienced a default, the Committee is hopeful that HUD will work with the Office of Management and Budget to reevaluate the need for credit subsidy in this account. While those discussions are occurring, the Committee insists that Section 108 remain a program available to communities to undertake redevelopment efforts, and does not believe that the program should be subsumed by the larger CDBG program.

BROWNFIELDS REDEVELOPMENT

Appropriation, fiscal year 2009	$10,000,000
Budget request, fiscal year 2010	– – –
Recommended in the bill	25,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+15,000,000
Budget request, fiscal year 2010	+25,000,000

The Brownfields Redevelopment program provides competitive economic development grants in conjunction with section 108 loan guarantees for qualified Brownfields projects. Grants are made in accordance with section 108(q) selection criteria. The goal of the program is to return contaminated sites to productive uses with an emphasis on creating substantial numbers of jobs for lower-income people in physically and economically distressed neighborhoods.

COMMITTEE RECOMMENDATION

The Committee recommends $25,000,000 for the Brownfields Redevelopment program, $15,000,000 above the level enacted for fiscal year 2009 and $25,000,000 above the amount in the budget request. After meetings with HUD and with the EPA, the Committee

rejects the assertion that the activities funded under the Brownfields Redevelopment program are duplicative of EPA programs, and urges HUD to address the problem of slow expenditure of funds. As one of the only programs in HUD to address commercial and industrial sites, the Committee views the Brownfields Redevelopment program as a vital part of this Committee's efforts to address the environmental sustainability of facilities built and rehabilitated with HUD funds.

The Committee notes that the President's budget request states that between fiscal years 1998 and 2008, HUD awarded 181 Brownfields grants to 134 public entities. These awards represent just under half of all applications submitted. The budget also notes that Brownfields grants represent, on average, just 2.3 percent of total development costs and these funds leveraged an average of $28 million in private funds and $12 million in other public funds. The Committee believes that the opportunity to leverage private dollars while increasing the utility and energy efficiency of brownfields sites for economic development is a wise investment.

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriation, fiscal year 2009	$1,825,000,000
Budget request, fiscal year 2010	1,825,000,000
Recommended in the bill	2,000,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+175,000,000
Budget request, fiscal year 2010	+175,000,000

The HOME investment partnerships program uses formula allocations to provide grants to states, units of local government, Indian tribes, and insular areas for the purpose of expanding the supply of affordable housing in the jurisdiction. Upon receipt, state and local governments develop a comprehensive housing affordability strategy that enables them to acquire, rehabilitate, or construct new affordable housing, or to provide rental assistance to eligible families.

COMMITTEE RECOMMENDATION

The Committee recommends $2,000,000,000 for activities funded under this account, $175,000,000 above the level enacted in fiscal year 2009 and $175,000,000 above the budget request. Funds are provided for formula grants for participating jurisdictions (states, units of local government and consortia of units of local government) and insular areas. Of the amount provided, pursuant to the authorizing statute, at least 15 percent of each participating jurisdiction's allocation is reserved for housing that is developed, sponsored, or owned by Community Housing Development Organizations (CHDOs).

The Committee notes that the recommended funding level of $2,000,000,000, while an increase over the budget request and the level enacted in fiscal year 2009, remains below the 2004 level of appropriations. The recommended increase is in recognition of the fact that HOME funds provide an opportunity for communities to rehabilitate affordable housing, often in a manner that is sustainable and energy efficient. In the current housing and economic crisis, the confluence of factors such as large numbers of vacant, deteriorating housing and an increasing population in need of afford-

able rental housing makes HOME a wise investment in communities and in families. The Committee expects that communities will prioritize the energy efficient rehabilitation of housing and will use these funds in coordination with Neighborhood Stabilization Program funding to increase affordable housing opportunities for low-income families.

SELF-HELP AND ASSISTED HOMEOWNERSHIP

Appropriation, fiscal year 2009	$64,000,000
Budget request, fiscal year 2010	77,000,000
Recommended in the bill	85,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+21,000,000
Budget request, fiscal year 2010	+8,000,000

Self-Help Homeownership Opportunity Program (SHOP) funds make competitive grants to national and regional nonprofit organizations and consortia that have experience in providing or facilitating self-help housing opportunities. Grant funds are used to develop housing for low-income families and to develop the capacity of nonprofit organizations for such development. In 2006, SHOP became a separate account. SHOP was previously funded as a set-aside within the Community Development Fund.

COMMITTEE RECOMMENDATION

The Committee recommends $85,000,000 for the Self Help and Assisted Homeownership Program. This account funds programs that previously have been funded as set asides within the Community Development Fund. This is $21,000,000 above the fiscal year 2009 enacted funding level and $8,000,000 above the budget request. Programs within this account provide a critical role promoting affordable housing and the ability to maximize the federal investment in these activities; a role that is all the more critical in the context of fiscal restraint and demonstrated results. Therefore language is included that provides:

—$5,000,000 for capacity building activities as authorized in Sections 6301 through 6305 of Public Law 110–234;

—$27,000,000 for the Self Help Homeownership Program; and

—$53,000,000 for the Section 4 program for the Local Initiatives Support Corporation, Enterprise Community Partners, Habitat for Humanity International, of which not less than $5,000,000 is designated for rural and tribal areas.

The Committee recognizes that the organizations funded under Section 4 are leaders in community economic development and that in fiscal year 2007, the $29,700,000 provided for Section 4 activities generated more than $1,900,000,000 in community and economic development activities. These resources, especially in light of the current housing crisis, are desperately needed and these organizations should not be hindered by the slow publication of NOFAs. The Committee directs the Department to publish the NOFA for all funds within this account within 60 days of enactment.

COMMITTEE RECOMMENDATION

HOMELESS ASSISTANCE GRANTS

Appropriation, fiscal year 2009	$1,677,000,000
Budget request, fiscal year 2010	1,793,715,000
Recommended in the bill	1,850,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+173,000,000
Budget request, fiscal year 2010	+56,285,000

The homeless assistance grants account provides funding for the following homeless programs under title IV of the McKinney Act: (1) the emergency shelter grants program; (2) the supportive housing program; (3) the section 8 moderate rehabilitation (Single Room Occupancy) program; and (4) the shelter plus care program. This account also supports activities eligible under the innovative homeless initiatives demonstration program.

COMMITTEE RECOMMENDATION

The Committee recommends funding homeless programs at $1,850,000,000, an increase of $173,000,000 above the enacted level for 2009 and $56,285,000 above the budget request.

Language is included in the bill that: (1) requires not less than 30 percent of the funds appropriated, excluding amounts made available for renewals under the shelter plus care program, be used for permanent housing; (2) requires the renewal of all expiring shelter plus care contracts; (3) requires funding recipients to provide a 25 percent match for social services activities; (4) requires all homeless programs to coordinate their programs with mainstream health, social services, and employment programs; and (5) provides two year availability for obligation of funds provided under this account, except that no year availability is provided for the portion of funding necessary to meet initial contract requirements for the Single Room Occupancy program.

The Committee recommends an increase in this account in recognition of the current economic crisis, which is pushing more families and individuals into homelessness. This program has been tremendously effective in providing temporary and permanent housing solutions for the homeless population. Specifically, the Committee is very pleased that the program has shifted focus from cycling individuals and families in and out of shelters to a more sustainable and effective delivery of housing options through avenues such as rapid re-housing. The Office of Special Needs Assistance Programs has done a remarkable job of steering the homeless services industry into proven methods of service delivery. The Committee looks forward to the implementation of the recently passed HEARTH Act to make this program even more valuable for vulnerable populations.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2009	$7,100,000,000
Budget request, fiscal year 2010	8,100,000,000
Recommended in the bill	8,706,328,000
Bill compared with:	
Appropriation, fiscal year 2009	+1,606,328,000
Budget request, fiscal year 2010	+606,328,000

The Project-Based Rental Assistance account (PBRA) provides a rental subsidy to a private landlord tied to a specific housing unit so that the properties themselves, rather than the individual living in the unit, remain subsidized. Amounts provided in this account include funding for the renewal of expiring project-based contracts, including Section 8, moderate rehabilitation, and single room occupancy (SRO) contracts, amendments to Section 8 project-based contracts, and administrative costs for performance-based, project-based Section 8 contract administrators and costs associated with administering moderate rehabilitation and single room occupancy contracts.

COMMITTEE RECOMMENDATION

The Committee provides a total of $8,706,328,000 for the annual renewal of project-based contracts, of which not less than $232,000,000 is for the costs of contract administrators. This funding level is $1,606,328,000 above the enacted level for fiscal year 2009 and is $606,328,000 above the budget request. The Committee's recommendation includes the use of project-based recaptures for the renewal of project-based contracts and amendments as well as for performance-based contract administrators in 2009.

After two years of attempting to get honest information about the problem of short-funded contracts in this account, the Committee is very pleased that the American Recovery and Reinvestment Act of 2009 provided the opportunity for the Department to return to 12-month contracts for owners of project-based housing. The Committee expects that HUD will continue to improve its data in this program, and will be forthright with the Committee about the needs of this account. Now that the program is stabilized, HUD should take all necessary steps to continue predictability and honesty in its contracts with owners.

HOUSING FOR THE ELDERLY

Appropriation, fiscal year 2009	$765,000,000
Budget request, fiscal year 2010	765,000,000
Recommended in the bill	1,000,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+235,000,000
Budget request, fiscal year 2010	+235,000,000

The Housing for the Elderly (Section 202) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of housing intended for low income elderly people. In addition, the program provides project-based rental assistance contracts (PRAC) to support operational costs for units constructed under the program.

COMMITTEE RECOMMENDATION

The Committee recommends $1,000,000,000 for the Section 202 program for fiscal year 2010, which represents an increase of $235,000,000 above the level enacted for fiscal year 2009 and $235,000,000 above the request for fiscal year 2010. The recommendation allocates funding as follows:

—$757,000,000 for new capital and project rental assistance contracts (PRAC);

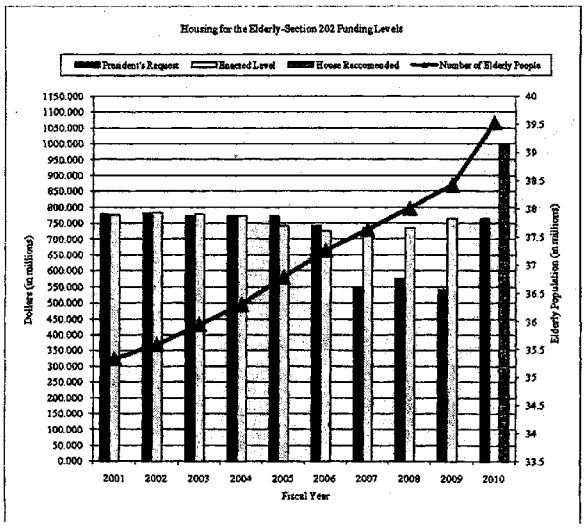
—$128,000,000 for one year renewals of expiring PRAC payments;

—$90,000,000 for service coordinators and the continuation of congregate services grants; and

—$25,000,000 for grants to convert section 202 projects to assisted living facilities; the Committee intends that the Assisted Living Conversion Program funds be made available to cover the cost of conversion of existing affordable housing sites to assisted living, substantial capital repairs and emergency capital repair grants, not just conversions and emergency repairs.

The Committee continues language relating to the initial contract and renewal terms for assistance provided under this heading. Language is also included to allow these funds to be used for inspections and analysis of data by HUD's Real Estate Assessment Center (REAC).

According to the U.S. Census Bureau, the number of elderly is expected to rise to 72 million by 2030, which is more than double the number in 2000. The United States already has a shortage of housing for the elderly—the AARP estimates that there are 10 seniors on a waiting list for every one unit of elderly housing that becomes available—and the rise in the number of elderly will continue to exacerbate this housing shortage. Further, in a report released in 2002, the bipartisan Commission on Affordable Housing and Health Facility Needs for Seniors in the 21st Century estimated that an additional 730,000 units of affordable housing for the elderly will be needed by 2020. The Section 202 program is the largest housing program for the elderly, with over 268,000 units for seniors. The Committee believes this program is a wise investment in the current and future needs of the nation's elderly population, especially when considered in light of the growing number of elderly people, as shown in this chart:



Like HUD, the Committee believes that the use of tax credits with Section 202 will result in a greater number of affordable senior housing units built, but that the complexity of mixed financing and delays involved have limited its use. The Committee recommends that this issue continue to be explored through the authorization process.

Further, the Committee expects HUD to take all administrative options available to encourage the use of tax credits in Section 202 capital projects. For many years, HUD has been an impediment in the utilization of tax credits for the construction of elderly units and the Committee expects HUD to facilitate these transactions, not impede them.

The Committee is concerned that there continue to be large amounts of carryover in nearly every sub-account of this program, as well as delays in the distribution of project rental assistance (PRAC payments). The Committee looks forward to working with HUD's leadership on implementing necessary reforms to ensure that the funds dedicated to this program are expended in an efficient and expeditious manner.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriation, fiscal year 2009	$250,000,000
Budget request, fiscal year 2010	250,000,000
Recommended in the bill	350,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+100,000,000
Budget request, fiscal year 2010	+100,000,000

The Housing for Persons with Disabilities (Section 811) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of supportive housing for disabled persons and provides project-based rental assistance (PRAC) to support operational costs for such units.

COMMITTEE RECOMMENDATION

The Committee recommends $350,000,000 for Section 811 activities, which represents an increase of $100,000,000 above the fiscal year 2009 enacted level, and $100,000,000 above the budget request. The Committee finds that there is universal agreement at all levels of analysis that facility construction is needed for this program in fiscal year 2010. The recommendation allocates funding as follows:

—Up to $214,000,000 for capital grants and PRAC;

—$87,100,000 for renewals or amendments of expiring tenant-based rental assistance;

—$48,900,000 for PRAC renewals; and

—No funds are provided for "mainstream" vouchers in fiscal year 2010.

The Committee continues language allowing these funds to be used for inspections and analysis of data by HUD's REAC program office.

The Committee notes that funding for this program has been virtually flat for the past decade, despite the increase in the population eligible for and in need of this housing. Further, as the need to renew rental contracts in this account has grown over the years,

fewer and fewer housing units have been produced. In fact, where this account was producing approximately 3,500 units of housing each year in the mid-1990s, the fiscal year 2010 request would support the construction of 818 units, a number that will continue to decline without new capital funding. The Committee recommends an increase in the capital funding for this program, recognizing that Section 811 is a cost-effective supportive housing alternative to expensive institutional settings. A study by the Center for Outcome Analysis found that people who moved into Section 811 units required 61 percent less public financing to live—about $26,000 per year instead of $67,000 spent on a control group that did not move into supportive housing in the community.

Further, the 2007 HUD report, "Worst Case Housing Needs Report to Congress," uses 2005 data to show that 542,000 non-elderly disabled households without children have "worst case" housing needs, meaning that these households have income below half of their area's Area Median Income (AMI) and either pay more than half of their income for housing or live in severely substandard housing. It is estimated that 2.1 million to 2.3 million non-elderly disabled households have worst case housing needs. Further, the population in need of Section 811 housing is growing. Approximately 700,000 people with developmental disabilities live with one or more parents over the age of 65, further demonstrating the growing need for supportive housing units for persons with disabilities.

The Committee supports the capital development of units of supportive housing for the disabled population, and expects HUD to be a partner in facilitating the use of these funds with tax credits. As with the Section 202 program, HUD has the opportunity to eliminate the administrative hurdles that have prevented mixed-finance deals from successfully using Section 811 funding and the Committee fully expects HUD to do everything it can administratively to reverse this history of obstruction.

HOUSING COUNSELING ASSISTANCE

Appropriation, fiscal year 2009	$65,000,000
Budget request, fiscal year 2010	100,000,000
Recommended in the bill	70,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+5,000,000
Budget request, fiscal year 2010	·30,000,000

Section 106 of the Housing and Urban Development Act of 1968 authorized HUD to provide housing counseling services to homebuyers, homeowners, low and moderate income renters, and the homeless.

COMMITTEE RECOMMENDATION

The Committee recommends $70,000,000 for housing counseling, $30,000,000 below the budget request and $5,000,000 more than the level enacted in the fiscal year 2009 bill. Previously, this activity was funded as a set-aside within the HOME Investments Partnership Program account.

The Committee agrees that Housing Counseling activities should be administered in a separate account from the HOME program. However, the Committee is concerned by the slow expenditure of

funds in this account and does not agree that the Administration's proposal of a significant increase is warranted. Housing counseling is a critical tool for assuring that current and prospective homeowners are ready for the responsibilities of owning a home. It is imperative, however, that the Committee allocates funding to those entities that are best prepared to expend it effectively. Thus, the Committee recommends that HUD funding focus, to the maximum extent possible, on pre-purchase counseling activities, which is the activity for which HUD is best suited. Foreclosure prevention counseling has been performed extraordinarily well by the Neighborhood Reinvestment Corporation (NRC) for the past three years, and that entity will continue to serve as the lead agency on post-purchase counseling. Having set up a structure three years ago in the National Foreclosure Mitigation Counseling program through NRC, it does not make sense to duplicate these efforts by significantly increasing HUD's housing counseling activities. The Committee instructs HUD to issue a NOFA for these funds within 60 days of enactment of this Act so that the funding will have an impact on the current crisis.

ENERGY INNOVATION FUND

Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	$100,000,000
Recommended in the bill	50,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+50,000,000
Budget request, fiscal year 2010	·50,000,000

COMMITTEE RECOMMENDATION

The Committee provides $50,000,000 for the Energy Innovation Fund, which represents a $50,000,000 decrease below the budget request. The Committee strongly supports HUD's efforts to increase the penetration of energy efficient technologies and practices. In particular, the Committee recognizes HUD's unique position to expand the use of energy efficient mortgages through the FHA's mortgage insurance program and provides the full request for these efforts in the single and multi-family sectors. However, the program is not authorized.

The Committee notes that within this amount, no funds are provided for the local initiatives energy innovation fund activities. While the Committee agrees with HUD that energy efficient technologies are under-utilized, the Committee believes that HUD should first focus on maximizing energy efficiency within publicly owned or assisted housing. The Department estimates it spends $5 billion, more than 10 percent of its budget, on energy costs, either directly in the form of public housing operating subsidies or indirectly through utility allowances. An October 2008 Government Accountability Office (GAO) report commissioned by this Committee found that past HUD efforts to promote energy efficient technology primarily relied on voluntary action and had mixed results. The Committee directs HUD to submit to the House and Senate Committees on Appropriations an energy efficiency action plan within 120 days of enactment. The plan should include: a review of HUD's exposure to utility costs and a strategy for benchmarking utility costs; planned HUD actions, timelines and resources to encourage

green building in HUD programs; and, an inventory of relevant assistance that could be provided to housing authorities.

OTHER ASSISTED HOUSING PROGRAMS

RENTAL HOUSING ASSISTANCE

Appropriation, fiscal year 2009	$27,600,000
Budget request, fiscal year 2010	40,000,000
Recommended in the bill	40,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+12,400,000
Budget request, fiscal year 2010	– – –

The Rental Housing Assistance account provides amendment funding for housing assisted under a variety of HUD housing programs.

RENT SUPPLEMENT

(RESCISSION)

Appropriation, fiscal year 2009	·$37,600,000
Budget request, fiscal year 2010	·27,600,000
Recommended in the bill	·27,600,000
Bill compared with:	
Appropriation, fiscal year 2009	+10,000,000
Budget request, fiscal year 2010	– – –

COMMITTEE RECOMMENDATION

The Committee recommends a rescission of $27,600,000, the same as the budget request and $10,000,000 above the level enacted in fiscal year 2009.

MANUFACTURED HOUSING FEES TRUST FUND

Appropriation, fiscal year 2009	$5,400,000
Budget request, fiscal year 2010	9,000,000
Recommended in the bill	9,000,000
Bill compared with:	
Appropriation, fiscal year 2009	3,600,000
Budget request, fiscal year 2010	– – –

The National Manufactured Housing Construction and Safety Standards Act of 1974, as amended by the Manufactured Housing Improvement Act of 2000, authorized the Secretary to establish Federal manufactured home construction and safety standards for the construction, design, and performance of manufactured homes.

All manufactured homes are required to meet the Federal standards, and fees are charged to producers to cover the costs of administering the Act.

COMMITTEE RECOMMENDATION

The Committee recommends up to $16,000,000 for the manufactured housing standards programs to be derived from fees collected and deposited in the Manufactured Housing Fees Trust Fund established pursuant to the Manufactured Housing Improvement Act of 2000. The amount recommended is the same as the budget request and is $3,600,000 above the fiscal year 2009 enacted level.

In addition, the Committee includes language allowing the Department to collect fees from program participants for the dispute resolution and installation programs. These fees are to be deposited

into the trust fund and may be used by the Department subject to the overall cap placed on the account.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

	Limitation of direct loans	Limitations of guaranteed loans	Administrative contract expenses	Positive Credit Subsidy
Appropriation, fiscal year 2009	$50,000,000	$315,000,000,000	$116,000,000	---
Budget request, fiscal year 2010	50,000,000	400,000,000,000	181,400,000	798,000,000
Recommended in the bill	50,000,000	400,000,000,000	181,400,000	---
Bill compared with:				
Appropriation, fiscal year 2009	---	+85,000,000,000	+65,400,000	---
Budget request, fiscal year 2010	---	---	---	-798,000,000

The Federal Housing Administration's (FHA) mutual mortgage insurance program account includes the mutual mortgage insurance (MMI) and cooperative management housing insurance funds. This program account covers unsubsidized programs, primarily the single-family home mortgage program, which is the largest of all the FHA programs. The cooperative housing insurance program provides mortgages for cooperative housing projects of more than five units that are occupied by members of a cooperative housing corporation.

COMMITTEE RECOMMENDATION

The Committee recommends the following limitations on loan commitments in the MMI program account: $400,000,000,000 for loan guarantees and $50,000,000 for direct loans. The recommendation also includes $188,900,000 for administrative contract expenses, of which $70,794,000 is transferred to the Working Capital Fund for development and modifications to information technology systems that serve programs or activities under the Federal Housing Administration. The Committee continues language, as requested, appropriating additional administrative expenses in certain circumstances.

The Committee includes language allowing the continuation of the Home Equity Conversion Mortgage (HECM) program. This program allows senior homeowners age 62 and older to access FHA-insured reverse mortgages to convert the equity in their homes into monthly streams of income. HECM is an important tool for seniors to stay in their homes, age in place, and avoid more expensive assisted living situations. However, these reverse mortgages are particularly sensitive to changes in house prices, and the credit subsidy appropriation is necessary because of the nationwide decline in home prices.

As Secretary Donovan stated at the Committee's hearing on the HUD budget on June 19, 2009, the HECM program continues to be a necessary option for senior citizens. "Particularly during this time in the economic crisis that this country is facing, which has been particularly difficult for our seniors, that the reverse mortgage continues to be an important opportunity for seniors to face these difficult economic times and to do longer-range planning to support their health care and other needs."

For this reason, the Committee recommends the continuation of this program, but expects the Department to implement the recommendations of the GAO in its recent report, ''Reverse Mortgages: Product Complexity and Consumer Protection Issues Underscore Need for Improved Controls over Counseling for Borrowers,'' published June 29, 2009. The Secretary is charged in this report with increasing oversight of this program, including improving the agency's internal controls, assuring compliance with HECM counseling requirements, and working with the FDIC and others to enhance industry and consumer awareness of fraudulent marketing claims.

The Committee believes that the elimination of this program would result in a proliferation of fraudulent marketing schemes in the reverse mortgage business. Having a strong HECM program with stringent oversight is the best way to combat predatory lenders who would prey on seniors' vulnerabilities in this time of economic uncertainty. The Committee is dedicated to ensuring that the HECM program remains a viable and safe option for senior citizens.

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation of direct loans	Limitations of guaranteed loans	Administrative contract expenses	Credit Subsidy
Appropriation, fiscal year 2009	$45,000,000,000	$50,000,000	$47,871,000	8,600,000
Budget request, fiscal year 2010	15,000,000,000	20,000,000	---	8,600,000
Recommended in the bill	15,000,000,000	20,000,000	---	8,600,000
Bill compared with:				
Appropriation, fiscal year 2009	-30,000,000,000	-30,000,000	-47,871,000	---
Budget request, fiscal year 2010	---	---	---	---

The Federal Housing Administration's (FHA) general and special risk insurance (GI and SRI) program account includes 17 different programs administered by FHA. The GI fund includes a wide variety of insurance programs for special purpose single and multifamily loans, including loans for property improvements, manufactured housing, multifamily rental housing, condominiums, housing for the elderly, hospitals, group practice facilities, and nursing homes. The SRI fund includes insurance programs for mortgages in older, declining urban areas that would not be otherwise eligible for insurance, mortgages with interest reduction payments, mortgages for experimental housing, and for high-risk mortgagors who would not normally be eligible for mortgage insurance without housing counseling.

COMMITTEE RECOMMENDATION

The Committee recommends the following limitations on loan commitments for the general and special risk insurance program account as requested: $15,000,000,000 for loan guarantees and $20,000,000 for direct loans.

As requested, the recommendation includes $8,600,000 in direct appropriations for credit subsidy.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

Limitation of guaranteed loans:	
Appropriation, fiscal year 2009	$300,000,000,000
Budget request, fiscal year 2010	500,000,000,000
Recommended in the bill	500,000,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+200,000,000,000
Budget request, fiscal year 2010	– – –

The guarantee of mortgage-backed securities program facilitates the financing of residential mortgage loans insured or guaranteed by the Federal Housing Administration, the Department of Veterans Affairs, and the Rural Housing Services program. The Government National Mortgage Association (GNMA) guarantees the timely payment of principal and interest on securities issued by private service institutions such as mortgage companies, commercial banks, savings banks, and savings and loan associations that assemble pools of mortgages, and issues securities backed by the pools. In turn, investment proceeds are used to finance additional mortgage loans. Investors include non-traditional sources of credit in the housing market such as pension and retirement funds, life insurance companies, and individuals.

COMMITTEE RECOMMENDATION

The recommendation includes a $500,000,000,000 limitation on loan commitments for mortgage-backed securities as requested, $200,000,000,000 above the level provided in fiscal year 2009.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriation, fiscal year 2009	$58,000,000
Budget request, fiscal year 2010	50,000,000
Recommended in the bill	50,000,000
Bill compared with:	
Appropriation, fiscal year 2009	·8,000,000
Budget request, fiscal year 2010	·8,000,000

The Housing and Urban Development Act of 1970 directs the Secretary to undertake programs of research, studies, testing, and demonstrations related to the HUD mission. These functions are carried out internally through contracts with industry, non-profit research organizations, and educational institutions and through agreements with state and local governments and other Federal agencies.

COMMITTEE RECOMMENDATION

The Committee recommends $50,000,000 for the Office of Policy Development and Research. This is $8,000,000 below the level of funding enacted for fiscal year 2009 and equal to the budget request.

With the transfer of the University programs to the CDBG program, the Research and Technology account is actually receiving an increase of $18,000,000 to enable the Department to expand the role of research in HUD. The Committee is encouraged that the

President's budget proposal includes this increase in research funding. For too long, HUD has missed an opportunity to be a leader in housing research and the Committee is pleased that this Administration promotes sound data collection and evaluation of its programs. The Committee looks forward to working with HUD to identify necessary areas of research, such as an evaluation of the Moving To Work program.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriation, fiscal year 2009	$53,500,000
Budget request, fiscal year 2010	72,000,000
Recommended in the bill	72,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+18,500,000
Budget request, fiscal year 2010	– – –

The Fair Housing Act, title VIII of the Civil Rights Act of 1968, as amended by the Fair Housing Amendments Act of 1988, prohibits discrimination in the sale, rental and financing of housing and authorizes assistance to state and local agencies in administering the provision of fair housing statutes. The Fair Housing Assistance Program (FHAP) assists state and local fair housing enforcement agencies that are certified by HUD as "substantially equivalent" to HUD with respect to enforcement policies and procedures. FHAP assures prompt and effective processing of complaints filed under title VIII that are within the jurisdiction of state and local fair housing agencies. The Fair Housing Initiatives Program (FHIP) alleviates housing discrimination by providing support to private nonprofit organizations, state and local government agencies and other nonfederal entities for the purpose of eliminating or preventing discrimination in housing, and to enhance fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $72,000,000 for this account, $18,500,000 above the fiscal year 2009 enacted level and equal to the Administration's budget request. Of this amount, $29,500,000 is for FHAP and $42,500,000 is for FHIP.

The Committee expects HUD to continue to provide quarterly reports on obligation and expenditure of these funds, delineated by each program and activity.

Increased funding in this account will assist the Department in addressing lending discrimination and mortgage abuse, as well as increase the number of investigations into ever-growing reports of discrimination in the housing market. The demand for FHIP funding has grown as non-profit fair housing organizations work to meet the needs of consumers impacted by the home mortgage crisis and the Committee has increased funding to the FHIP account to support the program work of fair housing organizations to educate and protect consumers in the housing market. The Committee expects HUD to work with all relevant agencies in identifying methods for addressing mortgage fraud, as several departments have complementary initiatives.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

Appropriation, fiscal year 2009	$140,000,000
Budget request, fiscal year 2010	140,000,000
Recommended in the bill	140,000,000
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	– – –

The Lead Hazard Reduction Program, authorized under the Housing and Community Development Act of 1992, provides grants to state and local governments to perform lead hazard reduction activities in housing occupied by low income families. The program also provides technical assistance, undertakes research and evaluations of testing and cleanup methodologies, and develops technical guidance and regulations in cooperation with the Environmental Protection Agency.

COMMITTEE RECOMMENDATION

The Committee recommends $140,000,000 for this account, equal to the budget request and to the level enacted in fiscal year 2009. Amounts provided are to be allocated as follows:

—$116,000,000 for the lead-based paint hazard control grant program to provide assistance to state and local governments and Native American tribes for lead-based paint abatement in private low income housing;

—$4,000,000 for technical assistance and support to state and local agencies and private property owners;

—$20,000,000 for the Healthy Homes Initiative for competitive grants for research, standards development, and education and outreach activities to address lead-based paint poisoning and other housing-related diseases and hazards; and

The Committee continues language delegating the authority and responsibility for performing environmental review for the Healthy Homes Initiative, LEAP, and Lead Technical Studies projects and programs to governmental entities that are familiar with local environmental conditions, trends and priorities.

Additionally, the Committee includes language allowing flexibility with funds from prior appropriations Acts that remain available. The Committee directs the Department to report to the House and Senate Committees on Appropriations regarding the demand for each of its competitive programs by June 30, 2010.

MANAGEMENT AND ADMINISTRATION

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2009	$224,000,000
Budget request, fiscal year 2010	200,000,000
Recommended in the bill	200,000,000
Bill compared with:	
Appropriation, fiscal year 2009	·24,000,000
Budget request, fiscal year 2010	– – –

The Working Capital Fund was established pursuant to 42 U.S.C. § 3535 to provide necessary capital for the development of, modifications to, and infrastructure for Department-wide informa-

tion technology systems, and for the continuing operation of both Department-wide and program-specific information technology systems.

COMMITTEE RECOMMENDATION

The Committee recommends $200,000,000 in direct appropriations for the Working Capital Fund to support Department-wide information technology system activities, $24,000,000 below the fiscal year 2009 level and equal to the budget request. In addition to the direct appropriation for Department-wide systems, funds are transferred from FHA.

The Committee has included language that precludes the use of these or any other funds appropriated previously to the Working Capital Fund or program offices for transfer to the Working Capital Fund that would be used or transferred to any other entity in HUD or elsewhere for the purposes of implementing the Administration's "e-Gov" initiative without the Committee's approval in HUD's operating plan. The Committee directs that funds appropriated for specific projects and activities should not be reduced or eliminated in order to fund other activities inside and outside of HUD without the expressed approval of the Committee. HUD is not to contribute or participate in activities that are specifically precluded in legislation, unless the Committee agrees to a change.

In fiscal year 2008, the Committee expressed deep concern about the state of the Department's information systems. The Committee remains distressed about these systems, many of which are outdated and insufficient to carry out the functions necessary to keep the Department's valuable programs running effectively. However, the Committee recognizes that there is a relationship between the health of the Working Capital Fund and the effectiveness of the Department's programs, particularly in the case of the Tenant-Based Rental Assistance account and the FHA. Since the fiscal year 2008 appropriations bill, the Committee has held numerous meetings with the Department about the needs in this account, and has commissioned a GAO study on the issue. Pending the results of that study, which the Committee will take into account as the appropriations process moves forward, the Committee is investing the full amount requested into the Working Capital Fund. As the Department is required to take a larger role in helping families refinance into FHA mortgages, more will be required of the information systems of the Department. The Committee is willing to be a partner in that effort by providing adequate appropriations for the account, but the Department must recognize that this account will continue to receive intense scrutiny.

The Committee also notes that the Working Capital Fund is intricately tied to the proposed Transformation Initiative, described in a subsequent section. As the Working Capital Fund transitions to a strictly maintenance function, the Committee expects that the problems previously associated with the account will be mitigated.

OFFICE OF INSPECTOR GENERAL

Appropriation, fiscal year 2009	$120,000,000
Budget request, fiscal year 2010	120,000,000
Recommended in the bill	120,000,000
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	– – –

The Office of Inspector General (IG) provides agency-wide audit and investigative functions to identify and correct management and administrative deficiencies that create conditions for existing or potential instances of waste, fraud, and mismanagement. The audit function provides internal audit, contract audit, and inspection services. Contract audits provide professional advice to agency contracting officials on accounting and financial matters relative to negotiation, award, administration, re-pricing, and settlement of contracts. Internal audits evaluate all facets of agency operations. Inspection services provide detailed technical evaluations of agency operations. The investigative function provides for the detection and investigation of improper and illegal activities involving programs, personnel, and operations.

COMMITTEE RECOMMENDATION

The Committee recommends $120,000,000 for the Office of Inspector General, equal to the amount provided in fiscal year 2009 and the same as the budget request.

Language is included in the bill which: (1) designates amounts available to the Inspector General from other accounts; and (2) clarifies the authority of the Inspector General with respect to certain personnel issues.

TRANSFORMATION INITIATIVE

Appropriation, fiscal year 2009	$– – –
Budget request, fiscal year 2010	20,000,000
Recommended in the bill	20,000,000
Bill compared with:	
Appropriation, fiscal year 2009	+20,000,000
Budget request, fiscal year 2010	– – –

COMMITTEE RECOMMENDATION

The Committee provides $20,000,000 for the Transformation Initiative, which is equal to the budget request. This initial funding amount will support HUD's proposed Combating Mortgage Fraud initiative, which is badly overdue. The Committee encourages HUD to focus this initiative on the FHA program and other areas within the Department's jurisdiction, and to work with other relevant agencies to strengthen this effort.

The Administration requested authority to transfer up to 1 percent of many of the account funding levels to the Transformation Initiative Fund to support four purposes: Research, Evaluation and Performance Metrics; Program Demonstrations; Technical Assistance and Capacity Building; and Information Technology. The Committee could not agree more that these are areas that require greater effort and focus than the Department has previously granted. In fact, these are issues that the Committee has worked to resolve for several years, requesting numerous GAO reports, investigations, briefings and reports. Therefore, the Committee is very

pleased that this Administration sees these as issues worthy of greater consideration and is very willing to be a partner in this effort. However, the Committee is not in a position to grant full flexibility at this time, nor does the Committee believe flexibility to be the key obstacle in solving these issues. These areas need careful analysis, adequate funding, and willingness on the Administration's part to embark on long-term strategies to untangle the complicated factors that have made these areas vulnerable. This is not a question of flexibility or of changing course in the middle of a fiscal year. The needs in these areas are glaring, and they are areas that this Committee intends to resolve. For that reason, the Committee recommends some transfer authority, but not from every account. The Administration may transfer up to 1 percent from many of the accounts in this budget, but cannot draw funds from the voucher programs or from the Public Housing Operating Fund. All of the funds in this Department are crucial, but the aforementioned funds are utilized immediately to assist families and cannot be transferred into a slower-spending account. Also, the funds that are transferred must be spent on the following activities, at a minimum: purchase of a new information technology system for the FHA and for the voucher programs; a demonstration of sustainable building practices on Native American lands; research on home equity conversion mortgages; technical assistance on regional housing and transportation planning; and a demonstration on cities in transition. Other studies and technical assistance may be proposed by the Administration in its operating plan to Congress, due 30 days after enactment. First and foremost in this effort is the replacement of outdated and ineffective information technology systems for the FHA and for the voucher programs. The Committee will work with the Department to identify timelines, benchmarks and measures to evaluate the success of this initiative.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Section 201 relates to the division of financing adjustment factors.

Section 202 prohibits available funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 continues language to correct an anomaly in the HOPWA formula that results in the loss of funds for certain states.

Section 204 continues language requiring funds appropriated to be distributed on a competitive basis in accordance with the Department of Housing and Urban Development Reform Act of 1989.

Section 205 continues language, carried in previous years, regarding the availability of funds subject to the Government Corporation Control Act and the Housing Act of 1950.

Section 206 continues language, carried in previous years, regarding allocation of funds in excess of the budget estimates.

Section 207 continues language, carried in previous years, regarding the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 208 continues language, carried in previous years, requiring submission of a spending plan for technical assistance, training and management improvement activities prior to the expenditure of funds.

Section 209 continues language requiring the Secretary to provide quarterly reports on uncommitted, unobligated and excess funds in each departmental program and activity.

Section 210 extends a technical amendment included in the fiscal year 2000 appropriations Act relating to the allocation of HOPWA funds in the Philadelphia and Raleigh-Cary metropolitan areas. A proviso is added to allow a state to administer the HOPWA program in the event that a local government is unable to undertake the HOPWA grants management functions.

Section 211 requires that the Administration's budget and the Department's budget justifications for fiscal year 2011 shall be submitted in the identical account and sub-account structure provided in this Act.

Section 212 exempts PHA Boards in Alaska, Iowa, and Mississippi and the County of Los Angeles from public housing resident representation requirement.

Section 213 authorizes HUD to transfer debt and use agreements from an obsolete project to a viable project, provided that no additional costs are incurred, and other conditions are met.

Section 214 distributes 2010 Native American housing Block grant funds to the same Native Alaskan recipients as 2005.

Section 215 prohibits the IG from changing the basis on which the audit of GNMA is conducted.

Section 216 sets forth requirements for eligibility for Section 8 voucher assistance, and includes consideration for persons with disabilities.

Section 217 authorizes the Secretary to insure mortgages under Section 255 of the National Housing Act.

Section 218 instructs HUD on managing and disposing of any multifamily property that is owned by HUD.

Section 219 authorizes the Secretary to waive certain requirements on adjusted income for certain assisted living projects for counties in Michigan.

Section 220 provides that the Secretary shall report quarterly on HUD's use of all sole source contracts.

Section 221 allows the recipient of a section 202 grant to establish a single-asset nonprofit entity to own the project and may lend the grant funds to such entity.

Section 222 provides that amounts provided under the Section 108 loan guarantee program may be used to guarantee notes or other obligations issued by any State on behalf of non-entitlement communities in the State, and that regulations shall be promulgated within 60 days of enactment.

Section 223 amends section 24 of the 1937 Housing Act by extending the HOPE VI program through September 30, 2010.

Section 224 instructs HUD that PHAs that own and operate 400 units or fewer of public housing are exempt from asset management requirements.

Section 225 restricts the Secretary from imposing any requirement or guideline relating to asset management that restricts or limits the use of capital funds for central office costs, up to the limit established in QHWRA.

Section 226 provides that no employee of the Department shall be designated as an allotment holder unless the CFO determines that such allotment holder has received training.

Section 227 provides that funding for indemnities is limited to non-programmatic litigation and is restricted to the payment of attorney fees only.

Section 228 provides that the Secretary shall publish NOFAs on the Internet at the appropriate government website.

Section 229 allows refinancing of certain section 202 loans.

Section 230 makes reforms to the Federal Surplus Property Program for the homeless.

Section 231 authorizes the Secretary to transfer up to 5 percent of funds amount the accounts appropriated under the title ''Personnel Compensation and Benefits.''

Section 232 allows the Disaster Housing Assistance Programs to be considered a program of the Department of Housing and Urban Development for the purpose of income verifications and matching.

Section 233 raises loan limits for FHA through the end of the fiscal year.

Section 234 raises the GSE conforming loan limit for fiscal year 2010.

Section 235 raises the Home Equity Conversion Mortgage loan limit for fiscal year 2010.

TITLE III—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2009	$6,550,000
Budget request, fiscal year 2010	7,000,000
Recommended in the bill	7,200,000
Bill compared with:	
Appropriation, fiscal year 2009	650,000
Budget request, fiscal year 2010	200,000

The Architectural and Transportation Barriers Compliance Board (Access Board) was established by section 502 of the Rehabilitation Act of 1973 and is the only Federal Agency whose primary mission is accessibility for people with disabilities. The Access Board is responsible for developing guidelines under the Americans with Disabilities Act, the Architectural Barriers Act, and the Telecommunications Act. The Access Board is responsible for developing standards under section 508 of the Rehabilitation Act for accessible electronic and information technology used by Federal agencies. The Access Board also enforces the Architectural Barriers Act and provides training and technical assistance on the guidelines and standards it develops.

The Access Board has been given responsibilities under the Help America Vote Act to serve on the Election Assistance Commission's Board of Advisors and Technical Guidelines Development Committee. Additionally, the Board maintains a small research program that develops technical assistance materials and provides information needed for rulemaking.

COMMITTEE RECOMMENDATION

The Committee recommends $7,200,000 for the operations of the Access Board, an increase of $650,000 over fiscal year 2009 and $200,000 over the budget request. The increase above the request

is provided to hasten the aggressive rulemaking agenda proposed by the Board.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriation, fiscal year 2009	$22,800,000
Budget request, fiscal year 2010	24,558,000
Recommended in the bill	23,712,000
Bill compared with:	
Appropriation, fiscal year 2009	+912,000
Budget request, fiscal year 2010	·846,000

The Federal Maritime Commission (FMC) was established in 1961 as an independent government agency, responsible for the regulation of international waterborne commerce of the United States. In addition, FMC has responsibility for licensing and bonding ocean transportation intermediaries and assuring that vessel owners or operators establish financial responsibility to pay judgment for death or injury to passengers, or nonperformance of a cruise, on voyages from U.S. ports. It monitors the activities of ocean common carriers, who operate in the U.S./foreign commerce to ensure just and reasonable practices, maintains a trade monitoring and enforcement program, monitors the laws and practices of foreign governments which could have a discriminatory or other impacts on shipping conditions in the U.S., among other activities. The principal shipping statutes administered by the FMC are the Shipping Act of 1984 (46 U.S.C. app. 1710 et seq.), the Foreign Shipping Practices Act of 1988 (46 U.S.C. app. 1701 et seq.), and section 19 of the Merchant Marine Act, 1920 (46 U.S.C. app. 876).

COMMITTEE RECOMMENDATION

The Committee recommends $23,712,000 for the Federal Maritime Commission, which is $912,000 above the amount provided in fiscal year 2009 and $846,000 below the budget request. Of the funds provided, not more than $300,000 can be used for performance awards. The reduction below the budget request is due to overall budget constraints.

NATIONAL INFRASTRUCTURE BANK

Appropriation, fiscal year 2009	$– – –
Budget request, fiscal year 2010	5,000,000,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2009	– – –
Budget request, fiscal year 2010	·5,000,000,000

The President's budget includes a legislative proposal to create a national infrastructure bank to invest funds directly into large capital infrastructure projects that promise significant national or regional economic benefits. Through the bank, Federal funds are to be delivered through a variety of credit and grant mechanisms designed to not only provide Federal resources but also attract and coordinate state, local, and private co-investment.

COMMITTEE RECOMMENDATION

The Committee denies this request as a national infrastructure bank is not specifically authorized at this time. However, the Com-

mittee recognizes that there is a need to establish a new direction in Federal infrastructure investment, specifically one that supports regionally and nationally significant, high-value projects that cross programmatic silos and are funded through a merit-based selection process, as proposed under the bank. In addition, the Committee believes that an infrastructure bank could serve as a potential financing mechanism for a wide range of infrastructure projects, including, within the realm of transportation for intermodal freight and passenger facilities; port infrastructure projects; public-private partnerships; and for the aircraft equipage requirements associated with the implementation of NextGen. Therefore, the bill includes language to allow the Secretary of Transportation to transfer funds from the "capital assistance for high speed rail corridors and intercity passenger rail service" account to capitalize a national infrastructure bank should an infrastructure bank be authorized by the end of fiscal year 2010.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2009	$91,000,000
Budget request, fiscal year 2010	95,400,000
Recommended in the bill	99,200,000
Bill compared with:	
Appropriation, fiscal year 2009	+8,200,000
Budget request, fiscal year 2010	+3,800,000

Initially established along with the Department of Transportation (DOT), the National Transportation Safety Board (NTSB) commenced operations on April 1, 1967, as an independent federal agency charged by Congress with investigating every civil aviation accident in the United States as well as significant accidents in the other modes of transportation—railroad, highway, marine and pipeline—and issuing safety recommendations aimed at preventing future accidents. Although it has always operated independently, the NTSB relied on the DOT for funding and administrative support until the Independent Safety Board Act of 1974 (Public Law 93–633) severed all ties between the two organizations effective April of 1975.

In addition to its investigatory duties, the NTSB is responsible for maintaining the government's database of civil aviation accidents and also conducts special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, the NTSB supplies investigators to serve as U.S. Accredited Representatives for aviation accidents overseas involving U.S.-registered aircraft, or involving aircraft or major components of U.S. manufacture. The NTSB also serves as the "court of appeals" for any airman, mechanic or mariner whenever certificate action is taken by the Administrator of the Federal Aviation Administration (FAA) or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA. In addition, the NTSB operates the NTSB Academy in Ashburn, Virginia.

COMMITTEE RECOMMENDATION

The Committee recommends $99,200,000 for the salaries and expenses of the NTSB, an increase of $8,200,000 above fiscal year 2009 and $3,800,000 above the budget request. Of this amount, no more than $2,000 may be used for official reception and representation expenses. The bill also includes language that requires the NTSB to reimburse the Department of Transportation's Inspector General up to $100,000 for costs associated with the annual audit of the NTSB's financial statements.

Funds are to be spent in accordance with the budget submission except for the following recommended adjustments which are listed and described below:

	Amount
Labor cost accounting system (one-time cost funded in 2009)	$1,000,000
Moving costs	-2,416,000
Additional staffing	+6,716,000
Equipment for vehicle recorder lab	+500,000

Labor cost accounting system.—In fiscal year 2009, the Committee provided an increase of $1,000,000 for the NTSB to develop a labor cost accounting system that would allow the agency to monitor how staff resources are utilized to manage workload and support the agency's mission, as was recommended by the Government Accountability Office and the Office of Management and Budget. As this was supposed to be a one-time cost not requiring additional future funding, the Committee has removed the funding for this initiative from the agency's base.

Headquarters lease.—The NTSB's budget submission notes that lease on the agency's headquarters space expires in October 2010 and therefore the agency has requested $2,416,000 to fund the one-time costs associated with a potential move. However, little information is known at this time as to whether or not the lease on the current office space can be renewed, whether a move will be necessary, or how much the renewal or new office space might cost. Therefore, the Committee denies this funding without prejudice at this time until more specific information is known and can be provided.

Full-time equivalent staff years (FTE).—The NTSB has experienced a significant drop in its staffing levels in recent years, falling from a high of 427 FTE in fiscal year 2003 to a low of 377 FTE in fiscal year 2007. This reduction has been due to across-the-board cuts, unfunded pay raises, and mandatory increases to contracts and other non-salary related administrative expenses that reduced the number of positions that could actually be funded within the resources provided during those years. However, major accidents, such as the tunnel ceiling collapse in Boston, Massachusetts, the Continental Connection flight 3407 crash near Buffalo, New York, the midair collision of two EMS helicopters in Flagstaff, Arizona, and the I–35W bridge collapse in Minneapolis, Minnesota, are just a few examples of the need for thorough and thoughtful investigations into the causes of these accidents and show how investigators can be tied up for significant periods of time, draining considerable resources. The Committee continues to be concerned about the NTSB's ability to examine wreckage, publish safety briefs, and issue safety recommendations in a timely manner from all of the aviation and surface transportation accidents that it must inves-

tigate. Therefore, the Committee provides $6,716,000 above the request for the agency to fund 32 additional positions to fill its most critical safety and technical staffing needs. The resulting staffing level of 434 FTE will give the agency the personnel needed to adequately investigate transportation-related accidents and meet the agency's mission requirements. Furthermore, the Committee directs that none of these additional funds shall be used for the Academy.

Vehicle recorder laboratory equipment.—The Committee provides a one-time increase of $500,000 over the budget request for the NTSB to upgrade and purchase additional equipment for its vehicle recorder laboratory. This laboratory processes data from cockpit voice and flight data recorders, digital cameras, video recordings, GPS navigation devices, and cockpit displays and engine monitoring devices recovered from crashed aircraft. In recent years, the lab has had to rely on assistance from manufacturers and foreign governments in order to download and readout data from some devices as the number and types of non-traditional recording instruments has increased significantly over the last few years. The additional funds will allow the NTSB to purchase the necessary readout equipment and hardware and software tools to support accident investigations conducted by headquarters and regional investigators.

Lease payments.—The Committee continues to note that the NTSB violated and continues to be in violation of the Anti-deficiency Act because it did not obtain or have budget authority to cover the net present value of the entire 20-year training center lease obligation at the time the capital lease agreement was signed in 2001. To ensure that the NTSB can satisfy its contractual obligations, the Committee has continued language that allows the NTSB to use its fiscal year 2010 appropriation to make the lease payments for the Academy.

NTSB Academy.—The agency is encouraged to continue to seek additional opportunities to lease out, or otherwise generate revenue from the NTSB Academy, so that the agency can appropriately focus its resources on the important investigative work that is central to the agency's mission. In addition, the agency is again directed to submitting detailed information on the costs associated with the NTSB Academy, as well as the revenue the facility is expected to generate, as part of the fiscal year 2011 budget request.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriation, fiscal year 2009	$181,000,000
Budget request, fiscal year 2010	166,800,000
Recommended in the bill	196,800,000
Bill compared with:	
Appropriation, fiscal year 2009	+15,800,000
Budget request, fiscal year 2010	+30,000,000

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (title VI of the Housing and Community Development Amendments of 1978, Public Law 95–557, October 31, 1978). Neighborhood Reinvestment Corporation now operates under the trade name "NeighborWorks America." NeighborWorks America helps local communities establish working

efficient and effective partnerships between residents and representatives of the public and private sectors. These partnership-based organizations are independent, tax-exempt, community-based nonprofit entities, often referred to as NeighborWorks organizations.

Neighborhood Reinvestment also provides grants to Neighborhood Housing Services of America (NHSA), the NeighborWorks network's national secondary market. The mission of NHSA is to utilize private sector support to replenish local NeighborWorks organizations' revolving loan funds. These loans are used to back securities that are placed with private sector social investors.

COMMITTEE RECOMMENDATION

The Committee recommends a funding level of $196,800,000 for fiscal year 2010, which represents an increase of $30,000,000 above the budget request and a decrease of $15,800,000 when compared to the fiscal year 2009 appropriation. Of this amount, $63,800,000 is provided for the National Foreclosure Mitigation Program.

In fiscal year 2008, the Committee charged NeighborWorks with a nearly impossible task—namely, to become the first federal response to the national subprime mortgage crisis. Overnight, NeighborWorks went from an agency with a $119,800,000 appropriation to an agency charged with spending an additional $180,000,000 on foreclosure mitigation counseling, and to accomplish this within an incredibly short timeframe. To its enormous credit, NeighborWorks not only accomplished this goal, but exceeded Congressional expectations. NeighborWorks succeeded in getting the first $50,000,000 into local communities within 60 days of enactment of the fiscal year 2008 appropriations bill, and performed extremely sophisticated analysis to target areas of high need. Since this initial funding round, NeighborWorks has conducted two additional funding competitions for foreclosure mitigation efforts and has set the standard for this important activity. Through its dedication to this issue, its vast network of charter members, and its willingness to take on a new initiative, NeighborWorks has truly made a difference in the lives of hundreds of thousands of homeowners struggling with their mortgages. An Urban Institute evaluation estimates that the funding administered so responsibly and effectively by NeighborWorks has already provided counseling to nearly 400,000 families. The Committee commends NeighborWorks for this extraordinary feat and has continued its confidence in the agency by appropriating an additional $63,800,000 for foreclosure mitigation activities for fiscal year 2010. NeighborWorks has truly been a partner with Congress on this vital issue, and hundreds of thousands of homeowners are the beneficiaries of NeighborWorks' immense effort and dedication to this initiative.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriation, fiscal year 2009	$2,333,000
Budget request, fiscal year 2010	2,680,000
Recommended in the bill	2,400,000
Bill compared with:	
Appropriation, fiscal year 2009	+67,000
Budget request, fiscal year 2010	-280,000

The Committee recommends $2,400,000 for operating expenses of the Interagency Council on Homelessness, $67,000 above the enacted amount for fiscal year 2009 and $280,000 below the requested amount. The Council is not yet fully staffed, therefore the funding is reduced.

TITLE IV—GENERAL PROVISIONS, THIS ACT

Section 401. The Committee continues the provision requiring pay raises to be funded within appropriated levels in this Act or previous appropriations Acts.

Section 402. The Committee continues the provision prohibiting pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act.

Section 403. The Committee continues the provision prohibiting obligations beyond the current fiscal year and prohibiting transfers of funds unless expressly provided in this Act.

Section 404. The Committee continues the provision limiting consulting service expenditures of public record in procurement contracts.

Section 405. The Committee continues the provision specifying reprogramming procedures by subjecting the establishment of new offices and reorganizations to the reprogramming process.

Section 406. The Committee continues the provision providing that fifty percent of unobligated balances may remain available for certain purposes.

Section 407. The Committee continues the provision requiring agencies and departments funded in this Act to report on all sole source contracts.

Section 408. The Committee continues the provision prohibiting federal training not directly related to the performance of official duties.

Section 409. The Committee continues the provision prohibiting funds from being used for any project that seeks to use the power of eminent domain unless eminent domain is employed only for a public use.

Section 410. The Committee continues the provision that prohibits the transfer of funds made available in this Act to any instrumentality of the United States Government except as authorized by this Act or any other Appropriations Act.

Section 411. The Committee continues the provision that prohibits funds in this Act from being used to permanently replace an employee intent on returning to his past occupation after completion of military service.

Section 412. The Committee continues the provision that prohibits funds in this Act from being used unless the expenditure is in compliance with the Buy American Act.

Section 413. The Committee continues the provision that prohibits funds from being appropriated or made available to any person or entity that has been convicted of violating the Buy American Act.

HOUSE OF REPRESENTATIVES REPORTING REQUIREMENTS

The following materials are submitted in accordance with various requirements of the Rules of the House of Representatives:

CHANGES IN THE APPLICATION OF EXISTING LAW

Pursuant to clause 3(f)(1) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the effect of provisions in the accompanying bill which directly or indirectly change the application of existing law.

TITLE I—DEPARTMENT OF TRANSPORTATION

Language is included under Office of the Secretary, ''Salaries and Expenses'' specifying certain amounts for individual offices of the Office of the Secretary and official reception and representation expenses, and specifying transfer authority among offices.

Language is included under Office of the Secretary, ''Salaries and Expenses'' which would allow crediting the account with up to $2,500,000 in user fees and prohibits the establishment of the position of Assistant Secretary of Public Affairs. Language is included for the Office of Civil Rights.

Language is included under Office of the Secretary, ''Transportation Planning, Research, and Development'' which provides funds for conducting transportation planning, research, systems development, development activities and making grants, and makes funds available until expended.

Language is included that limits operating costs and capital outlays of the Working Capital Fund for the Department of Transportation; provides that services shall be provided on a competitive basis, except for non-DOT entities; restricts the transfer for any funds to the Working Capital Fund without approval; and limits special assessments or reimbursable agreements levied against any program, project or activity funded in this Act to only those assessments or reimbursable agreements that are presented to and approved by the House and Senate Committees on Appropriations.

Language is included under the Office of the Secretary, ''Minority Business Resource Center'' which limits the amount of loans that can be subsidized and provides funds for administrative expenses.

Language is included under Office of the Secretary, ''Minority Business Outreach'' specifying that funds may be used for business opportunities related to any mode of transportation and limits the availability of funds.

Language is included under the Office of the Secretary, ''Payments to Air Carriers'' that provides funds from the Airport and Airway Trust Fund, allows the Secretary of Transportation to consider subsidy requirements when determining service to a community, and directs the Secretary to borrow funds as necessary to fully-fund the essential air service program.

Section 101. The Committee continues a provision prohibiting the Office of the Secretary of Transportation from approving assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

Section 102. The Committee continues a provision prohibiting the use of funds to implement an essential air service local cost participation program.

Section 103. Allows the Secretary or his designee to work with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

Language is included under the Federal Administration, "Operations" that provides funds operations, safety activities, staff officers and research activities, commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only; funds for certain aviation program activities; and specifies transfer authority among offices.

Language is included under the Federal Aviation Administration, "Operations" limiting the amount of funds that can be transferred from budget activities and sets reprogramming limits.

Language is included under the Federal Aviation Administration, "Operations" that provides funds for aviation safety to pay for staff increases in the Office of Aviation Flight Standards and the Office of Aircraft Certification.

Language is included under the Federal Aviation Administration, "Operations" that requires the Administrator of the Federal Aviation Administration to transmit to Congress an annual update to the report submitted in December 2004 pursuant to section 221 of Public Law 108–176.

Language is included under the Federal Aviation Administration, "Operations" permitting the use of funds to enter into a grant agreement with a nonprofit standard setting organization to assist in the development of aviation safety.

Language is included under the Federal Aviation Administration, "Operations" that prohibits funds to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of enactment of this act.

Language is included under the Federal Aviation Administration, "Operations" that credits funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources for expenses incurred in the provision of agency services.

Language is included under the Federal Aviation Administration, "Operations" that provides $9,500,000 for the contract tower cost sharing program.

Language is included under the Federal Aviation Administration, "Operations" permitting transfer of funds, as specified.

Language is included under the Federal Aviation Administration, "Operations" that prohibits the use of funds for new applicants of the second career training program.

Language is included under the Federal Aviation Administration, "Operations" that provides a total of $620,000 in reimbursable payments to the DOT Inspector General for audits of financial statements and the annual Enterprise Services Center Statement.

Language is included under the Federal Aviation Administration, "Operations" that prohibits funds for conducting and coordinating activities on aeronautical charting and cartography through the Working Capital Fund.

Language is included under Federal Aviation Administration, "Facilities and equipment" that provides funds for acquisition, establishment technical support services, improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment; engineering and service testing, construction and furnishing of quarters and related accommodations at remote localities; and the purchase, lease, or transfer of aircraft.

Language is included under Federal Aviation Administration, "Facilities and equipment" that provides funds from the Airport and Airway Trust Fund and limits the availability of funds.

Language is included under Federal Aviation Administration, "Facilities and equipment" that allows certain funds received for expenses incurred in the establishment and modernization of air navigation facilities to be credited to the account.

Language is included under Federal Aviation Administration, "Facilities and equipment" that requires the Secretary of Transportation to transmit a comprehensive capital investment plan for the Federal Aviation Administration.

Language is included under Federal Aviation Administration, "Research, engineering, and development" that provides funds from the Airport and Airway Trust Fund for research, engineering, and development, including construction of experimental facilities and acquisition of necessary sites by lease or grant; and limits the availability of funds.

Language is included under Federal Aviation Administration, "Research, engineering, and development" that allows certain funds received for expenses incurred in research, engineering and development to be credited to the account.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that provides funds from the Airport and Airway Trust Fund for airport planning and development; noise compatibility planning and programs; procurement, installation, and commissioning of runway incursion prevention devices and systems; grants authorized under section 41743 of title 49, U.S.C.; and inspection activities and administration of airport safety programs; and limits the availability of funds.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that limits funds available for the planning or execution of programs with obligations in excess of $3,515,000,000.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that prohibits funds for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that provides $93,422,000 for administration.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that specifies $15,000,000 for the airport cooperative research program and no less than $22,472,000 for the airport technology research program.

Section 110. The Committee retains a provision limiting the number of technical workyears at the Center for Advanced Aviation Systems Development to 600 in fiscal year 2010.

Section 111. The Committee retains a provision prohibiting FAA from requiring airport sponsors to provide the agency "without cost" building construction, maintenance, utilities and expenses, or space in sponsor-owned buildings, except in the case of certain specified exceptions.

Section 112. The Committee continues a provision that allowing reimbursement for fees collected and credited under 49 U.S.C. 45303.

Section 113. The Committee retains a provision allowing reimbursement of funds for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114. The Committee continues a provision extending the current terms and conditions of FAA's aviation insurance program, commonly known as the "war risk insurance" program, for one additional year, from December 31, 2009 to December 31, 2010. In addition it extends the underlying authorization until December 31, 2010.

Section 115. The Committee retains a provision prohibiting funds to change weight restrictions or prior permission rules at Teterboro Airport, Teterboro, New Jersey.

Section 116. The Committee retains a provision prohibiting AIP grants to airports that fail to provide DOT with cost-free space for passenger right and consumer outreach campaigns.

Section 117. The Committee retains a provision that prohibits the use of funds for Sunday premium pay unless an employee actually performed work during the time corresponding to the premium pay.

Section 118. The Committee retains a provision that prohibits the use of funds to purchase store gift cards or gift certificates through a government-issued credit card.

Language is included under the Federal Highway Administration, "Limitation on administrative expenses" that limits the amount to be paid, together with advances and reimbursements received, for the administrative expenses of the agency and specifies amounts in addition to this limitation that are to be made available to the Department's Office of the Inspector General for audits and investigations and to the Appalachian Regional Commission for administrative expenses.

Language is included under the Federal Highway Administration, "Federal-aid highways" that limits the obligations for Federal-aid highways and highway safety construction programs; limits the amount available for the implementation or execution of programs for transportation research, which shall not apply to any authority previously made available for obligation; and allows the Secretary to charge, collect and spend fees for loan applications and that such amounts are in addition to administrative expenses and are not subject to any obligation limitation or limitation on administrative expenses under section 608 of title 23, U.S.C., and which are available until expended.

Language is included under the Federal Highway Administration, "Federal-aid highways" that liquidates contract authority.

Language is included under the Federal Highway Administration, "Surface transportation priorities" that funds certain highway and surface transportation projects with conditions.

Section 120. The Committee includes a provision that distributes obligation authority among federal-aid highways programs.

Section 121. The Committee continues a provision that credits funds received by the Bureau of Transportation Statistics to the federal-aid highways account.

Section 122. The Committee continues a provision prohibiting tolling in Texas, with exceptions.

Section 123. The Committee includes a provision that clarifies funding for various projects which were included in previous appropriations Acts.

Language is included under the Federal Motor Carrier Safety Administration, "Motor Carrier Safety Operations and Programs," that provides a limitation on obligations and liquidation of contract authorization, including specifying amounts available for research and technology programs and commercial motor vehicle operator's grants; and prohibits funds for outreach and education from being transferred.

Language is included under the Federal Motor Carrier Safety Administration, "Motor Carrier Safety Grants" that provides a limitation on obligations and liquidation of contract authorization, including specifying amounts available for the commercial driver's license improvements program, border enforcement grants program, the performance and registration information system management program, the commercial vehicle information systems and networks deployment program, the safety data improvement program, and the commercial driver's license information system modernization program; and, specifies amount for new entrant audits.

Section 130. The Committee continues a provision subjecting funds appropriated in this Act to the terms and conditions of section 350 of Public Law 107–87 and Section 6901 of Public Law 110–28, including a requirement that the secretary submit a report on Mexico-domiciled motor carriers.

Language is included under National Highway Traffic Safety Administration, "Operations and research" that limits the availability of funds and prohibits the planning or implementation of any rulemaking on labeling passenger car tires for low rolling resistance.

Language is included under National Highway Traffic Safety Administration, "Operations and research" that provides a limitation on obligations, limits the availability of funds, and provides a liquidation of contract authorization from the highway trust fund.

Language is included under the National Highway Traffic Safety Administration "National driver register" that provides a limitation on obligations and a liquidation of contract authorization from the highway trust fund.

Language is included under National Highway Traffic Safety Administration, "National driver register" that limits the availability of funds.

Language is included under the National Highway Traffic Safety Administration "Highway traffic safety grants" that provides a limitation on obligations, limits the availability of funds, specifies the amounts for certain safety grant programs and provides a liquidation of contract authorization from the highway trust fund.

Language is included under National Highway Traffic Safety Administration, "Highway traffic safety grants" prohibiting the use of

funds for construction, rehabilitation or remodeling costs or for office furniture for state, local, or private buildings.

Language is included under National Highway Traffic Safety Administration, "Highway traffic safety grants" that limits funding for an evaluation for the high visibility enforcement program.

Language is included under National Highway Traffic Safety Administration, "Highway traffic safety grants" limiting the amount of funds available for technical assistance to states under section 410.

Section 140. The Committee continues a provision that provides funding for travel and related expenses for state management reviews and highway safety core competency development training.

Section 141. The Committee includes a provision that exempts obligation authority that was made available in previous public laws for multiple years from limitations on obligations for the current year.

Language is included under Federal Railroad Administration, "Safety and Operations" limiting the availability of funds.

Language is included under Federal Railroad Administration, "Railroad Research and Development" limiting the availability of funds.

Language is included under Federal Railroad Administration, "Railroad Rehabilitation and Improvement Program" allows direct loan and loan guarantees up to $35,000,000,000 language is also included that prohibits new direct loans or loan guarantee commitments using federal funds for credit risk premium under section 502 of the Railroad Revitalization and Regulatory Reform Act.

Language is included under Federal Railroad Administration for the "Rail Line Relocation and Improvement Program" limiting the available of funds.

Language is included under Federal Railroad Administration for the "Capital Assistance for High Speed Corridors and Intercity Passenger Rail Service" including funding for administrative oversight, program research, and planning: grants must be awarded on a competitive basis. Language is also included allowing the Secretary of Transportation to use or transfer sums to carry out a National Infrastructure Bank, if a bank is authorized by the end of fiscal year 2010.

Language is included under the Federal Railroad Administration, "Operating Grants to the National Railroad Passenger Corporation" that allows the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation; allows the Secretary to approve funding only after receiving and reviewing a grant request for each train route; ensures that each grant request is accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection; requires the Corporation to achieve savings through operational efficiencies; requires the Inspector General of the Department of Transportation to provide quarterly reports to the Congress on estimates of the savings due to operational reforms; requires the Inspector General of the Department of Transportation to provide a report to the Congress on recommendations of possible operational reforms; requires the Corporation to submit to Congress the status of its plan to improve the financial performance of food and beverage service as well as first class service, including sleeper car service as well as a report on

progress compared with its targets provided in its fiscal year 2009 plan; requires the Corporation to submit a budget, a detailed business plan, and 5-year financial plan beginning with fiscal year 2010, consistent with section 204 of Division B of Public Law 110–432; requires that the plan shall be submitted with a comprehensive fleet plan that establishes year-specific goals and milestones

Language is included under the Federal Railroad Administration, "National Railroad Passenger Corporation Office of the Inspector General" that allows the Secretary of Transportation to make a grant to Amtrak's Office of Inspector General.

Language is included under the Federal Railroad Administration, "Capital and Debt Service Grants to the National Railroad Passenger Corporation" that allows the Secretary of Transportation to make grants to the National Railroad Passenger Corporation as authorized by section 101 (c); allows the Secretary to retain some funds to be used for oversight; bars funds under this section to be used for operating losses; and restricts the use of funds unless they have been approved by the Secretary or are contained in the Corporation's business plan.

Section 151. The Committee includes a provision allowing the Secretary to purchase promotional items of nominal value.

Section 152. The Committee includes a provision that notwithstanding any provision of law, funding for Amtrak will cease if it contracts to have services provided at or from any location outside the United States.

Section 153. The Committee has included a provision that allows the Secretary of Transportation to receive and expend cash, or receive and utilize spare parts and similar items from non-U.S. sources to repair or replace government owned automated track inspection cars.

Section 154. The Committee has included language requiring the Federal Railroad Administration to submit quarterly reports on Amtrak's on-time performance.

Section 155. The Committee includes a provision that clarifies funding for various transit projects which were included in previous appropriations Acts.

Section 156. The Committee includes a provision that clarifies funding for various transit projects which were included in previous appropriations Acts.

Language is included under Federal Transit Administration, "Administrative Expenses" specifying an amount for administrative expenses and travel expenses.

Language is included under Federal Transit Administration, "Administrative Expenses" prohibiting funds for a permanent office of transit security; specifying the amount to reimburse the IG for annual audits of financial statements; and requiring an annual report on new starts with the budget submission.

Language is included under Federal Transit Administration, "Formula and Bus Grants" that provides a limitation on obligations from the Highway Trust Fund, liquidation of contract authorization for the operating expenses of the agency, and limits the availability of funds.

Language is included under Federal Transit Administration, "Research and University Centers" that limits the availability of funds and specifies the amounts for certain programs.

Language is included under Federal Transit Administration, "Capital Investment Grants" that limits the availability of funds; specifies certain amounts; and transfers funds to the DOT Inspector General for audits and investigations of new fixed guideway systems.

Section 160. The Committee continues the provision that exempts previously made transit obligations from limitations on obligations.

Section 161. The Committee continues the provision that allows unobligated funds for projects under "Capital Investment Grants" and bus and bus facilities under "Formula and Bus Grants" in prior year appropriations Acts to be used in this fiscal year.

Section 162. The Committee continues the provision that allows for the transfer of prior year appropriations from older accounts to be merged into new accounts with similar, current activities.

Section 163. The Committee continues a provision that allows unobligated funds for projects under "Capital Investment Grants" to be used in this fiscal year for activities eligible in the year the funds were appropriated.

Section 164. The Committee retains a provision as proposed in the budget request that allows FTA to provide grants for 90 percent of the net capital cost of a biodiesel bus or factory-installed or retrofitted hybrid electric system in a bus.

Section 165. The Committee continues the provision that requires unobligated funds or recoveries under section 5309 of title 49 that are available for reallocation shall be directed to projects eligible to use the funds for the purposes for which they were originally intended.

Section 166. The Committee includes a provision that clarifies funding for various transit projects which were included in previous appropriations Acts.

Language is included under the Saint Lawrence Seaway Development Corporation that authorizes expenditures, contracts, and commitments as may be necessary.

Language is included under the Saint Lawrence Seaway Development Corporation "Operations and Maintenance" that provides funds derived from the Harbor Maintenance Trust Fund.

Language is included under Maritime Administration, "Maritime Security Program" that provides funds to maintain and preserve a U.S.-flag merchant fleet.

Language is included under Maritime Administration, "Operations and Training" that provides dedicated funds for salaries and benefits of employees of the United States Merchant Marine Academy, capital improvements at the United States Merchant Marine Academy, and the State Maritime training ships Maintenance and Repair; and limits the availability of some funds.

Language is included under Maritime Administration, "Ship Disposal" that provides funding to dispose of obsolete vessels in the National Defense Reserve Fleet.

Language is included under Maritime Administration, "Maritime Guaranteed Loan (Title XI) Program Account" that provides funding to be transferred to Operations and Training to administer the Title XI program.

Section 175. The Committee continues a provision that allows the Maritime Administration to furnish utilities and services and

make repairs to any lease, contract, or occupancy involving government property under the control of MARAD and rental payments shall be covered into the Treasury as miscellaneous receipts.

Section 176. The Committee includes a provision that allows the Maritime Administration to collect, retain, and refund Midshipmen fees through a mechanism approved by the Secretary.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Operational Expenses" which specifies the amount derived from the Pipeline Safety Fund and requires $1,000,000 to be transferred to the Pipeline Safety Account.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Hazardous Materials Safety" which limits the availability of a certain amount and allows up to $800,000 in fees collected under 49 U.S.C. 5108(g) to be deposited in the general fund of the Treasury as offsetting receipts.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Pipeline Safety" which specifies the amounts derived from the Pipeline Safety Fund and the Oil Spill Liability Trust Fund and limits their period of availability.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Emergency Preparedness Grants" which specifies the amount derived from the Emergency Preparedness Fund, limits the availability of some funds, and prohibits funds from being obligated by anyone other than the Secretary or his designee.

Language is included under Research and Innovative Technology Administration, "Research and development" that limits the availability of funds and credits to the appropriation funds received from States and other sources for expenses incurred for training.

Language is included under Office of Inspector General, "Salaries and expenses" that provides the Inspector General with all necessary authority to investigate allegations of fraud by any person or entity that is subject to regulation by the Department of Transportation. Language is also included under Office of Inspector General, "Salaries and expenses" that authorizes the Office of Inspector General to investigate unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents.

Language is included under Surface Transportation Board, "Salaries and Expenses" limiting the availability of funds and allowing the collection of $1,250,000 to be credited to the appropriation.

Section 180. The Committee continues the provision allowing the Department of Transportation (DOT) to use funds for aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law.

Section 181. The Committee continues the provision limiting appropriations for services authorized by 5 U.S.C. 3109 to the rate for an Executive Level IV.

Section 182. The Committee continues the provision prohibiting funds in this act for salaries and expenses of more than 110 political and Presidential appointees in the DOT and prohibits political and Presidential personnel from being assigned on temporary detail outside the DOT.

Section 183. The Committee continues the provision prohibiting funds for the implementation of section 404 of title 23, United States Code.

Section 184. The Committee continues the provision prohibiting recipients of funds made available in this Act from releasing personal information, including social security number, medical or disability information, and photographs from a driver's license or motor vehicle record, without express consent of the person to whom such information pertains; and prohibits the withholding of funds provided in this Act for any grantee is a state is in noncompliance with this provision.

Section 185. The Committee continues the provision allowing funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from states, counties, municipalities, other public authorities, and private sources to be used for expenses incurred for training may be credited to each agency's respective accounts.

Section 186. The Committee continues the provision that requires funding of certain programs, projects and activities identified in the accompanying report within the accounts of the Federal Highway Administration, Federal Railroad Administration, and the Federal Transit Administration.

Section 187. The Committee continues the provision authorizing the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the DOT.

Section 188. The Committee continues the provision that prohibits funds from being used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $500,000 or more is announced by the department or its modal administrations, and directs the Secretary to give concurrent notification for any "quick release" of funds from the Federal Highway Administration's emergency relief program.

Section 189. The Committee continues a provision allowing funds received from rebates, refunds, and similar sources to be credited to appropriations of the DOT.

Section 190. The Committee continues a provision allowing amounts from improper payments to a third party contractor that are lawfully recovered by the DOT to be available to cover expenses incurred in the recovery of such payments.

Section 191. The Committee continues a provision mandating that reprogramming actions are to be approved or denied solely by the House and Senate Committees on Appropriations.

Section 192. The Committee continues a provision that caps the amount of fees the Surface Transportation Board can charge and collect for rate complaints filed at the amount authorized for court civil suit filing fees.

Section 193. The Committee includes a provision that enables the Department to provide payments in advance to its vendor in order to carry out its contract for the implementation of a debit card program for distribution of transit benefits.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Language is included under Department of Housing and Urban Development, "Tenant-based rental assistance", which designates funds for various programs, activities, and purposes, and specifies the uses and availability of such funds.

Language is included under Department of Housing and Urban Development, "Tenant-based rental assistance", which specifies funds for certain programs and limits the use of certain funds; specifies the methodology for allocation of renewal funding; directs the Secretary to the extent possible to pro rate each public housing agency's (PHA) allocation; directs that those PHAs participating in Moving to Work, shall be funded according to that agreement; specifies the amount for additional rental subsidy due to unforeseen emergencies and portability; provides that additional tenant protection rental assistance costs be funded by prior year unobligated balances; provides funding for incremental vouchers for homeless veterans; specifies the amounts available to the Secretary to allocate to PHA that need additional funds and for fees; provides the criteria to allocate a portion of Administrative Fees; and directs that all funds shall be only for activities related to the provision of tenant-based rental assistance authorized under section 8.

Language is included under Department of Housing and Urban Development, "Housing certificate fund", which allows the Secretary to use unobligated balances for renewal of section 8 project-based contracts and for performance-based contract administrators.

Language is included under Department of Housing and Urban Development, "Public housing capital fund", which limits the availability of funds; limits the delegation of certain waiver authorities and prohibits funds from being used for certain activities; specifies the total amount available for certain activities; prohibits funds from being used for certain purposes; and specifies the amount for grants, support services, service coordinators and congregate services, to support the costs of administrative and judicial receiverships, and to support the ongoing Public Housing Financial and Physical Assessment activities of the Real Estate Assessment Center.

Language is included under Department of Housing and Urban Development, "Public housing operating fund", which sets the basis for the allocation of funds and prohibits the use of funds under certain conditions.

Language is included under Department of Housing and Urban Development, "Native American Housing Block Grants", which limits the availability of funds; specifies the formula for allocation; specifies the amounts for technical assistance and capacity building, to support the inspection of Indian housing units, administrative expenses, to subsidize the total principal amount of any notes, and the cost of guaranteed notes, which are defined in section 502 of the Congressional budget Act of 1974.

Language is included under Department of Housing and Urban Development, "Native Hawaiian Housing Block Grant", which limits the availability of funds and specifies the amount for training and technical activities.

Language is included under Department of Housing and Urban Development, "Indian Housing Loan Guarantee Fund Program Account", which limits the availability of funds; specifies how to define the costs of modifying loans; and specifies the amount and availability of funds to subsidize total loan principal.

Language is included under Department of Housing and Urban Development, "Native Hawaiian Loan Guarantee Fund Program Account", which limits the availability of funds; specifies how to define the costs of modifying loans; and specifies the amount and availability of funds to subsidize total loan principal.

Language is included under Department of Housing and Urban Development, "Housing Opportunities for Persons with AIDS", which limits availability of funds and sets forth certain requirements for the allocation and renewal of funds and contracts.

Language is included under Department of Housing and Urban Development, "Community development fund", which specifies the allocation of certain funds; limits the use and availability of certain funds; specifies the amount made available for grants to federally-recognized Indian tribes, emergencies, Economic Development Initiatives with certain restrictions, and neighborhood initiatives with certain restrictions.

Language is included under Department of Housing and Urban Development, "Home investment partnerships program", which limits the availability of funds and specifies the allocation of certain funds for certain purposes.

Language is included under Department of Housing and Urban Development, "Self-Help and Assisted Homeownership Opportunity Program", which limits the availability of funds and specifies the allocation of certain funds for certain purposes.

Language is included under Department of Housing and Urban Development, "Homeless assistance grants", which limits the availability of funds; establishes certain minimum funding and matching requirements; specifies the allocation of certain funds for certain purposes; directs the Secretary to renew contracts under certain conditions; and requires grantees to integrate homeless programs with other social service providers.

Language is included under Department of Housing and Urban Development, "Project-Based Rental Assistance", which limits the availability of funds; specifies the amount for certain programs; and specifies the allocation of certain funds for certain purposes.

Language is included under Department of Housing and Urban Development, "Housing for the elderly", which specifies the allocation of certain funds; designates certain funds to be used only for certain grants; and allows the Secretary to waive certain provisions governing contract terms.

Language is included under Department of Housing and Urban Development, "Housing for persons with disabilities", which specifies the allocation of certain funds; allows funds to be used to renew certain contracts; and allows the Secretary to waive certain provisions governing contract terms.

Language is included under Department of Housing and Urban Development, "Rental Housing Assistance", which limits the availability of funds and rescinds funds.

Language is included under Department of Housing and Urban Development, "Manufactured housing fees trust fund", which limits

the availability of funds and permits fees to be assessed, modified, and collected, and permits temporary borrowing authority from the General Fund of the Treasury.

Language is included under the Department of Housing and Urban Development, "Mutual Mortgage Insurance Program Account", which sets a loan principal limitation; limits the obligations to make direct loans; specifies funds for specific purposes; allows for the transfer of funds to the Working Capital Fund; allows for additional contract expenses as guaranteed loan commitments exceed certain levels.

Language is included under Department of Housing and Urban Development, "General and Special Risk Program Account", which limits the amount of commitments to guarantee loans; and specifies funds for specific purposes.

Language is included under Department of Housing and Urban Development, "Government National Mortgage Association", which limits new commitments to issue guarantees.

Language is included under Department of Housing and Urban Development, "Policy Development and Research", which limits the availability of funds.

Language is included under Department of Housing and Urban Development, "Fair housing and equal opportunity", which limits the availability of funds, authorizes the Secretary to assess and collect fees, and places restrictions on the use of funds for lobbying activities.

Language is included under Department of Housing and Urban Development, "Office of Lead Hazard Control", which limits the availability of funds, specifies the amount of funds for specific purposes, and specifies the treatment of certain grants.

Language is included under Department of Housing and Urban Development, "Working Capital Fund", which limits the purpose and availability of funds, including funds transferred.

Language is included under Department of Housing and Urban Development, "Office of Inspector General", which directs that the IG shall have independent authority over all personnel issues within the office.

Section 201 relates to the division of financing adjustment factors.

Section 202 prohibits available funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 continues language to correct an anomaly in the HOPWA formula that results in the loss of funds for certain States.

Section 204 continues language requiring funds appropriated to be distributed on a competitive basis in accordance with the Department of Housing and Urban Development Reform Act of 1989.

Section 205 continues language, carried in previous years, regarding the availability of funds subject to the Government Corporation Control Act and the Housing Act of 1950.

Section 206 continues language, carried in previous years, regarding allocation of funds in excess of the budget estimates.

Section 207 continues language, carried in previous years, regarding the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 208 continues language, carried in previous years, requiring submission of a spending plan for technical assistance, training

and management improvement activities prior to the expenditure of funds.

Section 209 continues language requiring the Secretary to provide quarterly reports on uncommitted, unobligated and excess funds in each departmental program and activity.

Section 210 extends a technical amendment included in the fiscal year 2000 appropriations Act relating to the allocation of HOPWA funds in the Philadelphia and Raleigh-Cary metropolitan areas. A proviso is added to allow a state to administer the HOPWA program in the event that a local government is unable to undertake the HOPWA grants management functions.

Section 211 requires that the Administration's budget and the Department's budget justifications for fiscal year 2011 shall be submitted in the identical account and sub-account structure provided in this Act.

Section 212 exempts PHA Boards in Alaska, Iowa, and Mississippi and the County of Los Angeles from public housing resident representation requirement.

Section 213 authorizes HUD to transfer debt and use agreements from an obsolete project to a viable project, provided that no additional costs are incurred, and other conditions are met.

Section 214 distributes 2010 Native American housing Block grant funds to the same Native Alaskan recipients as 2005.

Section 215 prohibits the IG from changing the basis on which the audit of GNMA is conducted.

Section 216 sets forth requirements for eligibility for Section 8 voucher assistance, and includes consideration for persons with disabilities.

Section 217 authorizes the Secretary to insure mortgages under Section 255 of the National Housing Act.

Section 218 instructs HUD on managing and disposing of any multifamily property that is owned by HUD.

Section 219 authorizes the Secretary to waive certain requirements on adjusted income for certain assisted living projects for counties in Michigan.

Section 220 provides that the Secretary shall report quarterly on HUD's use of all sole source contracts.

Section 221 allows the recipient of a section 202 grant to establish a single-asset nonprofit entity to own the project and may lend the grant funds to such entity.

Section 222 provides that amounts provided under the Section 108 loan guarantee program may be used to guarantee notes or other obligations issued by any State on behalf of non-entitlement communities in the State, and that regulations shall be promulgated within 60 days of enactment.

Section 223 amends section 24 of the 1937 Housing Act by extending the HOPE VI program through September 30, 2010.

Section 224 instructs HUD that PHAs that own and operate 400 units or fewer of public housing are exempt from asset management requirements.

Section 225 restricts the Secretary from imposing any requirement or guideline relating to asset management that restricts or limits the use of capital funds for central office costs, up to the limit established in QHWRA.

Section 226 provides that no employee of the Department shall be designated as an allotment holder unless the CFO determines that such allotment holder has received training.

Section 227 provides that funding for indemnities is limited to non-programmatic litigation and is restricted to the payment of attorney fees only.

Section 228 provides that the Secretary shall publish NOFAs on the Internet at the appropriate government website.

Section 229 allows refinancing of certain section 202 loans.

Section 230 makes reforms to the Federal Surplus Property Program for the homeless.

Section 231 authorizes the Secretary to transfer up to 5 percent of funds amount the accounts appropriated under the title "Personnel Compensation and Benefits."

Section 232 allows the Disaster Housing Assistance Programs to be considered a program of the Department of Housing and Urban Development for the purpose of income verifications and matching.

Section 233 raises the loan limits for FHA through the end of the fiscal year.

Section 234 raises the GSE conforming loan limit for fiscal year 2010.

Section 235 raises the Home Equity Conversion Mortgage loan limit for fiscal year 2010.

TITLE III-RELATED AGENCIES

Language is included for the Architectural and Transportation Barriers Compliance Board, "Salaries and Expenses" that allows for the credit to the appropriation of funds received for publications and training expenses.

Language is included for the Federal Maritime Commission, "Salaries and Expenses" that provides funds for services authorized by 5 U.S.C. 3109, the hire of passenger motor vehicles, uniforms and allowances, and includes a limitation on official reception and representation expenses.

Language is included under National Transportation Safety Board, "Salaries and Expenses" that provides funds for the hire of passenger motor vehicles and aircraft, services authorized by 5 U.S.C. 3109, uniforms or allowances therefor, and for official reception and representation expenses.

Language is included under National Transportation Safety Board, "Salaries and Expenses" that allows funds provided in this Act to be used to pay the costs associated with a 2001 capital lease and to reimburse the Department of Transportation's Office of Inspector General for the annual financial statements audit.

Language is included under Neighborhood Reinvestment Corporation, "Payment to the Neighborhood Reinvestment Corporation" for use in neighborhood reinvestment activities, including a multi-family rental housing program and provides for foreclosure mitigation activities.

Language is included for the United States Interagency Council on Homelessness, "Operating Expenses" that provides funds for salaries, travel, hire of passenger motor vehicles, rental of conference rooms, and the employment of experts and consultants.

TITLE IV—GENERAL PROVISIONS, THIS ACT

Section 401. The Committee continues the provision requiring pay raises to be funded within appropriated levels in this Act or previous appropriations Acts.

Section 402. The Committee continues the provision prohibiting pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act.

Section 403. The Committee continues the provision prohibiting obligations beyond the current fiscal year and prohibiting transfers of funds unless expressly provided in this Act.

Section 404. The Committee continues the provision limiting consulting service expenditures of public record in procurement contracts.

Section 405. The Committee continues the provision specifying reprogramming procedures by subjecting the establishment of new offices and reorganizations to the reprogramming process.

Section 406. The Committee continues the provision providing that fifty percent of unobligated balances may remain available for certain purposes.

Section 407. The Committee continues the provision requiring agencies and departments funded in this Act to report on all sole source contracts.

Section 408. The Committee continues the provision prohibiting federal training not directly related to the performance of official duties.

Section 409. The Committee continues the provision prohibiting funds from being used for any project that seeks to use the power of eminent domain unless eminent domain is employed only for a public use.

Section 410. The Committee continues the provision that prohibits the transfer of funds made available in this Act to any instrumentality of the United States Government except as authorized by this Act or any other Appropriations Act.

Section 411. The Committee continues the provision that prohibits funds in this Act from being used to permanently replace an employee intent on returning to his past occupation after completion of military service.

Section 412. The Committee continues the provision that prohibits funds in this Act from being used unless the expenditure is in compliance with the Buy American Act.

Section 413. The Committee continues the provision that prohibits funds from being appropriated or made available to any person or entity that has been convicted of violating the Buy American Act.

APPROPRIATIONS NOT AUTHORIZED BY LAW

Pursuant to clause 3(f)(1) of rule XIII of the Rules of the House of Representatives, the following table lists the appropriations in the accompanying bill which are not authorized by law:

Appropriations Not Authorized By Law

[Dollars in thousands]

Program	Last year of authorization	Authorization level	Appropriations in last year of authorization	Amount of program or new fees
TITLE I—DEPARTMENT OF TRANSPORTATION				
Federal Aviation Administration:				
Operations	2009	$9,042,467	$9,042,067	$9,347,168
Facilities and Equipment	2009	2,742,095	2,742,095	2,925,202
Research, Engineering and Development	2009	171,000	171,000	195,000
Grants-in-Aid for Airports	2009	3,900,000	3,514,500	3,515,000
Federal Highway Administration:				
Federal-aid Highways	2009	40,198,728	40,700,000	41,107,000
Federal Motor Carrier Safety Administration:				
Motor Carrier Safety Operations and Programs	2009	234,000	234,000	239,828
Motor Carrier Safety Grants	2009	209,000	307,000	310,070
National Highway Traffic Safety Administration:				
Operations and Research—General Fund	2009	157,400	127,000	131,736
Operations and Research—Highway Trust Fund	2009	105,500	105,500	108,642
National Driver Register—General Fund	– – –	– – –	– – –	3,350
National Driver Register—Highway Trust Fund	2009	4,000	4,000	4,000
Highway Traffic Safety Grants	2009	619,500	619,500	619,500
Federal Railroad Administration:				
Grade Crossings on Designated Corridors	2009	15,000	15,000	15,000
Rail Line Relocation	2009	350,000	25,000	40,000
Federal Transit Administration:				
Administrative Expenses	2009	98,500	94,413	97,478
Formula & Bus Grants	2009	8,360,565	8,260,565	8,852,000
Research and University Research Centers	2009	69,750	67,000	65,670
Capital Investment Grants	2009	1,809,250	1,809,250	1,827,343
Maritime Administration:				
Operations and Training	2009	142,803	123,360	140,900
Ship Disposal	2009	18,000	15,000	15,000
Maritime Security	2009	193,500	174,000	174,000
Title XI	2009	30,000	51,531	3,630
Pipeline and Hazardous Materials Safety Administration:				
Administration Expenses	– – –	– – –	19,130	19,968
Pipeline Safety	2010	96,580	– – –	105,239
Research and Innovative Technology Administration:				
Research and Development	– – –	– – –	12,900	13,179
Surface Transportation Board:				
Surface Transportation Board	1998	12,000	25,597	28,550
TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT				
Rental Assistance:				
Section 8 Contract Renewals and Administrative Expenses	1994	8,446,173	5,458,106	8,100,000
Section 441 Contracts	1994	109,410	150,000	– – –
Section 8 Preservation, Protection, and Family Unification	1994	759,259	541,000	– – –
Contract Administrators	– – –	– – –	– – –	232,000
Public Housing Capital Fund	2003	3,000,000	2,712,255	2,500,000
Public Housing Operating Fund	2003	2,900,000	3,576,600	4,800,000
Native American Housing Block Grants:				
Native American Housing Block Grants	2007	[1] SSAN	621,720	1,000,000
Federal Guarantees	2007	[1] SSAN	1,980	2,000

Appropriations Not Authorized By Law—Continued

[Dollars in thousands]

Program	Last year of authorization	Authorization level	Appropriations in last year of authorization	Amount of program or new fees
Indian Housing Loan Guarantee Fund	2007	[1] SSAN	6,000	7,000
Native Hawaiian Housing Block Grant	2005	– – –	8,928	12,000
Native Hawaiian Loan Guarantee Fund	2005	– – –	992,000	1,044
Housing Opportunity for Persons with Aids	1994	156,300	156,000	350,000
Rural Housing and Economic Development Community Development Fund:	– – –	– – –	– – –	– – –
Community Development Block Grant	1994	4,168,000	4,380,000	4,624,600
Economic Development Initiatives	– – –	– – –	– – –	151,000
Neighborhood Initiatives	– – –	– – –	– – –	18,000
Home Program:				
Home Investment Partnership	1994	2,173,612	1,275,000	2,000,000
Down Payment Assistance Initiative	2007	200,000	24,750	– – –
HOPE VI	2007	[1] SSAN	99,000	250,000
Brownfields	– – –	– – –	– – –	25,000
Redevelopment Self-Help and Assisted Homeownership Opportunity:				
Capacity Building	1994	25,000	20,000	53,000
Self-Help Homeownership Opportunity Program	2000	– – –	20,000	85,000
National Housing Development Corporation	– – –	– – –	– – –	– – –
Housing for the Elderly	2003	– – –	783,286	1,000,000
Housing for Persons with Disabilities	2003	– – –	250,515	350,000
FHA General and Special Risk Program Account:				
Limitation on Guaranteed Loans	1995	– – –	(20,885,072)	(15,000,000)
Limitations on Direct Loans	1995	– – –	(220,000)	(20,000)
Credit Subsidy	1995	– – –	188,395	8,600
Administrative Expenses	1995	– – –	197,470	– – –
GNMA Mortgage Backed Securities Loan Guarantee Program Account:				
Limitations on Guaranteed Loans	1996	(110,000,000)	(110,000,000)	(500,000,000)
Administrative Expenses	1996	– – –	9,101	– – –
Policy Development and Research	1994	36,470	35,000	50,000
Fair Housing Activities, Fair Housing Program	1994	26,000	20,481	72,000
Lead Hazard Reduction Program	1994	276,000	185,000	140,000
Salaries and Expenses	1994	1,029,496	916,963	1,346,000
TITLE III—RELATED AGENCIES				
National Transportation Safety Board	2008	92,625	91,000	99,200

* SSAN: Such sums as necessary.

TRANSFER OF FUNDS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following statement is submitted describing the transfers of funds provided in the accompanying bill.

APPROPRIATION TRANSFERS RECOMMENDED IN THE BILL

UNDER TITLE I—DEPARTMENT OF TRANSPORTATION

Account from which the transfer is made	Account to which the transfer is made	Amount
Office of the Secretary	Office of the Secretary	≤2% of certain funds subject to conditions
Office of the Secretary	Appropriate Federal Agency, if authorized	$2,000,000,000
FHWA: Limitation on administrative expenses	DOT: Office of Inspector General	3,524,000
FTA: Capital Investment Grants	DOT: Office of Inspector General	2,000,000
Pipeline & Hazardous Materials Administration	Pipeline Safety	1,000,000
MARAD: Operations & Training	Maritime Guaranteed Loan (Title XI) Program Account.	3,630,000

UNDER TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Account from which the transfer is made	Account to which the transfer is made	Amount
FHA MMI Program Account	Working Capital Fund	$70,794,000
Any HUD Account*	Transformation Initiative	≤1 %

* Accounts from which funds may not be transferred: Tenant-Based Rental Assistance, Project-Based Rental Assistance, Public Housing Operating Fund, Management and Administration, Native Hawaiian Loan Guarantee Fund, and Indian Housing Loan Guarantee Fund.

RESCISSIONS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following table is submitted describing the rescissions recommended in the accompanying bill:

''Rental Housing Assistance'', $27,600,000.

COMPARISON WITH THE BUDGET RESOLUTION

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives requires an explanation of compliance with section 308(a)(1)(A) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93-344), as amended, which requires that the report accompanying a bill providing new budget authority contain a statement detailing how that authority compares with the reports submitted under section 302 of the Act for the most recently agreed to concurrent resolution on the budget for the fiscal year from the Committee's section 302(a) allocation.

FIVE-YEAR OUTLAY PROJECTIONS

In compliance with section 308(a)(1)(B) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93-344), as amended, the following table contains five-year projections associated with the budget authority provided in the accompanying bill as provided to the Committee by the Congressional Budget Office.

ASSISTANCE TO STATE AND LOCAL GOVERNMENTS

In accordance with section 308(a)(1)(C) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93-344), as amended, the Congressional Budget Office has provided the following estimates of new budget authority and outlays provided by the accompanying bill for financial assistance to state and local governments.

BUDGETARY IMPACT OF FY 2010 TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93–344, AS AMENDED

[In millions of dollars]

	302 (b) Allocation		This Bill	
	Budget authority	Outlays	Budget authority	Outlays
Comparison of amounts in the bill with Committee allocation to its subcommittees of amounts in the First Concurrent Resolution for 2010: Subcommittee on Transportation, Housing and Urban Development, and Related Agencies:				
General purpose discretionary	68,821	135,163	68,823	[1] 134,585
Mandatory	0	0	0	0
Projection of outlays associated with the recommendation:				
2010	n.a.	n.a.	n.a.	[2] 48,254
2011	n.a.	n.a.	n.a.	34,158
2012	n.a.	n.a.	n.a.	16,117
2013	n.a.	n.a.	n.a.	7,654
2014 and future years	n.a.	n.a.	n.a.	10,843
Financial assistance to state and local governments for 2010	n.a.	n.a.	35,331	[2] 30,051

[1] Includes outlays from prior-year budget authority.
[2] Excludes outlays from prior-year budget authority.
n.a.: not applicable

CONSTITUTIONAL AUTHORITY

Clause 3(d)(1) of rule XIII of the Rules of the House of Representatives states that:

> Each report of a committee on a bill or joint resolution of a public character shall include a statement citing the specific powers granted to the Congress in the Constitution to enact the law proposed by the bill or joint resolution.

The Committee on Appropriations bases its authority to report this legislation from Clause 7 of Section 9 of Article I of the Constitution of the United States of America, which states:

> No money shall be drawn from the Treasury but in consequence of Appropriations made by law. * * *

Appropriations contained in this Act are made pursuant to this specific power granted by the Constitution.

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the following is a statement of general performance goals and objectives for which this measure authorizes funding:

> The Committee on Appropriations considers program performance, including a program's success in developing and attaining outcome-related goals and objectives in developing funding recommendations.

COMPLIANCE WITH RULE XIII, CL. 3(E) (RAMSEYER RULE)

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

CHAPTER 443 OF TITLE 49, UNITED STATES CODE

CHAPTER 443—INSURANCE

* * * * * * *

§ 44302. General authority

(a) * * *

* * * * * * *

(f) EXTENSION OF POLICIES.—

(1) IN GENERAL.—The Secretary shall extend through September 30, ¿2009 *2010*, and may extend through December 31, ¿2009 *2010*, the termination date of any insurance policy that the Department of Transportation issued to an air carrier under subsection (a) and that is in effect on the date of enactment of this subsection on no less favorable terms to the air carrier than existed on June 19, 2002; except that the Secretary shall amend the insurance policy, subject to such terms and conditions as the Secretary may prescribe, to add coverage for losses or injuries to aircraft hulls, passengers, and crew at the limits carried by air carriers for such losses and injuries as of such date of enactment and at an additional premium comparable to the premium charged for third-party casualty coverage under such policy.

* * * * * * *

§ 44303. Coverage

(a) * * *

(b) AIR CARRIER LIABILITY FOR THIRD PARTY CLAIMS ARISING OUT OF ACTS OF TERRORISM.—For acts of terrorism committed on or to an air carrier during the period beginning on September 22, 2001, and ending on December 31, ¿2009 *2010*, the Secretary may certify that the air carrier was a victim of an act of terrorism and in the Secretary's judgment, based on the Secretary's analysis and conclusions regarding the facts and circumstances of each case, shall not be responsible for losses suffered by third parties (as referred to in section 205.5(b)(1) of title 14, Code of Federal Regulations) that exceed $100,000,000, in the aggregate, for all claims by such parties arising out of such act. If the Secretary so certifies, the air carrier shall not be liable for an amount that exceeds $100,000,000, in the aggregate, for all claims by such parties arising out of such act, and the Government shall be responsible for any liability above such amount. No punitive damages may be awarded against an air carrier (or the Government taking responsibility for an air carrier under this subsection) under a cause of action arising out of such act. The Secretary may extend the provi-

sions of this subsection to an aircraft manufacturer (as defined in section 44301) of the aircraft of the air carrier involved.

* * * * * * *

SECTION 51314 OF TITLE 46, UNITED STATES CODE

§ 51314. Limitation on charges and fees for attendance

(a) * * *

(b) EXCEPTION.—The prohibition specified in subsection (a) does not apply with respect to any item or service provided to cadets for which a charge or fee is imposed as of October 5, 1994. The Secretary of Transportation shall notify Congress of any change made by the Academy in the amount of a charge or fee authorized under this subsection. *Such fees shall be credited to the Maritime Administration's Operations and Training appropriation, to remain available until expended, for those expenses directly related to the purposes of the fees. Fees collected in excess of actual expenses may be refunded to the Midshipmen through a mechanism approved by the Secretary. The Academy shall maintain a separate and detailed accounting of fee revenue and all associated expenses.*

SECTION 24 OF THE UNITED STATES HOUSING ACT OF 1937

SEC. 24. DEMOLITION, SITE REVITALIZATION, REPLACEMENT HOUSING, AND TENANT-BASED ASSISTANCE GRANTS FOR PROJECTS.

(a) * * *

* * * * * * *

(m) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated for grants under this section $574,000,000 for ¿fiscal year 2007. *fiscal year 2010.*

* * * * * * *

(o) SUNSET.—No assistance may be provided under this section after ¿September 30, 2008. *September 30, 2010.*

SECTION 605 OF THE NEIGHBORHOOD REINVESTMENT CORPORATION ACT

OFFICERS AND EMPLOYEES

SEC. 605. (a) The board shall have power to select, employ, and fix the salary and benefits of such officers, employees, attorneys, and agents as shall be necessary for the performance of its duties under this title, without regard to the provisions of title 5, United States Code, governing appointments in the competitive service, classification, and General Schedule pay rates, except that no officer, employee, attorney, or agent of the corporation may be paid compensation at a rate in excess of the rate for level IV of the Executive Schedule, *except that the board-appointed officers may be paid salary at a rate not to exceed level II of the Executive Schedule.* The Corporation shall also apply the provisions of section

5307(a)(1), (b)(1) and (b)(2) of title 5, United States Code, governing limitations on certain pay as if its employees were Federal employees receiving payments under title 5.

* * * * * * *

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 1

Date: July 17, 2009
Measure: Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, 2010
Motion by: Wolf
Description of Motion: An amendment to prohibit the Department of Transportation from enforcing the prohibition against the construction of commercial establishments in safety rest areas within the rights-of-way of the Interstate system but only with respect to the Commonwealth of Virginia.
Results: Rejected, 26 yeas to 32 nays.

Members Voting Yea	*Members Voting Nay*
Mr. Aderholt	Mr. Berry
Mr. Alexander	Mr. Boyd
Mr. Bonner	Mr. Chandler
Mr. Calvert	Mr. Davis
Mr. Carter	Ms. DeLauro
Mr. Cole	Mr. Dicks
Mr. Crenshaw	Mr. Edwards
Mr. Culberson	Mrs. Emerson
Mr. Frelinghuysen	Mr. Farr
Ms. Granger	Mr. Fattah
Mr. Jackson	Mr. Hinchey
Mr. Kennedy	Mr. Honda
Mr. Latham	Mr. Israel
Mr. Lewis	Ms. Kaptur
Mr. Mollohan	Ms. Kilpatrick
Mr. Moran	Mr. Kingston
Mr. Price	Mr. LaTourette
Mr. Rehberg	Ms. Lee
Mr. Rogers	Mrs. Lowey
Mr. Serrano	Ms. McCollum
Mr. Simpson	Mr. Murtha
Mr. Visclosky	Mr. Obey
Mr. Wamp	Mr. Olver
Ms. Wasserman Schultz	Mr. Pastor
Mr. Wolf	Mr. Rodriguez
Mr. Young	Mr. Rothman
	Ms. Roybal-Allard
	Mr. Ruppersberger
	Mr. Ryan
	Mr. Salazar
	Mr. Schiff
	Mr. Tiahrt

ROLL CALL NO.2

Date: July 17, 2009
Measure: Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, 2010
Motion by: Culberson
Description of Motion: An amendment to reduce the authority to purchase troubled assets under the Emergency Economic Stabilization Act of 2008 by the amount of assistance repaid by financial institutions.
Results: Rejected, 23 yeas to 36 nays.

Members Voting Yea

Mr. Aderholt
Mr. Alexander
Mr. Bonner
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mrs. Emerson
Mr. Frelinghuysen
Ms. Granger
Mr. Kingston
Mr. Kirk
Mr. Latham
Mr. LaTourette
Mr. Lewis
Mr. Rehberg
Mr. Rogers
Mr. Simpson
Mr. Tiahrt
Mr. Wamp
Mr. Wolf
Mr. Young

Members Voting Nay

Mr. Berry
Mr. Boyd
Mr. Chandler
Mr. Davis
Ms. DeLauro
Mr. Dicks
Mr. Edwards
Mr. Farr
Mr. Fattah
Mr. Hinchey
Mr. Honda
Mr. Israel
Mr. Jackson
Ms. Kaptur
Mr. Kennedy
Ms. Kilpatrick
Ms. Lee
Mrs. Lowey
Ms. McCollum
Mr. Mollohan
Mr. Moran
Mr. Murtha
Mr. Obey
Mr. Olver
Mr. Pastor
Mr. Price
Mr. Rodriguez
Mr. Rothman
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Salazar
Mr. Schiff
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

ROLL CALL NO.3

Date: July 17, 2009
Measure: Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, 2010
Motion by: Tiahrt
Description of Motion: An amendment to transfer $3,000,000,000 of funds not otherwise appropriated to the Highway Trust Fund, reduce the Capital Assistance for High Speed Corridors and Intercity Passenger Rail from $4,000,000,000 to $1,000,000,000, and strike the Secretary of Transportation's ability to transfer up to $2,000,000,000 to a National Infrastructure Bank, if authorized.
Results: Rejected, 22 yeas to 37 nays.

Members Voting Yea

Mr. Aderholt
Mr. Alexander
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mrs. Emerson
Mr. Frelinghuysen
Ms. Granger
Mr. Kingston
Mr. Kirk
Mr. Latham
Mr. LaTourette
Mr. Lewis
Mr. Rehberg
Mr. Rogers
Mr. Simpson
Mr. Tiahrt
Mr. Wamp
Mr. Wolf
Mr. Young

Members Voting Nay

Mr. Berry
Mr. Bishop
Mr. Boyd
Mr. Chandler
Mr. Davis
Ms. DeLauro
Mr. Dicks
Mr. Edwards
Mr. Farr
Mr. Fattah
Mr. Hinchey
Mr. Honda
Mr. Israel
Mr. Jackson
Ms. Kaptur
Mr. Kennedy
Ms. Kilpatrick
Ms. Lee
Mrs. Lowey
Ms. McCollum
Mr. Mollohan
Mr. Moran
Mr. Murtha
Mr. Obey
Mr. Olver
Mr. Pastor
Mr. Price
Mr. Rodriguez
Mr. Rothman
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Salazar
Mr. Schiff
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

DISCLOSURE OF EARMARKS AND CONGRESSIONALLY DIRECTED SPENDING ITEMS

DIRECTED SPENDING BY CONGRESS AND BY THE EXECUTIVE BRANCH

This bill contains $9.74 billion in grant funding awarded solely at the discretion of the Administration, and $1.9 billion in funding requested by the President for specific projects. In addition to placing a one year moratorium on earmarks in appropriations bills enacted in 2007 so that new rules could be put in place, the Committee has subsequently taken unprecedented action to increase transparency and reduce funding for earmarks. This bill continues to further reduce earmarks in 2010, by 28 percent below 2009. In this bill since 2006, the total funding earmarked has been reduced by 41 percent. This year earmarked funding will equal one-half of one percent of the cost of the bill. It should also be noted that under the policies adopted by the Committee the use of member earmarks awarded to for-profit entities as a functional equivalent of no bid contracts is ended. In cases where the Committee funds an earmark designated for a for-profit entity, the Committee includes legislative language requiring the Executive Branch to nonetheless issue a request for proposal that gives other entities an opportunity to apply and requires the agency to evaluate all bids received and make a decision based on merit. This gives the original designee an opportunity to be brought to the attention of the agency, but with the possibility that an alternative entity may be selected.

2006	2008		2009		2010 Committee	
$ in millions	#	$ in millions	#	$ in millions	#	$ in millions
$2,145	2,066	$1,813	1,772	$1,487	1,032	$536

CONGRESSIONAL EARMARKS

The following table is submitted in compliance with clause 9 of rule XXI, and lists the congressional earmarks (as defined in paragraph (e) of clause 9) contained in the bill or in this report. Neither the bill nor the report contain any limited tax benefits or limited tariff benefits as defined in paragraphs (f) or (g) of clause 9 of rule XXI.

DEPARTMENT OF TRANSPORTATION
[Presidentially Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)	
				Administration	House
Federal Aviation Administration	Facilities and Equipment	Seattle-Tacoma International Airport—ALSF-2 support structure at runway end 16C, Seattle, WA	$4,000,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Broomfield, CO	$4,632,607	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Champaign, IL	$8,368,553	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Cleveland, OH	$5,095,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Dayton, OH	$1,121,654	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Fort Lauderdale, FL	$8,951,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Gulfport, MS	$5,642,940	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Houston, TX	$8,990,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Islip, NY	$1,309,823	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Kalamazoo,MI	$6,992,500	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Kona, HI	$3,160,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	LaGuardia, NY	$1,406,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Las Cruces, NM	$100,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Las Vegas, NV	$71,415,552	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Memphis, TN	$3,821,375	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Missoula, MT	$932,200	The President	

DEPARTMENT OF TRANSPORTATION—Continued
[Presidentially Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)	
				Administration	House
Federal Aviation Administration	Terminal Air Traffic Facilities	New York, NY	$6,379,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Pensacola, FL	$1,924,610	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Reno, NV	$1,301,742	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	San Francisco, CA	$21,000,000	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	Traverse City, MI	$3,501,458	The President	
Federal Aviation Administration	Terminal Air Traffic Facilities	West Palm Beach, FL	$1,508,455	The President	
Federal Transit Administration	Capital Investment Grants	Bellevue-Redmond BRT, King County, WA	$9,368,193	The President	Reichert
Federal Transit Administration	Capital Investment Grants	Central Florida Commuter Rail Transit (FFGA), Orlando, FL	$40,000,000	The President	
Federal Transit Administration	Capital Investment Grants	Central Link Initial Segment, Seattle, WA	$3,144,294	The President	
Federal Transit Administration	Capital Investment Grants	Central Phoenix/East Valley Light Rail, Phoenix, AZ	$61,249,903	The President	Pastor (AZ); Mitchell
Federal Transit Administration	Capital Investment Grants	Commuter Rail Improvements, Fitchburg, MA	$37,452,000	The President	
Federal Transit Administration	Capital Investment Grants	Dulles Corridor Metrorail Project Extension to Wiehle Avenue, Washington, DC	$85,000,000	The President	Connolly (VA); Moran (VA); Wolf
Federal Transit Administration	Capital Investment Grants	Houston North Corridor LRT (FFGA), Houston, TX	$75,000,000	The President	Culberson; Green, Al; Green, Gene; Jackson-Lee (TX)
Federal Transit Administration	Capital Investment Grants	Houston Southeast Corridor LRT (FFGA), Houston, TX	$75,000,000	The President	Green, Gene
Federal Transit Administration	Capital Investment Grants	Hudson-Bergen MOS-2, Northern NJ	$11,039	The President	Payne

Federal Transit Administration	Capital Investment Grants	Largo Metrorail Extension, Washington, DC	$347,000	The President	
Federal Transit Administration	Capital Investment Grants	Livermore-Amador Route 10 BRT, Livermore, CA	$79,900	The President	Tauscher
Federal Transit Administration	Capital Investment Grants	Long Island Rail Road East Side Access, New York, NY	$215,000,000	The President	Bishop (NY); King (NY)
Federal Transit Administration	Capital Investment Grants	Los Angeles-Wilshire Blvd Bus-Only Lane, Los Angeles, CA	$13,558,474	The President	Watson
Federal Transit Administration	Capital Investment Grants	Mason Corridor BRT, Fort Collins, CO	$54,505,728	The President	
Federal Transit Administration	Capital Investment Grants	Metro Express-Airport Way Corridor BRT Project, San Joaquin, CA	$2,808,825	The President	Cardoza; McNerney
Federal Transit Administration	Capital Investment Grants	Metro Gold Line Eastside Extension, Los Angeles, CA	$9,582,551	The President	Roybal-Allard
Federal Transit Administration	Capital Investment Grants	Metro Rapid Bus System Gap Closure, Los Angeles, CA	$23,326	The President	
Federal Transit Administration	Capital Investment Grants	MetroRapid BRT, Austin, TX	$17,390,000	The President	
Federal Transit Administration	Capital Investment Grants	Monterey Bay Rapid Transit, Monterey, CA	$2,830,042	The President	
Federal Transit Administration	Capital Investment Grants	Mountain Links BRT, Flagstaff, AZ	$681,942	The President	
Federal Transit Administration	Capital Investment Grants	North Shore LRT Connector, Pittsburgh, PA	$6,153	The President	
Federal Transit Administration	Capital Investment Grants	Northern NJ Access to the Region's Core (ESWA), Northern NJ	$200,000,000	The President	Holt; Pascrell; Payne; Rothman (NJ); Sires
Federal Transit Administration	Capital Investment Grants	Northstar Corridor Rail, Minneapolis-Big Lake, MN	$711,661	The President	
Federal Transit Administration	Capital Investment Grants	Northwest/Southeast LRT MOS, Dallas, TX	$86,249,717	The President	Johnson, Eddie Bernice
Federal Transit Administration	Capital Investment Grants	Pacific Highway South BRT, King County, WA	$6,815	The President	
Federal Transit Administration	Capital Investment Grants	Ravenswood Line Extension, Chicago, IL	$304,744	The President	
Federal Transit Administration	Capital Investment Grants	Roaring Fork Valley, BRT Project, Roaring Fork, CO	$810,000	The President	Salazar
Federal Transit Administration	Capital Investment Grants	Sacramento South Corridor Phase II (FFGA), Sacramento, CA	$40,000,000	The President	Matsui
Federal Transit Administration	Capital Investment Grants	Salt Lake City-Mid Jordan LRT, Salt Lake City, UT	$100,000,000	The President	

DEPARTMENT OF TRANSPORTATION—Continued
[Presidentially Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)	
				Administration	House
Federal Transit Administration	Capital Investment Grants	San Bernadino, E Street Corridor sbX BRT, San Bernadino, CA	$32,370,000	The President	Baca; Miller, Gary
Federal Transit Administration	Capital Investment Grants	San Diego-Mid-City Rapid, San Diego, CA	$2,359,850	The President	
Federal Transit Administration	Capital Investment Grants	Second Avenue Subway Phase I, New York, NY	$197,182,000	The President	Maloney
Federal Transit Administration	Capital Investment Grants	South Corridor I-205/Portland Mall LRT, Portland, OR	$74,229,000	The President	Blumenauer; Wu
Federal Transit Administration	Capital Investment Grants	Southeast Corridor LRT, Denver, CO	$10,312	The President	DeGette
Federal Transit Administration	Capital Investment Grants	Troost Corridor BRT, Kansas City, MO	$6,022	The President	
Federal Transit Administration	Capital Investment Grants	University Link LRT Extension, Seattle, WA	$110,000,000	The President	
Federal Transit Administration	Capital Investment Grants	Weber County-Salt Lake City Commuter Rail, Salt Lake City, UT	$80,000,000	The President	Bishop (UT)
Federal Transit Administration	Capital Investment Grants	West Corridor LRT, Denver, CO	$100,000,000	The President	DeGette; Perlmutter

DEPARTMENT OF TRANSPORTATION
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	Advanced Power Train Systems Integration Research Facility in the National Transportation Research Center, TN	$250,000	Wamp
Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	Earthworks Engineering Research Center-EERC, Iowa State University, IA	$500,000	Latham
Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	Great Lakes Maritime Research Institute, MN/WI	$450,000	Obey

Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	Jet Engine Technology Inspection to Support Continued Airworthiness—JET, Iowa State University, IA	$700,000	Latham
Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	Mobility 1st Service	$750,000	Kilpatrick (MI); Conyers
Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	Northern Lights Express	$500,000	Oberstar
Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	Positive Train Control System	$1,000,000	Eshoo; Speier
Department of Transportation, Office of the Secretary	Transportation Planning, Research, and Development	University of Kansas Engine Test Cell Upgrade, KS	$350,000	Moran (KS)
Federal Aviation Administration	Airport Improvement Program	Airport Apron Expansion, Wasilla, AK	$500,000	Young (AK)
Federal Aviation Administration	Airport Improvement Program	Albuquerque International Sunport general aviation aircraft parking ramp replacement, NM	$275,000	Heinrich
Federal Aviation Administration	Airport Improvement Program	Alliance Airport runway extension program, TX	$750,000	Burgess; Granger
Federal Aviation Administration	Airport Improvement Program	Alpine Airport runway and terminal improvements, TX	$500,000	Rodriguez
Federal Aviation Administration	Airport Improvement Program	Atmore Airport access road, runway lights, and safety imrovements, AL	$475,000	Bonner
Federal Aviation Administration	Airport Improvement Program	Bradford County Airport runway extension, PA	$250,000	Carney
Federal Aviation Administration	Airport Improvement Program	Branch County Memorial Airport green building terminal improvements, Coldwater MI	$450,000	Schauer
Federal Aviation Administration	Airport Improvement Program	Burlington-Alamance County Regional Airport runway and taxiway project, NC	$1,000,000	Coble
Federal Aviation Administration	Airport Improvement Program	Chautauqua County Dunkirk Airport runway construction, NY	$1,000,000	Higgins
Federal Aviation Administration	Airport Improvement Program	Crisp County Airport various improvements, GA	$300,000	Bishop (GA)

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Aviation Administration	Airport Improvement Program	DeKalb Taylor Municipal Airport Drainage Upgrades, IL	$500,000	Foster
Federal Aviation Administration	Airport Improvement Program	Delta Regional Airport airfield runway, taxiway and apron improvements, AR	$1,200,000	Berry
Federal Aviation Administration	Airport Improvement Program	Denver International Airport west airfield taxiway improvements, CO	$500,000	DeGette
Federal Aviation Administration	Airport Improvement Program	Des Moines International Airport Runway 13R/31L Land Acquisition, Des Moines, IA	$500,000	Boswell
Federal Aviation Administration	Airport Improvement Program	Detroit International Airport rehabilitate taxiway A and east end runway, MI	$500,000	Conyers
Federal Aviation Administration	Airport Improvement Program	Fairfield County Airport Runway and Taxiway Rehabilitation,SC	$175,000	Spratt
Federal Aviation Administration	Airport Improvement Program	Fernandina Beach Municipal Airport taxiway improvements, FL	$1,000,000	Crenshaw
Federal Aviation Administration	Airport Improvement Program	Florence Regional Airport drainage and concourse improvements, SC	$500,000	Clyburn
Federal Aviation Administration	Airport Improvement Program	Floyd Bennett Memorial/Warren County Airport Improvements, NY	$850,000	Murphy (NY)
Federal Aviation Administration	Airport Improvement Program	Gainesville Airport general aviation apron reconstruction, FL	$750,000	Brown, Corrine
Federal Aviation Administration	Airport Improvement Program	Glynn County Airport airfield and taxiway improvements, GA	$1,100,000	Kingston
Federal Aviation Administration	Airport Improvement Program	Grand Forks International Airport Terminal Replacement, Grand Forks, ND	$500,000	Pomeroy
Federal Aviation Administration	Airport Improvement Program	Grand Junction Regional Airport Commercial Apron Rehabilitation, CO	$500,000	Salazar

Federal Aviation Administration	Airport Improvement Program	Guam International Airport Authority—Terminal Security Enhancements	$750,000	Bordallo
Federal Aviation Administration	Airport Improvement Program	Huntsville Airport Authority air carrier and ramp enhancements, AL	$250,000	Griffith
Federal Aviation Administration	Airport Improvement Program	Imperial County Airport Feasibility Study, Imperial County, CA	$100,000	Filner
Federal Aviation Administration	Airport Improvement Program	Jackson-Evers International Airport, essential air field infrastructure improvements, MS	$750,000	Harper
Federal Aviation Administration	Airport Improvement Program	Keokuk Municipal Airport rehabilitation and remarking airfield pavements, IA	$300,000	Loebsack
Federal Aviation Administration	Airport Improvement Program	Lewiston-Auburn Municiap Airport data collection, preliminary design, land acquisition, permitting and environmental assessment, ME	$500,000	Michaud
Federal Aviation Administration	Airport Improvement Program	Los Alamos County Airport runway rehabilitation, NM	$800,000	Lujan
Federal Aviation Administration	Airport Improvement Program	Mobile Downtown Airport taxiway A improvements, AL	$1,500,000	Bonner
Federal Aviation Administration	Airport Improvement Program	Montgomery County Airport Airfield Pavement Rehabilitation, NC	$500,000	Kissell
Federal Aviation Administration	Airport Improvement Program	Niagara Falls International Airport runway improvements, NY	$725,000	Lee (NY)
Federal Aviation Administration	Airport Improvement Program	Oberlin Municipal Airport runway realignment and lengthening project, KS	$500,000	Moran (KS)
Federal Aviation Administration	Airport Improvement Program	Ogden-Hinckley Airport runway improvements, UT	$500,000	Bishop (UT)
Federal Aviation Administration	Airport Improvement Program	Oxford-Henderson Airport Enhancement Project, NC	$300,000	Butterfield
Federal Aviation Administration	Airport Improvement Program	Pellston Regional Airport snow removal and aircraft rescue and firefighting building improvements, MI	$800,000	Stupak
Federal Aviation Administration	Airport Improvement Program	Perry-Foley Airport Resurfacing of Primary Runway 18/36, FL	$1,000,000	Boyd
Federal Aviation Administration	Airport Improvement Program	Peter Prince Airport, Santa Rosa County, runway hold bays construction, FL	$500,000	Miller (FL)

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Aviation Administration	Airport Improvement Program	Phoenix Sky Harbor International Airport Taxiway Alpha, Phoenix, AZ	$2,000,000	Pastor (AZ)
Federal Aviation Administration	Airport Improvement Program	Richard Downing Airport runway extension, OH	$450,000	Space
Federal Aviation Administration	Airport Improvement Program	Richard Russell Regional Airport (Floyd County, GA) midfield taxiway improvements, GA	$250,000	Gingrey (GA)
Federal Aviation Administration	Airport Improvement Program	Richmond County Airport Runway Safety Area Project, NC	$400,000	Kissell
Federal Aviation Administration	Airport Improvement Program	San Marcos Airport Improvements—North Side Terminal, TX	$400,000	Doggett
Federal Aviation Administration	Airport Improvement Program	Sandusky County Regional Airport (S24) taxiway project, OH	$500,000	Latta
Federal Aviation Administration	Airport Improvement Program	SC-TAC Airport taxiway B improvements, SC	$750,000	Inglis
Federal Aviation Administration	Airport Improvement Program	South Texas International Airport runway and fire safefy improvements, TX	$500,000	Hinojosa
Federal Aviation Administration	Airport Improvement Program	St. Clair County International Airport runway extension, MI	$500,000	Miller (MI)
Federal Aviation Administration	Airport Improvement Program	St. Petersburg-Clearwater International Airport runway and taxiway improvements, FL	$1,000,000	Young (FL)
Federal Aviation Administration	Airport Improvement Program	Stinson Airport runway, signage, lighting and drainage improvements, TX	$1,200,000	Rodriguez
Federal Aviation Administration	Airport Improvement Program	Sumner County Regional Airport airport road re-location, TN	$500,000	Gordon (TN)
Federal Aviation Administration	Airport Improvement Program	Texarkana Regional Airport fire station project, TX	$750,000	Hall (TX)
Federal Aviation Administration	Airport Improvement Program	Toledo Express Airport Improvements, OH	$500,000	Kaptur
Federal Aviation Administration	Airport Improvement Program	Tulsa International Airport, Memorial Drive and waterline project, OK	$500,000	Sullivan

Federal Aviation Administration	Airport Improvement Program	Twin County Airport obstruction removal and runway safety improvement, VA	$500,000	Boucher
Federal Aviation Administration	Airport Improvement Program	Virginia Tech Airport runway rehabilitiation, VA	$500,000	Boucher
Federal Aviation Administration	Airport Improvement Program	Washington County Airport runway 9/27 overlay project, PA	$500,000	Murphy, Tim
Federal Aviation Administration	Airport Improvement Program	Waterbury-Oxford Airport runway protection zone improvements, CT	$500,000	Murphy (CT)
Federal Aviation Administration	Airport Improvement Program	Wilkes-Barre/Scranton International Airport intermoal center design/construction, PA	$500,000	Kanjorski
Federal Aviation Administration	Airport Improvement Program	Wittman Regional Airport runway project, Oshkosh, WI	$950,000	Petri
Federal Aviation Administration	Facilities and Equipment	Runway 36L Glide Slope, Napa County Airport, CA	$280,000	Thompson (CA)
Federal Aviation Administration	Facilities and Equipment	Arlington Municipal Airport—Medium Approach Lighting System (MALSR) installation, Arlington, TX	$637,000	Barton (TX)
Federal Aviation Administration	Facilities and Equipment	Castle Airport Instrument Landing System, CA	$520,000	Cardoza
Federal Aviation Administration	Facilities and Equipment	Hazard-Perry County Airport Instrument Landing System, Hazard, KY	$500,000	Rogers (KY)
Federal Aviation Administration	Facilities and Equipment	Kinston Regional Jetport ILS Upgrade, NC	$500,000	Butterfield
Federal Aviation Administration	Facilities and Equipment	Lighting Improvements, Southern Vermont Regional Airport, North Clarendon, VT	$800,000	Welch
Federal Aviation Administration	Facilities and Equipment	Reno-Tahoe International Airport, Approach Surveillance Radar (ASR-11), Reno, NV	$263,000	Heller
Federal Aviation Administration	Research (FAA)	National Institute for Aviation Research (NAIR)	$1,000,000	Tiahrt
Federal Aviation Administration	Research (FAA)	National Institute for Aviation Research (NIAR)	$1,000,000	Tiahrt
Federal Highway Administration	Delta Regional Transportation Development Program	Chalk Bluff Road, Clay County, AR	$600,000	Berry

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Delta Regional Transportation Development Program	Chouteau Parkway Conceptual Design, MO	$400,000	Graves
Federal Highway Administration	Delta Regional Transportation Development Program	Clearview at Earhart Drainage, LA	$400,000	Scalise
Federal Highway Administration	Delta Regional Transportation Development Program	East Metropolitan Corridor, Rankin County, MS	$250,000	Harper
Federal Highway Administration	Delta Regional Transportation Development Program	I-20 Lincoln Parish, Ruston, LA	$500,000	Alexander
Federal Highway Administration	Delta Regional Transportation Development Program	Interchanges in Cabot, AR	$500,000	Berry
Federal Highway Administration	Delta Regional Transportation Development Program	LA 1088 Interchange, LA	$400,000	Scalise
Federal Highway Administration	Delta Regional Transportation Development Program	Master Planning for I-10, LA	$400,000	Cao
Federal Highway Administration	Delta Regional Transportation Development Program	New Interchange, US 61 @ S. Lincoln Dr, Troy, MO	$400,000	Akin
Federal Highway Administration	Delta Regional Transportation Development Program	Southeast Arkansas Intermodal Facility	$475,000	Ross
Federal Highway Administration	Ferry Boats and Terminal Facilities	Ashtabula City Port Authority, OH	$500,000	LaTourette
Federal Highway Administration	Ferry Boats and Terminal Facilities	Berkeley/Albany to San Francisco Ferry Service, CA	$1,000,000	Pelosi; Lee (CA)
Federal Highway Administration	Ferry Boats and Terminal Facilities	Glen Cove Ferry Terminal, NY	$1,000,000	King (NY)
Federal Highway Administration	Ferry Boats and Terminal Facilities	Long Branch Pier and Ferry Terminal, NJ	$300,000	Pallone

Federal Highway Administration	Ferry Boats and Terminal Facilities	Mayport Ferry Rehabilitation, Jacksonville, FL	$500,000	Crenshaw
Federal Highway Administration	Ferry Boats and Terminal Facilities	Ocean Beach Ferry Terminal Enhancement, NY	$600,000	Israel
Federal Highway Administration	Ferry Boats and Terminal Facilities	Reconstruction of the Bayshore Ferry Terminal Bulkhead, Saltaire, NY	$250,000	Israel
Federal Highway Administration	Ferry Boats and Terminal Facilities	Refurbished Passenger Ferry, VI	$200,000	Christensen
Federal Highway Administration	Federal lands (Public Lands Highways)	New Frederick Douglass Memorial Bridge Design and Construction Project, DC	$2,300,000	Hoyer; Norton
Federal Highway Administration	Federal lands (Public Lands Highways)	116th Street NE Interchange Improvements Project, Tulalip Tribes, WA	$800,000	Larsen (WA)
Federal Highway Administration	Federal lands (Public Lands Highways)	Arizona Forest Highway 39, Tucson, AZ	$1,200,000	Giffords
Federal Highway Administration	Federal lands (Public Lands Highways)	Asphalt Paving on road to Crow Creek Tribal Schools Stephan Campus, SD	$500,000	Herseth Sandlin
Federal Highway Administration	Federal lands (Public Lands Highways)	Baltimore Washington Parkway Feasibility Study, MD	$1,000,000	Ruppersberger
Federal Highway Administration	Federal lands (Public Lands Highways)	Boulder City/CANAMEX Bypass, NV	$600,000	Titus
Federal Highway Administration	Federal lands (Public Lands Highways)	BRAC Related Improvements in Anne Arundel County, MD	$1,000,000	Sarbanes; Ruppersberger
Federal Highway Administration	Federal lands (Public Lands Highways)	BRAC-related Improvements—Andrews Air Force Base, MD	$500,000	Edwards (MD)
Federal Highway Administration	Federal lands (Public Lands Highways)	BRAC-Related Improvements in Harford County, Maryland	$1,250,000	Bartlett; Kratovil; Ruppersberger
Federal Highway Administration	Federal lands (Public Lands Highways)	BRAC-Related Improvements in Montgomery County, MD	$3,250,000	Van Hollen; Bartlett
Federal Highway Administration	Federal lands (Public Lands Highways)	C & D Canal Trail Improvements, DE	$1,000,000	Castle
Federal Highway Administration	Federal lands (Public Lands Highways)	Cahaba River National Wildlife Refuge overlook park parking lot and turn lanes, AL	$298,000	Bachus
Federal Highway Administration	Federal lands (Public Lands Highways)	Cheaha State Park Talladega National Forest Tourism Access, AL	$500,000	Rogers (AL)

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Federal lands (Public Lands Highways)	Chula Vista Nature Center Road Re-Pavement Project, Chula Vista, CA	$500,000	Filner
Federal Highway Administration	Federal lands (Public Lands Highways)	City of Rocks Back Country Byway Relocation, ID	$1,000,000	Simpson
Federal Highway Administration	Federal lands (Public Lands Highways)	Community Streets New Construction, Bullhead, SD	$350,000	Herseth Sandlin
Federal Highway Administration	Federal lands (Public Lands Highways)	Crack sealing and chip seal on BIA #1 Rosebud to Highway 18 Junction, SD	$150,000	Herseth Sandlin
Federal Highway Administration	Federal lands (Public Lands Highways)	Doyle Drive Replacement, San Francisco, CA	$2,000,000	Pelosi
Federal Highway Administration	Federal lands (Public Lands Highways)	Flight 93 National Memorial, Public Lands Transportation Needs, Somerset, PA	$4,000,000	Shuster; Olver
Federal Highway Administration	Federal lands (Public Lands Highways)	Forest Highway 171 Widening, Butte County, CA	$2,000,000	Herger
Federal Highway Administration	Federal lands (Public Lands Highways)	Fort Baker Transportation Improvements, CA	$750,000	Woolsey
Federal Highway Administration	Federal lands (Public Lands Highways)	Fort Drum Connector Road, NY	$1,077,000	McHugh
Federal Highway Administration	Federal lands (Public Lands Highways)	Golden Gate National Parks—Park Access, Transit and Trails, CA	$500,000	Pelosi
Federal Highway Administration	Federal lands (Public Lands Highways)	Grand Rounds National Scenic Byway Missing Link—Phase I: Design, Acquistions, Environmental Remediation, Construction, MN	$500,000	Ellison
Federal Highway Administration	Federal lands (Public Lands Highways)	Highway 140, Lake County, OR	$1,250,000	Walden
Federal Highway Administration	Federal lands (Public Lands Highways)	Hoover Dam Bypass Bridge, AZ	$1,000,000	Franks (AZ)
Federal Highway Administration	Federal lands (Public Lands Highways)	Mill Creek Highway, Anaconda-Deer Lodge County, MT	$500,000	Rehberg
Federal Highway Administration	Federal lands (Public Lands Highways)	I-15/Devore Interchange Improvements, San Bernardino County, CA	$1,500,000	Dreier

Federal Highway Administration	Federal lands (Public Lands Highways)	Improvements to US 491, Navajo Nation, NM	$500,000	Lujan
Federal Highway Administration	Federal lands (Public Lands Highways)	Jacksonville National Cemetery Access Road, FL	$800,000	Crenshaw
Federal Highway Administration	Federal lands (Public Lands Highways)	Major Thoroughfare Northern Loop, Tupelo, MS	$300,000	Childers
Federal Highway Administration	Federal lands (Public Lands Highways)	Margaret McDermott (I-30) Bridge, TX	$1,000,000	Johnson, Eddie Bernice
Federal Highway Administration	Federal lands (Public Lands Highways)	Martin Road project, City of Huntsville, AL	$600,000	Griffith; Aderholt
Federal Highway Administration	Federal lands (Public Lands Highways)	Needles Highway in Needles, San Bernardino County, CA	$1,000,000	Lewis (CA)
Federal Highway Administration	Federal lands (Public Lands Highways)	Pedestrian Safety Improvements at Suquamish Way and Division Streets, WA	$600,000	Inslee
Federal Highway Administration	Federal lands (Public Lands Highways)	San Juan County Road 370, UT	$1,000,000	Matheson
Federal Highway Administration	Federal lands (Public Lands Highways)	Sequoyah Wildlife Refuge Road Paving, Vian, OK	$800,000	Boren
Federal Highway Administration	Federal lands (Public Lands Highways)	Sharpes Ferry Bridge, FL	$1,200,000	Grayson
Federal Highway Administration	Federal lands (Public Lands Highways)	Snake Road Improvement Project, Seminole Big Cypress Reservation, FL	$500,000	Hastings (FL)
Federal Highway Administration	Federal lands (Public Lands Highways)	Southern Nevada Beltway Interchanges, NV	$1,450,000	Berkley; Titus
Federal Highway Administration	Federal lands (Public Lands Highways)	Stones River National Battlefield Tour Route, TN	$1,500,000	Gordon (TN)
Federal Highway Administration	Federal lands (Public Lands Highways)	Tamiami Trail (U.S. 41) Safety Improvements, Miami, FL	$1,750,000	Diaz-Balart, Mario; Meek (FL); Hastings (FL); Wasserman Schultz; Buchanan
Federal Highway Administration	Federal lands (Public Lands Highways)	Tohono O'odham Nation Highway Improvements, Sells, AZ	$500,000	Grijalva
Federal Highway Administration	Federal lands (Public Lands Highways)	Trail Creek Highway/Forest Highway 66 Reconstruction, Mackay, ID	$2,750,000	Simpson
Federal Highway Administration	Federal lands (Public Lands Highways)	US 40 Northwest Chipseal, CO	$750,000	Salazar
Federal Highway Administration	Federal lands (Public Lands Highways)	US 50 State Realignment, Douglas County, NV	$1,000,000	Heller
Federal Highway Administration	Federal lands (Public Lands Highways)	US Highway 101 Corridor Improvement Project, WA	$1,000,000	Dicks

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Federal lands (Public Lands Highways)	Wolf Trap Performing Arts Multi-Use Trail, Fairfax, VA	$250,000	Moran (VA)
Federal Highway Administration	Interstate Maintenance Discretionary	I-85 Interchange modifications at Pleasant Hill Road, Gwinnett County, GA	$1,000,000	Linder
Federal Highway Administration	Interstate Maintenance Discretionary	79th Street/Stony Island/South Chicago Reconstruction, IL	$900,000	Rush
Federal Highway Administration	Interstate Maintenance Discretionary	Advanced Traffic Management on I-91 Corridor, MA	$1,500,000	Olver
Federal Highway Administration	Interstate Maintenance Discretionary	Bob Hope/I-10 Interchange Project, CA	$500,000	Bono Mack
Federal Highway Administration	Interstate Maintenance Discretionary	Cherry Avenue/I-10 Interchange, County of San Bernardino, CA	$750,000	Baca
Federal Highway Administration	Interstate Maintenance Discretionary	Construction of a new interchange on I-80 at Brisbin Road, Morris, IL	$900,000	Halvorson
Federal Highway Administration	Interstate Maintenance Discretionary	Expansion of Interstate 69, TX	$500,000	Olson; Brady, Kevin; Hall, Ralph; Green, Al; Jackson-Lee
Federal Highway Administration	Interstate Maintenance Discretionary	I-10 at Grove Avenue and Fourth Street Interchange and Grove Avenue Corridor Project, City of Ontario, CA	$950,000	Baca
Federal Highway Administration	Interstate Maintenance Discretionary	I-15/Base Line Road Interchange Improvements, Rancho Cucamonga, CA	$750,000	Dreier
Federal Highway Administration	Interstate Maintenance Discretionary	I-215/University Parkway Interchange in San Bernardino, San Bernardino County, CA	$750,000	Lewis (CA)
Federal Highway Administration	Interstate Maintenance Discretionary	I-255 and Telegraph Road Landscape Improvements, MO	$300,000	Carnahan
Federal Highway Administration	Interstate Maintenance Discretionary	I-277 Access Corridor (S. Main St.) Phase 2, Akron, OH	$500,000	Sutton
Federal Highway Administration	Interstate Maintenance Discretionary	I-29 Fargo North to Sheyenne, ND	$750,000	Pomeroy

Federal Highway Administration	Interstate Maintenance Discretionary	I-35 widening from SH-9 West to North of Main Street, OK	$750,000	Cole
Federal Highway Administration	Interstate Maintenance Discretionary	I-40 Improvements, Durham and Wake County, NC	$2,000,000	Price (NC)
Federal Highway Administration	Interstate Maintenance Discretionary	I-430/I-630 continued development and construction of interchange modifications, Little Rock, AR	$1,000,000	Snyder
Federal Highway Administration	Interstate Maintenance Discretionary	I-471 Repair Between I-275 and Ohio River, Campbell County, KY	$500,000	Davis (KY)
Federal Highway Administration	Interstate Maintenance Discretionary	I-480/Tiedeman Road Interchange Modification, OH	$800,000	Kucinich
Federal Highway Administration	Interstate Maintenance Discretionary	I-5 Columbia River Crossing, OR	$1,000,000	Blumenauer; Schrader
Federal Highway Administration	Interstate Maintenance Discretionary	I-540 Interchange Improvements, Washington-Benton County, AR	$1,000,000	Boozman
Federal Highway Administration	Interstate Maintenance Discretionary	I-580 Corridor Improvements, CA	$1,000,000	Tauscher; McNerney
Federal Highway Administration	Interstate Maintenance Discretionary	I-70 Central Park Boulevard Stapleton Interchange, CO	$1,000,000	DeGette
Federal Highway Administration	Interstate Maintenance Discretionary	I-71/SR 665 Interchange Improvements, Grove City, OH	$1,150,000	Kilroy
Federal Highway Administration	Interstate Maintenance Discretionary	I-74 Bridge Corridor Project, Moline, IL	$1,200,000	Hare
Federal Highway Administration	Interstate Maintenance Discretionary	I-805 Managed Lanes, San Diego, CA	$500,000	Davis (CA)
Federal Highway Administration	Interstate Maintenance Discretionary	I-85 Widening Project, NC	$1,400,000	Kissell; Watt
Federal Highway Administration	Interstate Maintenance Discretionary	I-85/Jimmy Carter Boulevard Bridge Replacement, Gwinnett County, GA	$500,000	Johnson (GA)
Federal Highway Administration	Interstate Maintenance Discretionary	I-95 Interchange at Yamato Road and Spanish River Boulevard Project, City of Boca Raton, FL	$1,000,000	Klein (FL); Wexler
Federal Highway Administration	Interstate Maintenance Discretionary	I-95 Pawtucket River Bridge (Bridge #550) Replacement, replace major bridge and remove deficient bridge from RI State Highway and Bridge System, Pawtucket, RI	$1,000,000	Langevin; Kennedy
Federal Highway Administration	Interstate Maintenance Discretionary	I-95/US 301 Interchange, SC	$1,700,000	Clyburn

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Interstate Maintenance Discretionary	Improvements to I-75 Interchange at Griffin Road, Southwest Ranches, FL	$1,000,000	Wasserman Schultz
Federal Highway Administration	Interstate Maintenance Discretionary	Improvements to I-81, Franklin County, PA	$750,000	Shuster
Federal Highway Administration	Interstate Maintenance Discretionary	Interchange at I-5 and French Camp Road, and Arch-Sperry Road Construction, CA	$800,000	McNerney
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 235/US 54 and I-235/Central Avenue Interchange, Wichita, KS	$750,000	Tiahrt
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 29 Reconstruction/Utility Relocation, Sioux City, IA	$500,000	King (IA)
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 49 North, LA	$750,000	Fleming
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 69 Texas Environmental Studies, TX	$500,000	Brady (TX); Hall, Ralph; Olson; Green, Al; Jackson-Lee
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 69, LA	$750,000	Fleming
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 70 Viaduct Realignment, Topeka, KS	$1,000,000	Jenkins
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 74 Corridor Construction, IA	$1,000,000	Braley (IA)
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 75 Exit 20 redesign and construction, Cleveland, TN	$1,050,000	Wamp
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 94 / Brockton Lane Interchange, MN	$700,000	Paulsen
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate 94, Madison, WI	$1,000,000	Baldwin
Federal Highway Administration	Interstate Maintenance Discretionary	Interstate-20 Interchanges, Parker County, TX	$500,000	Granger
Federal Highway Administration	Interstate Maintenance Discretionary	Kapolei Interchange Complex, HI	$1,000,000	Hirono; Abercrombie

Federal Highway Administration	Interstate Maintenance Discretionary	Kentucky-Ohio River Bridges Project, KY	$1,000,000	Yarmuth
Federal Highway Administration	Interstate Maintenance Discretionary	Latson Road Interchange, Lansing, MI	$500,000	Rogers (MI)
Federal Highway Administration	Interstate Maintenance Discretionary	Methuen Rotary Interchange Reconfiguration, Metheun, MA	$900,000	Tsongas
Federal Highway Administration	Interstate Maintenance Discretionary	MODOT Reconstruct I-44/Range Line Road interchange, Joplin, MO	$550,000	Blunt
Federal Highway Administration	Interstate Maintenance Discretionary	Palm Bay Parkway South Interchange (Palm Bay), FL	$600,000	Posey
Federal Highway Administration	Interstate Maintenance Discretionary	Palm Bay Parkway, I-95 Northern Interchange, FL	$600,000	Posey
Federal Highway Administration	Interstate Maintenance Discretionary	Pennsylvania Turnpike-Interstate 95 Interchange, PA	$500,000	Brady (PA)
Federal Highway Administration	Interstate Maintenance Discretionary	Ranchero Road Corridor Project, CA	$1,000,000	Lewis (CA)
Federal Highway Administration	Interstate Maintenance Discretionary	Safety and Seismic Upgrades to the Shoemaker Bridge, City of Long Beach, CA	$1,000,000	Richardson
Federal Highway Administration	Interstate Maintenance Discretionary	San Diego Freeway (I-5) Widening and Improvement, CA	$750,000	Calvert
Federal Highway Administration	Interstate Maintenance Discretionary	San Diego Freeway (Interstate 405) Improvements, CA	$750,000	Rohrabacher
Federal Highway Administration	Interstate Maintenance Discretionary	SR-56 to I-5 Interchange Connector, San Diego, CA	$1,000,000	Bilbray
Federal Highway Administration	Interstate Maintenance Discretionary	Third Army Road/I-75 Interchange Construction, GA	$750,000	Gingrey (GA)
Federal Highway Administration	Interstate Maintenance Discretionary	Turnpike Improvement Project, DE	$500,000	Castle
Federal Highway Administration	Surface Transportation Priorities	21st Street North Railroad Overpass, KS	$500,000	Tiahrt
Federal Highway Administration	Surface Transportation Priorities	23/101 Freeway Interchange Project, CA	$500,000	Gallegly
Federal Highway Administration	Surface Transportation Priorities	70th Avenue East & Valley Avenue East Corridor Project, Fife, WA	$300,000	Smith (WA)
Federal Highway Administration	Surface Transportation Priorities	Akron-Cleveland Road Bridge Replacement, OH	$750,000	LaTourette
Federal Highway Administration	Surface Transportation Priorities	Alameda Corridor East Grade Separations, Riverside County, CA	$750,000	Calvert; Bono Mack
Federal Highway Administration	Surface Transportation Priorities	Alice's Road Extension/Ashworth Road to University Avenue, IA	$750,000	Latham

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Surface Transportation Priorities	Alsbury Boulevard Construction, TX	$700,000	Edwards (TX)
Federal Highway Administration	Surface Transportation Priorities	Alton Commons Boulevard Improvements, Hilliard, OH	$500,000	Kilroy
Federal Highway Administration	Surface Transportation Priorities	Ansonia Riverwalk, CT	$800,000	DeLauro
Federal Highway Administration	Surface Transportation Priorities	Antelope Valley Project Transportation Improvements, NE	$750,000	Fortenberry
Federal Highway Administration	Surface Transportation Priorities	Anvil Block Road Widening, GA	$500,000	Scott (GA)
Federal Highway Administration	Surface Transportation Priorities	Ashburton Avenue Widening, Yonkers, NY	$900,000	Lowey; Engel
Federal Highway Administration	Surface Transportation Priorities	Atlanta-Chattanooga-Nashville High-Speed Ground Transportation/ Maglev Feasibility Study, Chattanooga, TN	$750,000	Wamp
Federal Highway Administration	Surface Transportation Priorities	Atlantic Boulevard South, CA	$500,000	Roybal-Allard
Federal Highway Administration	Surface Transportation Priorities	Austin Intelligent Transportation Systems, TX	$500,000	Smith (TX)
Federal Highway Administration	Surface Transportation Priorities	AutoTrain Gateway Improvements, Sanford, FL	$750,000	Mica; Brown, Corrine
Federal Highway Administration	Surface Transportation Priorities	Bear Creek Greenway Crossing at Barnett Road, Medford, OR	$500,000	Walden
Federal Highway Administration	Surface Transportation Priorities	Berwick Bridge, Somersworth, NH	$500,000	Shea-Porter
Federal Highway Administration	Surface Transportation Priorities	Black Eagle Road Reconstruction, MT	$500,000	Rehberg
Federal Highway Administration	Surface Transportation Priorities	B-Line Trail Extension, Bloomington, IN	$500,000	Hill
Federal Highway Administration	Surface Transportation Priorities	Boot Road Extension Bridge over Brandywine Creek, PA	$500,000	Gerlach
Federal Highway Administration	Surface Transportation Priorities	Bradley Ave/SR-67 Interchange, CA	$400,000	Hunter
Federal Highway Administration	Surface Transportation Priorities	Broadway and Kansas Avenue Repair Project, KS	$400,000	Moran (KS)

Federal Highway Administration	Surface Transportation Priorities	Building of the Almonaster Bridge Baton Rouge, LA	$400,000	Cao
Federal Highway Administration	Surface Transportation Priorities	Byram-Clinton Norell Corridor Project, MS	$1,000,000	Thompson (MS)
Federal Highway Administration	Surface Transportation Priorities	Cambridge-Isanti Bike-Walking Trail, MN	$400,000	Oberstar
Federal Highway Administration	Surface Transportation Priorities	Capital Beltway South Side Mobility Study, MD	$500,000	Edwards (MD)
Federal Highway Administration	Surface Transportation Priorities	Centerway Arch Bridge and Trail Projects, NY	$500,000	Massa
Federal Highway Administration	Surface Transportation Priorities	Cherry Street Railroad Grade Crossings Improvement Project, MA	$600,000	McGovern
Federal Highway Administration	Surface Transportation Priorities	City of Doral Street Improvement Project, FL	$400,000	Diaz-Balart, Lincoln; Diaz-Balart, Mario
Federal Highway Administration	Surface Transportation Priorities	City of Hialeah Street and Sidewalk Improvements, FL	$400,000	Diaz-Balart, Lincoln
Federal Highway Administration	Surface Transportation Priorities	City of Isanti Pedestrian Bridge over TH 65, MN	$1,200,000	Oberstar
Federal Highway Administration	Surface Transportation Priorities	Clements Mill Bridge Replacement Project, Franklin County, VA	$950,000	Perriello
Federal Highway Administration	Surface Transportation Priorities	Commerce Crossing Bridge over I-20, Rockdale County, GA	$500,000	Johnson (GA); Scott (GA)
Federal Highway Administration	Surface Transportation Priorities	Community Transportation Association of America National Joblinks Program	$1,400,000	Olver
Federal Highway Administration	Surface Transportation Priorities	Computerized traffic control system, Morgantown, WV	$1,000,000	Mollohan
Federal Highway Administration	Surface Transportation Priorities	Construct Four Lane Highway 20 West of U.S. 71, IA	$750,000	King (IA)
Federal Highway Administration	Surface Transportation Priorities	Construction of the I-278 Environmental Shield, Queens, NY	$700,000	Crowley
Federal Highway Administration	Surface Transportation Priorities	County D Extension, Hurley, WI	$950,000	Obey
Federal Highway Administration	Surface Transportation Priorities	County Road R Improvements, Plover, WI	$1,900,000	Obey
Federal Highway Administration	Surface Transportation Priorities	Croix Street, Negaunee, MI	$500,000	Stupak
Federal Highway Administration	Surface Transportation Priorities	Cross Creek Widening, Tampa, FL	$500,000	Bilirakis

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Surface Transportation Priorities	Croton-Harmon Train Station Parking Lot Flood Mitigation and Improvement, NY	$700,000	Hall (NY)
Federal Highway Administration	Surface Transportation Priorities	Davie Road Upgrade, Davie, FL	$500,000	Wasserman Schultz
Federal Highway Administration	Surface Transportation Priorities	Deck RepairChester Bridge, Perry County, MO	$500,000	Emerson
Federal Highway Administration	Surface Transportation Priorities	Demolition of Congress Street Bridge, Bridgeport, CT	$500,000	Himes
Federal Highway Administration	Surface Transportation Priorities	Design of Comprehensive City-Wide Mass Transit System in Ponce, PR	$400,000	Pierluisi
Federal Highway Administration	Surface Transportation Priorities	Downtown Development Authority Streetscape, Dahlonega, GA	$392,000	Deal
Federal Highway Administration	Surface Transportation Priorities	Downtown Streetscape and Pedestrian Improvements (Final Phase), Borough of North Plainfield, NJ	$300,000	Lance
Federal Highway Administration	Surface Transportation Priorities	Downtown Streetscaping Project, Pittsfield, MA	$500,000	Olver
Federal Highway Administration	Surface Transportation Priorities	Downtown Tacoma Streetscapes Improvement Project, WA	$800,000	Dicks
Federal Highway Administration	Surface Transportation Priorities	Eagle County Airport I-70 Interchange, CO	$500,000	Polis
Federal Highway Administration	Surface Transportation Priorities	East 24th Street Project, Cleveland, OH	$500,000	LaTourette; Fudge
Federal Highway Administration	Surface Transportation Priorities	East Avenue Resurfacing, IL	$600,000	Davis (IL)
Federal Highway Administration	Surface Transportation Priorities	East Main Street Sidewalk Project, NY	$40,000	Murphy (NY)
Federal Highway Administration	Surface Transportation Priorities	Eastgate Area Improvements, Clermont County, OH	$900,000	Schmidt
Federal Highway Administration	Surface Transportation Priorities	Edwards County Bone Gap Road, IL	$400,000	Shimkus
Federal Highway Administration	Surface Transportation Priorities	Elm Street/Gas Light District Improvements, NH	$1,000,000	Shea-Porter

Federal Highway Administration	Surface Transportation Priorities	Empire Corridor West High Speed Rail Improvements, Monroe County, NY	$1,245,000	Slaughter; Arcuri; Higgins; Lee (NY); Maffei; Massa; Tonko
Federal Highway Administration	Surface Transportation Priorities	Empire Corridor West High Speed Rail Improvements, Montgomery County, NY	$600,000	Tonko; Arcuri; Higgins; Lee (NY); Maffei; Massa; Slaughter
Federal Highway Administration	Surface Transportation Priorities	Engineering Feasibility Study of Bike/Hike Connector, Hiram, OH	$100,000	LaTourette
Federal Highway Administration	Surface Transportation Priorities	Fairforest at N. Blackstock Rd Intersection and Rail crossing, SC	$500,000	Inglis
Federal Highway Administration	Surface Transportation Priorities	Ferry Access and Traffic Mitigation Shuttle, NY	$250,000	McMahon
Federal Highway Administration	Surface Transportation Priorities	Flyover Connecting Highway 146 and Spur 330, TX	$400,000	Poe (TX); Green, Gene; Paul
Federal Highway Administration	Surface Transportation Priorities	FM 1460 Roadway Improvements, Round Rock, TX	$750,000	Carter
Federal Highway Administration	Surface Transportation Priorities	Garfield Avenue Improvements (Gage Avenue to Ferguson Drive), CA	$500,000	Roybal-Allard
Federal Highway Administration	Surface Transportation Priorities	Gateway Corridor University of Mississippi Research Park Extension, MS	$500,000	Childers
Federal Highway Administration	Surface Transportation Priorities	Goddard Road Reconstruction from Grant Street to Wayne Road, City of Romulus, Wayne County, MI	$500,000	Dingell
Federal Highway Administration	Surface Transportation Priorities	Grand View University Pedestrian Overpass, Des Moines, IA	$400,000	Boswell
Federal Highway Administration	Surface Transportation Priorities	Hammond Drive Roadway Upgrades/ City of Sandy Springs, GA	$500,000	Lewis (GA)
Federal Highway Administration	Surface Transportation Priorities	Harden Street Reconstruction, Columbia, SC	$500,000	Clyburn
Federal Highway Administration	Surface Transportation Priorities	Henderson Street Bridge Construction at the Trinity River, City of Fort Worth, TX	$1,350,000	Granger
Federal Highway Administration	Surface Transportation Priorities	High Street Reconstruction, Village of Fairport, NY	$525,000	Slaughter
Federal Highway Administration	Surface Transportation Priorities	Holmes Avenue Overpass Project, AL	$500,000	Griffith
Federal Highway Administration	Surface Transportation Priorities	Hunt Highway Improvements, Pinal County, AZ	$500,000	Kirkpatrick (AZ)

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Surface Transportation Priorities	I-295 Meadowville Road Interchange, VA	$750,000	Forbes
Federal Highway Administration	Surface Transportation Priorities	I-44 / US-62, OK	$500,000	Cole
Federal Highway Administration	Surface Transportation Priorities	I-64 Interchange 2.3 miles West of SR 135	$500,000	Hill
Federal Highway Administration	Surface Transportation Priorities	I-69, TX	$500,000	Hall (TX); Brady, Kevin; Olson; Green, Al; Jackson-Lee
Federal Highway Administration	Surface Transportation Priorities	I-73, SC	$800,000	Spratt
Federal Highway Administration	Surface Transportation Priorities	I-76 Access/Martha Avenue Connection, Akron, OH	$750,000	Ryan (OH)
Federal Highway Administration	Surface Transportation Priorities	IL Route 120 Corridor, Lake County, IL	$600,000	Bean
Federal Highway Administration	Surface Transportation Priorities	Improvements and Safety Upgrades, North Providence, RI	$900,000	Kennedy
Federal Highway Administration	Surface Transportation Priorities	Indiana State Road 205 Corridor, IN	$500,000	Souder
Federal Highway Administration	Surface Transportation Priorities	International Drive Extension/Folsom South Canal Bridge, CA	$500,000	Lungren, Dan
Federal Highway Administration	Surface Transportation Priorities	Intersection Improvements Around State Center, Baltimore, MD	$800,000	Cummings
Federal Highway Administration	Surface Transportation Priorities	Interstate 225 and Colfax Avenue Reconfiguration, Aurora, CO	$850,000	Perlmutter
Federal Highway Administration	Surface Transportation Priorities	Interstate 75/Everglades Blvd Interchange, FL	$500,000	Diaz-Balart, Mario
Federal Highway Administration	Surface Transportation Priorities	Iowa Highway 92 Reconstruction	$750,000	Latham
Federal Highway Administration	Surface Transportation Priorities	Jeannette Truck Route, PA	$750,000	Murphy, Tim
Federal Highway Administration	Surface Transportation Priorities	Jerome and Mousette Lanes, Cahokia, IL	$300,000	Costello

Federal Highway Administration	Surface Transportation Priorities	Johnson Street from Center Avenue to Columbus Avenue Reconstruction, MI	$300,000	Kildee
Federal Highway Administration	Surface Transportation Priorities	Lakeview Trail, Mountlake Terrace Center to the Interurban Trail, WA	$200,000	Inslee
Federal Highway Administration	Surface Transportation Priorities	Larry Holmes Drive Traffic Calming, Easton, PA	$250,000	Dent
Federal Highway Administration	Surface Transportation Priorities	Lesner Bridge Replacement Project, Virginia Beach, VA	$500,000	Nye
Federal Highway Administration	Surface Transportation Priorities	Lewis Street Overpass, Pasco, WA	$750,000	Hastings (WA)
Federal Highway Administration	Surface Transportation Priorities	Loop 494 Upgrade, TX	$400,000	Poe (TX)
Federal Highway Administration	Surface Transportation Priorities	M Street SE Grade Separation Project, Auburn, WA	$750,000	Reichert
Federal Highway Administration	Surface Transportation Priorities	M-231 Improvements Ottawa County, MI	$500,000	Hoekstra
Federal Highway Administration	Surface Transportation Priorities	Main Street Improvements, Estancia, NM	$250,000	Heinrich
Federal Highway Administration	Surface Transportation Priorities	Main Street Realignment Project, Torrington, CT	$750,000	Larson (CT); Murphy (CT)
Federal Highway Administration	Surface Transportation Priorities	Major Thoroughfare Northern Loop, Tupelo, MS	$1,000,000	Childers
Federal Highway Administration	Surface Transportation Priorities	Manadas Hike and Bike Pathways, TX	$300,000	Cuellar
Federal Highway Administration	Surface Transportation Priorities	Marlton Circle Elimination—West Main Street/ Old Marlton Pike Connector, NJ	$600,000	Adler (NJ)
Federal Highway Administration	Surface Transportation Priorities	McQueen Smith Road Expansion, Prattville, AL	$1,000,000	Bright
Federal Highway Administration	Surface Transportation Priorities	MD 4, MD 2/4 to MD 235, including Thomas Johnson Bridge and MD 235 Intersection, MD	$750,000	Hoyer
Federal Highway Administration	Surface Transportation Priorities	MD 404 Improvements in Caroline, Talbot, and Queen Anne's Counties, MD	$750,000	Kratovil
Federal Highway Administration	Surface Transportation Priorities	Meadowwood Interchange, Washoe County, NV	$500,000	Heller

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Surface Transportation Priorities	Mill Plain Boulevard/SE 136th Avenue Intersection, Vancouver, WA	$300,000	Baird
Federal Highway Administration	Surface Transportation Priorities	Millenium Technology Park, New Castle, PA	$500,000	Altmire
Federal Highway Administration	Surface Transportation Priorities	Monterey Bay Sanctuary Scenic Trail, CA	$800,000	Farr
Federal Highway Administration	Surface Transportation Priorities	Morganton Road Roadway Improvements, Blount County, TN	$750,000	Duncan
Federal Highway Administration	Surface Transportation Priorities	Natural Bridge Avenue (MO Route 115) Connection Planning, Engineering & Environmental Project, MO	$500,000	Clay
Federal Highway Administration	Surface Transportation Priorities	Ninth Avenue Extension and Overpass Construction, Belton, TX	$750,000	Carter
Federal Highway Administration	Surface Transportation Priorities	North Carolina 28 in Macon County, NC	$700,000	Shuler
Federal Highway Administration	Surface Transportation Priorities	North Fond du Lac Railyard Overpass, Village of North Fond du Lac, Fond du Lac County, WI	$500,000	Petri
Federal Highway Administration	Surface Transportation Priorities	North Main Street, Columbia, SC	$500,000	Clyburn
Federal Highway Administration	Surface Transportation Priorities	North Street Improvements, Crown Point, IN	$900,000	Visclosky
Federal Highway Administration	Surface Transportation Priorities	Northern Bypass I-66, KY	$750,000	Rogers (KY)
Federal Highway Administration	Surface Transportation Priorities	Northwest Transportation Corridor Study, Grimes, IA	$300,000	Boswell
Federal Highway Administration	Surface Transportation Priorities	Oak Street Extension, Schererville, IN	$250,000	Visclosky
Federal Highway Administration	Surface Transportation Priorities	Oakridge-Westfir Ride Center, OR	$400,000	DeFazio
Federal Highway Administration	Surface Transportation Priorities	Ohio 16 Dresden-Coshocton Connector, Coshocton, OH	$400,000	Space
Federal Highway Administration	Surface Transportation Priorities	Palatlakaha Bridge Replacement, Lake, FL	$750,000	Brown-Waite, Ginny

Federal Highway Administration	Surface Transportation Priorities	Paramount Boulevard Improvements, Monterey Park, CA	$250,000	Schiff
Federal Highway Administration	Surface Transportation Priorities	Park and Ride Lots, Broward County, FL	$500,000	Meek (FL)
Federal Highway Administration	Surface Transportation Priorities	Park Avenue Realignment, Chardon, OH	$136,000	LaTourette
Federal Highway Administration	Surface Transportation Priorities	Park Avenue Revitalization Project, East Hartford, CT	$400,000	Larson (CT)
Federal Highway Administration	Surface Transportation Priorities	Park Loop Trail, Sagamore Hills Township, OH	$343,000	LaTourette
Federal Highway Administration	Surface Transportation Priorities	Pedestrian, ADA and Safety Improvements on Mather Field Road, Rancho Cordova, CA	$200,000	Matsui
Federal Highway Administration	Surface Transportation Priorities	Philadelphia Museum of Art Transportation Improvement Program, PA	$750,000	Brady (PA)
Federal Highway Administration	Surface Transportation Priorities	Portland Regional Traffic Congestion Improvements, ME	$800,000	Pingree (ME)
Federal Highway Administration	Surface Transportation Priorities	Potrero Boulevard/SR 60 Interchange in Beaumont, San Bernardino County, CA	$750,000	Lewis (CA)
Federal Highway Administration	Surface Transportation Priorities	Reconstruction and Rehabilitation of Route 109/Main Street, Medway, MA	$400,000	McGovern
Federal Highway Administration	Surface Transportation Priorities	Reconstruction of County C, Bayfield County, WI	$1,400,000	Obey
Federal Highway Administration	Surface Transportation Priorities	Reconstruction of Rib Mountain, WI	$500,000	Obey
Federal Highway Administration	Surface Transportation Priorities	Reconstruction of Route 571 at Route 527, Toms River Township, NJ	$300,000	Adler (NJ)
Federal Highway Administration	Surface Transportation Priorities	Reconstruction of the Hull Street Overpass, Clovis, NM	$500,000	Lujan
Federal Highway Administration	Surface Transportation Priorities	River Greenway Project, Second Phase, NJ	$400,000	Payne; Pascrell
Federal Highway Administration	Surface Transportation Priorities	Road improvements in Englishtown Borough, NJ	$750,000	Holt
Federal Highway Administration	Surface Transportation Priorities	Road Resurfacing, Hayneville, AL	$300,000	Bright

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Surface Transportation Priorities	Roger Snedden Dr. Extension/Grade Separation-Phase 1, IA	$1,000,000	Latham
Federal Highway Administration	Surface Transportation Priorities	Ronald Reagan Parkway, Hendricks County, IN	$400,000	Buyer
Federal Highway Administration	Surface Transportation Priorities	Rosecrans Avenue/405 Freeway Ramp Widening Project, Hawthorne, CA	$500,000	Waters
Federal Highway Administration	Surface Transportation Priorities	Route 123 Bridge Replacement, Fairfax, VA	$300,000	Connolly (VA)
Federal Highway Administration	Surface Transportation Priorities	Route 22 Sustainable Corridor, NJ	$1,250,000	Frelinghuysen; Lance
Federal Highway Administration	Surface Transportation Priorities	Route 25—Safety and Roadway Improvements, Jackson, MO	$650,000	Emerson
Federal Highway Administration	Surface Transportation Priorities	Route 30 Intersection Improvements and Add-Lanes Widening, Frankfort, IL	$250,000	Halvorson
Federal Highway Administration	Surface Transportation Priorities	Route 34 in Bollinger County and Cape Girardeau County, MO—Safety Improvements and Resurfacing	$500,000	Emerson
Federal Highway Administration	Surface Transportation Priorities	Route 63 in Phelps County and Maries County, MO—Engineering and Right of Way Improvements	$500,000	Emerson
Federal Highway Administration	Surface Transportation Priorities	Route 67 in Butler County—Extend Existing Four-Lane South to Route 160, MO	$500,000	Emerson
Federal Highway Administration	Surface Transportation Priorities	Route 72, East Road, NJ	$500,000	Adler (NJ)
Federal Highway Administration	Surface Transportation Priorities	Rt 480 Pedestrian Bridge and Safety Improvements, WV	$400,000	Capito
Federal Highway Administration	Surface Transportation Priorities	Rucker Road at US-77 Project, KS	$500,000	Moran (KS)
Federal Highway Administration	Surface Transportation Priorities	San Jose Boulevard Improvements, Carlsbad, NM	$500,000	Teague
Federal Highway Administration	Surface Transportation Priorities	Schuyler Heim Bridge Replacement and SR-47 Expressway, CA	$500,000	Rohrabacher; Harman

Federal Highway Administration	Surface Transportation Priorities	Scott Ranch Road Extension, Show Low, AZ	$900,000	Kirkpatrick (AZ)
Federal Highway Administration	Surface Transportation Priorities	SE Main Avenue, 20th, 21st Street Underpass and Ancillary Improvements, City of Moorhead, MN	$500,000	Peterson
Federal Highway Administration	Surface Transportation Priorities	Seventh Standard Road Grade Separation Project, CA	$400,000	McCarthy (CA)
Federal Highway Administration	Surface Transportation Priorities	Sidewalk Construction Project for City Schools, City of Alliance, OH	$180,000	Boccieri
Federal Highway Administration	Surface Transportation Priorities	Sixth Street Corridor, White County, IN	$400,000	Buyer
Federal Highway Administration	Surface Transportation Priorities	Smith River Trails—Rail/Trail Project, VA	$300,000	Perriello
Federal Highway Administration	Surface Transportation Priorities	South Bronx Greenway, Randall's Island Connector, Bronx, NY	$500,000	Serrano
Federal Highway Administration	Surface Transportation Priorities	SR 426/CR 419 Improvement Project, Oviedo, FL	$1,000,000	Kosmas
Federal Highway Administration	Surface Transportation Priorities	SR52 East/West Improvements, San Diego, CA	$400,000	Hunter
Federal Highway Administration	Surface Transportation Priorities	St. Petersburg City Trails, FL	$500,000	Young (FL)
Federal Highway Administration	Surface Transportation Priorities	State Route 13, St. Clair County, MO	$500,000	Skelton
Federal Highway Administration	Surface Transportation Priorities	State Route 180 East, CA	$800,000	Costa
Federal Highway Administration	Surface Transportation Priorities	State Trunk Highway 64, WI	$1,400,000	Obey
Federal Highway Administration	Surface Transportation Priorities	TH 169/I-494 Interchange Construction, MN	$400,000	Paulsen
Federal Highway Administration	Surface Transportation Priorities	TH 610 construction, MN	$400,000	Paulsen
Federal Highway Administration	Surface Transportation Priorities	The Commonwealth Avenue Road Improvement Project, MA	$600,000	Capuano
Federal Highway Administration	Surface Transportation Priorities	The Hamilton Township Safe Streets to Schools Program, NJ	$350,000	Smith (NJ)
Federal Highway Administration	Surface Transportation Priorities	Three Locks Road (County Route 205) Concrete Arch Bridge Replacement, OH	$250,000	Space
Federal Highway Administration	Surface Transportation Priorities	Timber Bridge on US 24, Limon, CO	$800,000	Markey (CO)

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Surface Transportation Priorities	Tooze Road, OR	$800,000	Schrader
Federal Highway Administration	Surface Transportation Priorities	Town Center Streetscape Improvements, Eastchester, NY	$350,000	Lowey
Federal Highway Administration	Surface Transportation Priorities	Town of Haymarket Pedestrian Connections, VA	$500,000	Connolly (VA)
Federal Highway Administration	Surface Transportation Priorities	Town of Lexington Unified Traffic Plan, SC	$500,000	Wilson (SC)
Federal Highway Administration	Surface Transportation Priorities	Town of Occoquan Pedestrian Safety Enhancement, VA	$150,000	Connolly (VA)
Federal Highway Administration	Surface Transportation Priorities	Town of Purcellville Main Street and Maple Avenue Intersection Improvements, VA	$500,000	Wolf
Federal Highway Administration	Surface Transportation Priorities	Traffic Signal System Improvement Project, Union City, NJ	$300,000	Sires
Federal Highway Administration	Surface Transportation Priorities	Transit Related Improvements for National Avenue, Monroe Street, Brick City, and John Q. Hammons Parkway, Springfield MO	$500,000	Blunt
Federal Highway Administration	Surface Transportation Priorities	Trapelo Road and Belmont Street Corridor, MA	$330,000	Markey (MA)
Federal Highway Administration	Surface Transportation Priorities	Tuolumne River Regional Park Gateway Trail System, CA	$350,000	Cardoza
Federal Highway Administration	Surface Transportation Priorities	Twin Lakes Infrastructure Project, City of Roseville, MN	$1,000,000	McCollum
Federal Highway Administration	Surface Transportation Priorities	U.S. 59/Alabama Grade Seperation Project, MO	$789,000	Graves
Federal Highway Administration	Surface Transportation Priorities	U.S. Highway 65, Benton County, MO	$500,000	Skelton
Federal Highway Administration	Surface Transportation Priorities	U.S. Highway 90 Capacity Improvement, FL	$500,000	Miller (FL)
Federal Highway Administration	Surface Transportation Priorities	U.S. Route 322 Corridor Safety Improvements, Centre County, PA	$750,000	Thompson (PA)
Federal Highway Administration	Surface Transportation Priorities	U.S. Route 33m, WV	$400,000	Capito

Federal Highway Administration	Surface Transportation Priorities	Union Avenue Underpass over SR183, OH	$150,000	Boccieri
Federal Highway Administration	Surface Transportation Priorities	University Boulevard Widening, Clive, IA	$300,000	Boswell
Federal Highway Administration	Surface Transportation Priorities	Upper Big Thompson Canyon Bridge Replacement, CO	$600,000	Markey (CO)
Federal Highway Administration	Surface Transportation Priorities	US 113 Improvements in Worcester County, MD	$750,000	Kratovil
Federal Highway Administration	Surface Transportation Priorities	US 20 Corridor Improvements Toledo, OH	$750,000	Kaptur
Federal Highway Administration	Surface Transportation Priorities	US 287 in Berthoud, CO	$300,000	Markey (CO)
Federal Highway Administration	Surface Transportation Priorities	US 301, Charles County, MD	$750,000	Hoyer
Federal Highway Administration	Surface Transportation Priorities	US 395 North Spokane Corridor, WA	$400,000	McMorris Rodgers
Federal Highway Administration	Surface Transportation Priorities	US Highway 12, Burbank to Walla Walla, Phase 7, WA	$400,000	McMorris Rodgers
Federal Highway Administration	Surface Transportation Priorities	US Highway 27/State Road 80 right-of-way for the realignment of the SR 80 and US 27 intersection, FL	$500,000	Hastings (FL)
Federal Highway Administration	Surface Transportation Priorities	US Highway 69 Corridor Study, Bourbon and Crawford Counties, KS	$500,000	Jenkins
Federal Highway Administration	Surface Transportation Priorities	US HWY 287 Bypass, TX	$500,000	Barton (TX)
Federal Highway Administration	Surface Transportation Priorities	US Hwy 72 Widening in Athens, AL	$450,000	Griffith
Federal Highway Administration	Surface Transportation Priorities	US-25 Widening, Laurel County, KY	$750,000	Rogers (KY)
Federal Highway Administration	Surface Transportation Priorities	Valencia County's Manzano Expressway, NM	$870,000	Heinrich
Federal Highway Administration	Surface Transportation Priorities	Village of Owego Riverwalk, NY	$500,000	Hinchey
Federal Highway Administration	Surface Transportation Priorities	Warrensville/Van Aken Transit Oriented, OH	$500,000	Fudge
Federal Highway Administration	Surface Transportation Priorities	Washington and Prospect Street Signalization Project, MA	$600,000	Lynch
Federal Highway Administration	Surface Transportation Priorities	Wealthy Street Extension, Grand Rapids, MI	$500,000	Ehlers
Federal Highway Administration	Surface Transportation Priorities	West Grand Avenue Extension, IA	$750,000	Latham

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Surface Transportation Priorities	Westlake Transit Improvement, CA	$500,000	Becerra
Federal Highway Administration	Surface Transportation Priorities	Widening of US Highway 278 and St. Bernard Bridge, Cullman, AL	$750,000	Aderholt
Federal Highway Administration	Surface Transportation Priorities	Widening of West International Speedway Boulevard (US-92), FL	$600,000	Kosmas
Federal Highway Administration	Surface Transportation Priorities	Williamsport Healthy Communities-Pathways to Health Project, PA	$750,000	Carney
Federal Highway Administration	Surface Transportation Priorities	Woodville Highway, Leon County, FL	$250,000	Boyd
Federal Highway Administration	Surface Transportation Priorities	Yonkers Avenue Improvements, NY	$500,000	Lowey
Federal Highway Administration	Surface Transportation Priorities	Yucca Loma Bridge/Interstate 15 Congestion Relief Project, CA	$750,000	Lewis (CA)
Federal Highway Administration	Transportation & Community & System Preservation	10th St. Connector—To extend 10th Street from Dickinson Avenue to Stantonsburg Road, Greenville, NC	$500,000	Jones
Federal Highway Administration	Transportation & Community & System Preservation	55th Street Expansion in Rochester, MN	$300,000	Walz
Federal Highway Administration	Transportation & Community & System Preservation	6th Street Grade Separation, Vincennes, IN	$700,000	Ellsworth
Federal Highway Administration	Transportation & Community & System Preservation	Bayside Trail, Portland, ME	$200,000	Pingree (ME)
Federal Highway Administration	Transportation & Community & System Preservation	Beckett Bascule Bridge Replacement—Pinellas County, FL	$300,000	Bilirakis
Federal Highway Administration	Transportation & Community & System Preservation	Belle Chasse Bridge, Belle Chasse, Plaquemines Parish, LA	$500,000	Melancon
Federal Highway Administration	Transportation & Community & System Preservation	Belleview Bypass and Baseline Road, Marion County, FL	$500,000	Stearns

Federal Highway Administration	Transportation & Community & System Preservation	Bike Path between Lexington and Port Sanilac, MI	$250,000	Miller (MI)
Federal Highway Administration	Transportation & Community & System Preservation	Bluffton Parkway Phases 6/7, SC	$500,000	Wilson (SC)
Federal Highway Administration	Transportation & Community & System Preservation	Bridge Replacement, MO 79 at Sandy Creek, Lincoln County, MO	$400,000	Akin
Federal Highway Administration	Transportation & Community & System Preservation	Bristol Street Widening, Santa Ana, CA	$350,000	Sanchez, Loretta
Federal Highway Administration	Transportation & Community & System Preservation	California State Route 119 Widening Project, CA	$400,000	McCarthy (CA)
Federal Highway Administration	Transportation & Community & System Preservation	Chapman Road Reconstruction Project, OK	$400,000	Lucas
Federal Highway Administration	Transportation & Community & System Preservation	City of Urbana Goodwin Street Expansion, IL	$750,000	Johnson (IL)
Federal Highway Administration	Transportation & Community & System Preservation	County Rails-to-Trails Economic Development and Tourism Project, NY	$100,000	Murphy (NY)
Federal Highway Administration	Transportation & Community & System Preservation	Craighead Bridge Replacement, PA	$750,000	Platts
Federal Highway Administration	Transportation & Community & System Preservation	Dowtown Streetscape Expansion Lansdale, PA	$500,000	Schwartz
Federal Highway Administration	Transportation & Community & System Preservation	Dunes Kankakee Trail, Porter County, IN	$500,000	Visclosky
Federal Highway Administration	Transportation & Community & System Preservation	Echo Park/Sunset Boulevard Streetscape Beautification, CA	$600,000	Becerra
Federal Highway Administration	Transportation & Community & System Preservation	El Dorado and Bromwich Sidewalk Improvements, CA	$550,000	Berman

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Transportation & Community & System Preservation	Elvis Presley Boulevard Improvements, TN	$500,000	Cohen
Federal Highway Administration	Transportation & Community & System Preservation	FM 493, Hidalgo County, TX	$300,000	Hinojosa
Federal Highway Administration	Transportation & Community & System Preservation	Harrisburg Missouri Street Hospital Access Project, IL	$400,000	Shimkus
Federal Highway Administration	Transportation & Community & System Preservation	Hassayampa Freeway (proposed I-11), AZ	$250,000	Franks (AZ)
Federal Highway Administration	Transportation & Community & System Preservation	Hays-Travis Trail System, TX	$300,000	Doggett
Federal Highway Administration	Transportation & Community & System Preservation	I-5 Santa Clarita-Los Angeles Gateway Improvement Project, CA	$750,000	McKeon
Federal Highway Administration	Transportation & Community & System Preservation	Improvements to US 74/76, Columbus County, NC	$350,000	McIntyre
Federal Highway Administration	Transportation & Community & System Preservation	Intelligent Transportation System (ITS), Bradenton and Sarasota, FL	$500,000	Buchanan
Federal Highway Administration	Transportation & Community & System Preservation	Interchange and Service Road at Anchor Lake, MS	$500,000	Taylor
Federal Highway Administration	Transportation & Community & System Preservation	Interstate 75/Collier Boulevard/SR 84 Interchange Improvements, FL	$800,000	Mack
Federal Highway Administration	Transportation & Community & System Preservation	Iowa Highway 100 Extension and Improvements, Cedar Rapids, IA	$500,000	Loebsack

Federal Highway Administration	Transportation & Community & System Preservation	Lexington-Fayette Legacy Trail, KY	$500,000	Chandler
Federal Highway Administration	Transportation & Community & System Preservation	Lower Bucks County Waterfront Redevelopment and Access Project, PA	$500,000	Murphy, Patrick
Federal Highway Administration	Transportation & Community & System Preservation	Main Street Improvements, Springville, AL	$500,000	Bachus
Federal Highway Administration	Transportation & Community & System Preservation	Mingo Creek Greenway, Knightdale, NC	$250,000	Miller (NC)
Federal Highway Administration	Transportation & Community & System Preservation	Montrose Avenue Repaving—Harlem to Canfield, IL	$350,000	Schakowsky
Federal Highway Administration	Transportation & Community & System Preservation	Mount Clemens non-motorized trail along North-bound Gratiot, Mount Clemens, MI	$500,000	Levin
Federal Highway Administration	Transportation & Community & System Preservation	New York City Commercial Vehicle Monitoring and Enforcement Program, NY	$500,000	Weiner
Federal Highway Administration	Transportation & Community & System Preservation	Nordahl Bridge Widening at SR-78, San Marcos, CA	$500,000	Bilbray
Federal Highway Administration	Transportation & Community & System Preservation	Park Street Pedestrian Safety Transportation Improvements, Alameda, CA	$300,000	Stark
Federal Highway Administration	Transportation & Community & System Preservation	Parker Bowie Road Bridge Replacement and Widening, Anderson County, SC	$400,000	Barrett (SC)
Federal Highway Administration	Transportation & Community & System Preservation	Pearl River Downtown Revitalization, NY	$200,000	Engel
Federal Highway Administration	Transportation & Community & System Preservation	Pedestrian Path for the City of New Baltimore, MI	$250,000	Miller (MI)
Federal Highway Administration	Transportation & Community & System Preservation	Pedestrian Safety Project, Russellville, AL	$300,000	Aderholt

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Transportation & Community & System Preservation	Pedestrian walkway and waterfront access, Roosevelt Island, NY	$500,000	Maloney
Federal Highway Administration	Transportation & Community & System Preservation	PJ Adams Road Improvement, FL	$250,000	Miller (FL)
Federal Highway Administration	Transportation & Community & System Preservation	Prairie Street Grade Separation, Elkhart, IN	$700,000	Donnelly (IN)
Federal Highway Administration	Transportation & Community & System Preservation	Rakow Road widening in McHenry County, IL	$750,000	Manzullo
Federal Highway Administration	Transportation & Community & System Preservation	Replacement of Storm Sewer Adjacent to Route 42, Bellmawr, NJ	$500,000	Andrews
Federal Highway Administration	Transportation & Community & System Preservation	Rice Avenue Interchange at U.S. Highway 101, Ventura County, CA	$700,000	Capps
Federal Highway Administration	Transportation & Community & System Preservation	River Des Peres Boulevard Improvements, MO	$200,000	Carnahan
Federal Highway Administration	Transportation & Community & System Preservation	Riverwalk Trail—Mile Branch River Park, Hawkinsville, GA	$90,000	Marshall
Federal Highway Administration	Transportation & Community & System Preservation	Road Reconstruction, Village of Rockville Centre, NY	$500,000	McCarthy (NY)
Federal Highway Administration	Transportation & Community & System Preservation	Robstown Inland Port-Street Improvement, TX	$300,000	Ortiz
Federal Highway Administration	Transportation & Community & System Preservation	Rutherford Cross Road Roundabout, CA	$600,000	Thompson (CA)

Federal Highway Administration	Transportation & Community & System Preservation	Safety Improvements—Salem and Montville Route 85 at CT Route 82, CT	$500,000	Courtney
Federal Highway Administration	Transportation & Community & System Preservation	Sfgo, San Francisco, CA	$255,000	Pelosi
Federal Highway Administration	Transportation & Community & System Preservation	Sidewalk Construction in Ashland, Cherryland and Castro Valley Communities in Alameda County, CA	$600,000	Lee (CA)
Federal Highway Administration	Transportation & Community & System Preservation	State Road (SR) 80, FL	$800,000	Rooney
Federal Highway Administration	Transportation & Community & System Preservation	State Route 71 expansion from SR-60 to I-10, Pomona, CA	$300,000	Napolitano
Federal Highway Administration	Transportation & Community & System Preservation	State Route 99 Interchange Improvement Project, CA	$500,000	Lungren, Dan
Federal Highway Administration	Transportation & Community & System Preservation	Tri-State Outerbelt (State Route 7/Chesapeake By-Pass), OH	$700,000	Wilson (OH)
Federal Highway Administration	Transportation & Community & System Preservation	Twin Cities-to-Twin Ports Trail Linkage, MN	$600,000	Oberstar
Federal Highway Administration	Transportation & Community & System Preservation	U.S. 401 Widening Project, NC	$600,000	Etheridge
Federal Highway Administration	Transportation & Community & System Preservation	U.S. 98 Improvements, FL	$500,000	Putnam
Federal Highway Administration	Transportation & Community & System Preservation	US 422 Schuylkill River Crossing Complex, PA	$700,000	Sestak
Federal Highway Administration	Transportation & Community & System Preservation	US 60, widen between Bartlesville and Pawhuska, Osage County, OK	$400,000	Lucas; Sullivan
Federal Highway Administration	Transportation & Community & System Preservation	Van Cortlandt Trails Restoration, NY	$180,000	Engel

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Highway Administration	Transportation & Community & System Preservation	Widening of SC Highway 225, Greenwood, SC	$400,000	Barrett (SC)
Federal Railroad Administration	Grade Crossings on Designated High Speed Rail Corridors	Altamont Commuter Express Alignment Project, CA	$300,000	Cardoza; McNerney
Federal Railroad Administration	Grade Crossings on Designated High Speed Rail Corridors	Eastern Guilford Crossing Safety Rail project, NC	$300,000	Coble
Federal Railroad Administration	Grade Crossings on Designated High Speed Rail Corridors	Empire Corridor West High Speed Rail Improvements, Genesee County, NY	$750,000	Lee (NY); Arcuri; Higgins; Maffei; Massa; Slaughter; Tonko
Federal Railroad Administration	Grade Crossings on Designated High Speed Rail Corridors	Empire Corridor West High Speed Rail Improvements, Oneida County, NY	$1,000,000	Arcuri; Higgins; Lee (NY); Maffei; Massa; Slaughter; Tonko
Federal Railroad Administration	Grade Crossings on Designated High Speed Rail Corridors	Empire Corridor West High Speed Rail Improvements, Oneida County, NY	$1,000,000	Maffei; Arcuri; Higgins; Lee (NY); Massa; Slaughter; Tonko
Federal Railroad Administration	Grade Crossings on Designated High Speed Rail Corridors	Metrolink Sealed Corridor Grade Crossing Improvements Los Angeles Ventura Subdivision, CA	$400,000	Sherman
Federal Railroad Administration	Grade Crossings on Designated High Speed Rail Corridors	Simi Valley-Moorpark Ventura Subdivision Grade Crossing Improvements—Metrolink, CA	$750,000	Gallegly
Federal Railroad Administration	Rail Line Relocation and Improvement Program	West Wye Rail Line Relocation, City of Springfield, MO	$500,000	Blunt
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Blue Ridge and KC Southern Railroad Rail Line Rehabilitation and Improvement, MO	$800,000	Cleaver
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Coos County Rail Safety Upgrades, Coos County, NH	$800,000	Hodes

Federal Railroad Administration	Rail Line Relocation and Improvement Program	Detroit/Wayne County Port Authority Rail Access Improvement Program, MI	$500,000	Kilpatrick (MI)
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Grade Separated Railroad Crossing, Northlake, TX	$500,000	Burgess
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Hoquiam Horn Spur Railroad Track Improvement Project, WA	$350,000	Dicks
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Industrial Park Rail Project, Greene Co, AL	$400,000	Davis (AL)
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Minnesota Valley Regional Rail Authority Rehabilitation Project, MN	$1,000,000	Peterson; Walz
Federal Railroad Administration	Rail Line Relocation and Improvement Program	North Rail Relocation Project, Cameron County, TX	$400,000	Hinojosa
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Ogden Avenue Grade Separation, Aurora, IL	$1,000,000	Biggert; Foster
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Port of Monroe Dock and Industrial Park, Monroe County, MI	$500,000	Dingell
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Rail Safety Improvements, Tualatin, OR	$250,000	Wu
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Rail Spur Extension, Greater Ouachita Parish, LA	$2,000,000	Alexander
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Railroad Overpass, Blytheville, AR	$500,000	Berry
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Sacramento Intermodal Transportation Facility Rail Line Relocation, CA	$750,000	Matsui
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Salem County Short Rail Line Rehabilitation, NJ	$750,000	LoBiondo

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Railroad Administration	Rail Line Relocation and Improvement Program	San Gabriel Trench Project, CA	$500,000	Schiff
Federal Railroad Administration	Rail Line Relocation and Improvement Program	South Orient Rail Line Rehabilitation in San Angelo, TX	$1,000,000	Conaway
Federal Railroad Administration	Rail Line Relocation and Improvement Program	South Orient Railroad Rehabiliation, TX	$1,000,000	Rodriguez
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Springfield Rail Relocation, IL	$250,000	Schock
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Toledo-Cleveland-Detroit Passenger Rail Development, OH	$500,000	Kaptur
Federal Railroad Administration	Rail Line Relocation and Improvement Program	Transbay Transit Center, CA	$750,000	Pelosi
Federal Transit Administration	Alternatives Analysis	Bottineau Transitway	$250,000	Ellison
Federal Transit Administration	Alternatives Analysis	Central Kentucky Mass Transit Alternatives Analysis	$300,000	Chandler
Federal Transit Administration	Alternatives Analysis	Chicago Transit Authority Red Line	$400,000	Jackson (IL)
Federal Transit Administration	Alternatives Analysis	Downtown L.A. Streetcar Environmental Review	$250,000	Roybal-Allard
Federal Transit Administration	Alternatives Analysis	Enhanced Transit Service—Route 7 Corridor	$350,000	Moran (VA)
Federal Transit Administration	Alternatives Analysis	Green Line Extension	$300,000	Capuano
Federal Transit Administration	Alternatives Analysis	Hillsborough Area Regional Transit Authority-Tampa Light Rail	$300,000	Castor (FL)
Federal Transit Administration	Alternatives Analysis	Hudson-Bergen MOS-2, Northern NJ	$400,000	Sires

Federal Transit Administration	Alternatives Analysis	Interstate 20-East Transit Corridor Alternatives/Environmental Analysis, Atlanta, GA	$300,000	Johnson (GA); Lewis (GA)
Federal Transit Administration	Alternatives Analysis	Interstate 94 Transit Corridor—St. Paul to Eau Claire, Alternatives Analysis and Environmental Assessment, Ramsey County, MN	$250,000	McCollum
Federal Transit Administration	Alternatives Analysis	Lehigh Valley Bus Rapid Transit Analysis, PA	$360,000	Dent
Federal Transit Administration	Alternatives Analysis	Naval Station Norfolk/Virginia Beach Light Rail Study	$400,000	Nye
Federal Transit Administration	Alternatives Analysis	Pace J-Route Bus Rapid Transit, IL	$360,000	Roskam
Federal Transit Administration	Alternatives Analysis	Route 8 Corridor Transit Oriented Development & Alternate Modes Study	$300,000	DeLauro
Federal Transit Administration	Alternatives Analysis	SE King County Commuter Rail and Transit Centers Feasibility Study, WA	$360,000	Reichert
Federal Transit Administration	Alternatives Analysis	South Central Avenue Light Rail Feasibility Study, Phoenix, AZ	$400,000	Pastor (AZ)
Federal Transit Administration	Alternatives Analysis	South Davis Street Car, Salt Lake City, UT	$360,000	Bishop (UT)
Federal Transit Administration	Alternatives Analysis	The Rapid Streetcar Alternative Analysis Study, MI	$360,000	Ehlers
Federal Transit Administration	Alternatives Analysis	Transportation study for the Texas Medical Center, Houston, TX	$1,000,000	Culberson
Federal Transit Administration	Buses & Bus Facilities	Cape Ann Transportation Authority (CATA) buses and fare boxes, MA	$500,000	Tierney
Federal Transit Administration	Buses & Bus Facilities	City of Ionia, Dial-A-Ride Facility Improvements, MI	$100,000	Ehlers
Federal Transit Administration	Buses & Bus Facilities	Southwest Ohio Regional Transit Authority hybrid bus replacement, OH	$400,000	Driehaus
Federal Transit Administration	Buses & Bus Facilities	Cadillac/Wexford Transit Authority, replacement buses Cadillac, MI	$300,000	Hoekstra
Federal Transit Administration	Buses & Bus Facilities	Abilene Paratransit buses and bus facilities, TX	$200,000	Neugebauer
Federal Transit Administration	Buses & Bus Facilities	ACE Boulder Highway Rapid Transit Project, NV	$300,000	Titus; Berkley

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Transit Administration	Buses & Bus Facilities	Advanced Transit Program/METRO Solutions Bus Expansion, Houston, TX	$1,420,000	Culberson; Green, Al; Jackson-Lee (TX)
Federal Transit Administration	Buses & Bus Facilities	Albany Heavy-Duty Buses, GA	$500,000	Bishop (GA)
Federal Transit Administration	Buses & Bus Facilities	Allegan County Facility Improvement and Bus Replacement, MI	$383,000	Upton
Federal Transit Administration	Buses & Bus Facilities	Allegheny County Hybrid Buses, PA	$700,000	Doyle
Federal Transit Administration	Buses & Bus Facilities	Alternative Fuel SolanoExpress Bus Replacement, Solano, CA	$500,000	Miller, George
Federal Transit Administration	Buses & Bus Facilities	Ames Intermodal Facility, IA	$350,000	Latham
Federal Transit Administration	Buses & Bus Facilities	Ames Transit Facility Expansion, IA	$500,000	Latham
Federal Transit Administration	Buses & Bus Facilities	Anaheim Regional Transportation Intermodal Center (ARTIC), Anaheim, CA	$725,000	Sanchez, Loretta; Royce; Miller, Gary
Federal Transit Administration	Buses & Bus Facilities	Anchorage People Mover, AK	$750,000	Young (AK)
Federal Transit Administration	Buses & Bus Facilities	Area Transportation Authority of North Central PA, Rolling Stock	$360,000	Thompson (PA)
Federal Transit Administration	Buses & Bus Facilities	Arverne East Transit Plaza, Queens, NY	$500,000	Meeks (NY)
Federal Transit Administration	Buses & Bus Facilities	Audubon Area Community Services, bus facility, Owensboro, KY	$1,350,000	Guthrie; Whitfield
Federal Transit Administration	Buses & Bus Facilities	Barry County Transit, Vehicle Equipment Replacement and Building Repair, Hastings, MI	$127,000	Ehlers
Federal Transit Administration	Buses & Bus Facilities	BARTA Transportation Complex Franklin Street Station facilities, PA	$250,000	Gerlach
Federal Transit Administration	Buses & Bus Facilities	Beloit Transit System bus and bus facilities, Beloit, WI	$150,000	Baldwin
Federal Transit Administration	Buses & Bus Facilities	Benzie Transit Authority, bus replacement, Honor, MI	$200,000	Hoekstra

Federal Transit Administration	Buses & Bus Facilities	Big Rapids Dial-A-Ride—Replacement buses, MI	$250,000	Camp
Federal Transit Administration	Buses & Bus Facilities	Bob Hope Airport Regional Transportation Center, Burbank, CA	$550,000	Sherman
Federal Transit Administration	Buses & Bus Facilities	Brawley Transfer Terminal Transit Station, Brawley, CA	$300,000	Filner
Federal Transit Administration	Buses & Bus Facilities	Broward County Transit Infrastructure Improvements, FL	$500,000	Diaz-Balart, Lincoln
Federal Transit Administration	Buses & Bus Facilities	Bryan Multi-Modal Transit Terminal and Parking Facility, TX	$400,000	Edwards (TX)
Federal Transit Administration	Buses & Bus Facilities	Bus Acquistion—Sun Metro, El Paso, TX	$1,000,000	Reyes
Federal Transit Administration	Buses & Bus Facilities	Bus and bus facilities, Kansas City, Kansas	$600,000	Moore (KS)
Federal Transit Administration	Buses & Bus Facilities	Bus Facility Renovation, Oklahoma City, OK	$1,000,000	Fallin
Federal Transit Administration	Buses & Bus Facilities	Bus Replacement Program, Transit Authority of Northern Kentucky, Fort Wright, KY	$500,000	Davis (KY)
Federal Transit Administration	Buses & Bus Facilities	Bus Replacement, Akron, OH	$500,000	Sutton; Ryan (OH)
Federal Transit Administration	Buses & Bus Facilities	Bus Shelter Replacement, Bal Harbour, FL	$250,000	Ros-Lehtinen; Wasserman Schultz
Federal Transit Administration	Buses & Bus Facilities	Buses and Bus Facility Improvement, Baldwin County, AL	$275,000	Bonner
Federal Transit Administration	Buses & Bus Facilities	Cache Valley Transit District Facilities Expansion, UT	$500,000	Bishop (UT)
Federal Transit Administration	Buses & Bus Facilities	CAD/AVL Bus Communications System for the Livingston Area Transportation Service, Livingston County, NY	$500,000	Lee (NY); Maffei
Federal Transit Administration	Buses & Bus Facilities	Capital Area Transit (CAT) System Operations and Maintenance Facility, Raleigh, NC	$750,000	Price (NC); Miller, Brad
Federal Transit Administration	Buses & Bus Facilities	Capital Metropolitan Transportation Authority—Accessible Fleet Replacement, Austin, TX	$1,250,000	Carter
Federal Transit Administration	Buses & Bus Facilities	Capitol Area Transportation Authority Buses and Bus Facilities, Lansing, MI	$500,000	Rogers (MI); Kilpatrick (MI)

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Transit Administration	Buses & Bus Facilities	Centre Area Transportation Authority CNG Articulated Transit Buses, PA	$300,000	Thompson (PA)
Federal Transit Administration	Buses & Bus Facilities	Chatham Area Transit Bus and Bus Facilities, Savannah, GA	$2,525,000	Kingston; Barrow
Federal Transit Administration	Buses & Bus Facilities	Chemung County Transit Intelligent Transportation System, NY	$500,000	Massa
Federal Transit Administration	Buses & Bus Facilities	Chuckanut Park and Ride Facility, Skagit County, WA	$400,000	Larsen (WA)
Federal Transit Administration	Buses & Bus Facilities	Cities of Salem and Beverly intermodal station improvements, MA	$700,000	Tierney
Federal Transit Administration	Buses & Bus Facilities	City of Belding Dial-A-Ride, Bus Facilities Replacement Equipment, MI	$63,000	Ehlers
Federal Transit Administration	Buses & Bus Facilities	City of Belflower bus shelters, CA	$500,000	Roybal-Allard
Federal Transit Administration	Buses & Bus Facilities	City of Corona Dial-A-Ride Bus Replacement, CA	$208,000	Calvert
Federal Transit Administration	Buses & Bus Facilities	City of Doral Transit Circulator Program, FL	$350,000	Diaz-Balart, Mario
Federal Transit Administration	Buses & Bus Facilities	City of Hawaiian Gardens bus shelters, CA	$200,000	Sanchez, Linda
Federal Transit Administration	Buses & Bus Facilities	City of Lubbock/Citibus, bus purchases, TX	$750,000	Neugebauer
Federal Transit Administration	Buses & Bus Facilities	City of Miramar Multi Service Center and Transit Hub, FL	$500,000	Diaz-Balart, Lincoln; Hastings (FL)
Federal Transit Administration	Buses & Bus Facilities	City of Roma Bus Terminal, TX	$300,000	Cuellar
Federal Transit Administration	Buses & Bus Facilities	City of Whittier bus shelters, CA	$450,000	Sanchez, Linda
Federal Transit Administration	Buses & Bus Facilities	Clare County Transit—New Facility, MI	$496,000	Camp
Federal Transit Administration	Buses & Bus Facilities	Clean Fuel Downtown Transit Circulator, Houston, TX	$800,000	Jackson-Lee (TX)

Federal Transit Administration	Buses & Bus Facilities	Clean-fueled technology buses, Onondaga County, NY	$300,000	Maffei
Federal Transit Administration	Buses & Bus Facilities	Clearwater Downtown Intermodal Terminal, St. Petersburg, FL	$1,250,000	Young (FL)
Federal Transit Administration	Buses & Bus Facilities	CNG Bus Replacement, The Fort Worth T Transportation Authority, Fort Worth TX	$750,000	Barton (TX); Granger; Burgess
Federal Transit Administration	Buses & Bus Facilities	Colonial Intermodal Facility, Bluefield, WV	$600,000	Rahall
Federal Transit Administration	Buses & Bus Facilities	Colorado Association of Transit Agencies-Statewide bus and bus facilities	$500,000	Polis; Perlmutter
Federal Transit Administration	Buses & Bus Facilities	Columbia County Multi-Modal Transit Facility, OR	$800,000	Wu
Federal Transit Administration	Buses & Bus Facilities	Commuter Bus Replacement, Charleston, SC	$1,000,000	Brown (SC)
Federal Transit Administration	Buses & Bus Facilities	Concho Valley Multi-modal Terminal, TX	$250,000	Conaway
Federal Transit Administration	Buses & Bus Facilities	Corpus Christi Regional Intermodal Transit Facility, TX	$500,000	Ortiz
Federal Transit Administration	Buses & Bus Facilities	Corvallis Transit Bus Purchase, OR	$400,000	DeFazio
Federal Transit Administration	Buses & Bus Facilities	Eaton County Transportation Authority bus and bus facilities, Eaton County, MI	$1,000,000	Schauer
Federal Transit Administration	Buses & Bus Facilities	Ed Roberts Campus bus and bus facilities, Berkeley, CA	$250,000	Lee (CA)
Federal Transit Administration	Buses & Bus Facilities	Erie Mass Transit Authority consolidation and transit facility, PA	$1,400,000	Dahlkemper
Federal Transit Administration	Buses & Bus Facilities	Fayetteville Multimodal Transportation Center, NC	$400,000	McIntyre
Federal Transit Administration	Buses & Bus Facilities	Fond du Lac Area Transit bus and bus facilities, WI	$250,000	Petri
Federal Transit Administration	Buses & Bus Facilities	Frankfort Transit Bus Facilities, KY	$275,000	Chandler
Federal Transit Administration	Buses & Bus Facilities	Galveston transit vehicle replacement, TX	$500,000	Paul
Federal Transit Administration	Buses & Bus Facilities	Green Bay Metro Transit bus and bus facilities, Green Bay, WI	$1,100,000	Kagen
Federal Transit Administration	Buses & Bus Facilities	Green Vehicle Depot, North Hempsted, NY	$600,000	Ackerman

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Transit Administration	Buses & Bus Facilities	GRTC Down Multimodal Center, Richmond, VA	$400,000	Scott (VA)
Federal Transit Administration	Buses & Bus Facilities	Hampton Roads Transit Bus Acquisition, Hampton, VA	$1,450,000	Nye; Scott (VA); Wittman
Federal Transit Administration	Buses & Bus Facilities	Harrisburg Transportation Center trainshed rehabilitation phase II improvements, PA	$400,000	Holden
Federal Transit Administration	Buses & Bus Facilities	HART Bus and Paratransit Acquisition, FL	$500,000	Castor (FL)
Federal Transit Administration	Buses & Bus Facilities	Hobbs Transit Intermodal Facility, Hobbs, NM	$900,000	Teague
Federal Transit Administration	Buses & Bus Facilities	Indianapolis ADA Compliant Bus Facility Michigan and 71st St, IN	$500,000	Carson (IN)
Federal Transit Administration	Buses & Bus Facilities	IndyGo Bus Replacement, IN	$300,000	Carson (IN)
Federal Transit Administration	Buses & Bus Facilities	Intermodal Transit Facility/East Chestnut Street Garage, Washington, Washington County, Pennsylvania	$500,000	Murtha
Federal Transit Administration	Buses & Bus Facilities	Knoxville-Knox County CAC Transportation, TN	$500,000	Duncan
Federal Transit Administration	Buses & Bus Facilities	Lake Cumberland Community Action Agency, bus equipment, KY	$70,000	Whitfield
Federal Transit Administration	Buses & Bus Facilities	Lakeland Area Mass Transit District Bus Replacement and Facility Maintenance, FL	$200,000	Putnam
Federal Transit Administration	Buses & Bus Facilities	League City Park and Ride Facilities, TX	$750,000	Paul
Federal Transit Administration	Buses & Bus Facilities	Lehigh Valley Hybrid Transit Bus Purchase, Allentown, PA	$250,000	Dent
Federal Transit Administration	Buses & Bus Facilities	Lincoln Center Corridor Redevelopment Project, New York, NY	$500,000	Nadler (NY); Rangel
Federal Transit Administration	Buses & Bus Facilities	Link Transit commuter coaches, Wenatchee, WA	$500,000	Hastings (WA)
Federal Transit Administration	Buses & Bus Facilities	Loop 101—Scottsdale Road Park and Ride, Scottsdale, AZ	$500,000	Mitchell

Federal Transit Administration	Buses & Bus Facilities	Los Angeles Central Avenue Streetscape bus shelters and lighting, CA	$650,000	Becerra
Federal Transit Administration	Buses & Bus Facilities	Lynx's Central Station improvements, Orlando, FL	$550,000	Grayson
Federal Transit Administration	Buses & Bus Facilities	Madison County Transit District Bus Replacement, IL	$500,000	Costello
Federal Transit Administration	Buses & Bus Facilities	Madison Metro Transit bus and bus facilities, Madison, WI	$150,000	Baldwin
Federal Transit Administration	Buses & Bus Facilities	Maine Statewide Bus and Bus Facilities	$300,000	Michaud
Federal Transit Administration	Buses & Bus Facilities	Marshalltown Bus Replacement, IA	$315,000	Latham
Federal Transit Administration	Buses & Bus Facilities	MART North Leominster Commuter Rail Station Parking Structure, Leominster MA	$2,500,000	Olver
Federal Transit Administration	Buses & Bus Facilities	MARTA Clean Fuel Buses, GA	$300,000	Lewis (GA); Johnson (GA); Scott, David
Federal Transit Administration	Buses & Bus Facilities	McBean Regional Transit Center Park & Ride Facility, CA	$300,000	McKeon
Federal Transit Administration	Buses & Bus Facilities	Metropolitan Tulsa Transit Authority, bus purchase, Tulsa, OK	$750,000	Sullivan
Federal Transit Administration	Buses & Bus Facilities	Midland County Connection—Bus Replacement, MI	$203,000	Camp
Federal Transit Administration	Buses & Bus Facilities	Milwaukee County Buses, WI	$500,000	Moore (WI)
Federal Transit Administration	Buses & Bus Facilities	Minneapolis Intermodal Station, MN	$500,000	Ellison
Federal Transit Administration	Buses & Bus Facilities	Monrovia Station Square Transit Village, CA	$750,000	Dreier
Federal Transit Administration	Buses & Bus Facilities	Morgan County System of Services, transit vans for HANDS Home Shelter for Girls, AL	$50,000	Aderholt
Federal Transit Administration	Buses & Bus Facilities	Mt. Hope Station Transit Center, NY	$800,000	Slaughter
Federal Transit Administration	Buses & Bus Facilities	Multi-Modal Parking Hub, Glen Cove, NY	$500,000	King (NY)
Federal Transit Administration	Buses & Bus Facilities	Multimodal University Hub, Cincinnati, OH	$1,000,000	Driehaus

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Transit Administration	Buses & Bus Facilities	Municipal Transit Operators Coalition (MTOC) Bus/Bus Facility Improvement Project, CA	$400,000	Watson; Napolitano
Federal Transit Administration	Buses & Bus Facilities	Newton Rapid Transit Handicap Accessibility, MA	$1,000,000	Frank (MA)
Federal Transit Administration	Buses & Bus Facilities	Normal Multimodal Transportation Center, Normal, IL	$250,000	Halvorson
Federal Transit Administration	Buses & Bus Facilities	Northern New Jersey Intermodal Improvements	$2,350,000	Frelinghuysen; Rothman
Federal Transit Administration	Buses & Bus Facilities	Norwalk/Santa Fe Springs Transportation Center Improvements, Santa Fe Springs, CA	$500,000	Napolitano
Federal Transit Administration	Buses & Bus Facilities	Ohio Clean & Green Statewide Bus Replacement Program	$400,000	Turner; Kilroy
Federal Transit Administration	Buses & Bus Facilities	Orbit Neighborhood Circulator, Tempe, AZ	$500,000	Mitchell
Federal Transit Administration	Buses & Bus Facilities	Pace Chicago Paratransit Vehicles, IL	$1,300,000	Gutierrez; Quigley; Davis, Danny
Federal Transit Administration	Buses & Bus Facilities	Pace Milwaukee Avenue Transit Infrastructure Enhancements, IL	$400,000	Schakowsky
Federal Transit Administration	Buses & Bus Facilities	Pace Transit Information Signage for Harvey, IL	$440,000	Jackson (IL)
Federal Transit Administration	Buses & Bus Facilities	Pace transit infrastructure for Randall Road, Kane County, IL	$800,000	Foster
Federal Transit Administration	Buses & Bus Facilities	Pacific Transit Vehicle Replacement, WA	$250,000	Baird
Federal Transit Administration	Buses & Bus Facilities	Palm Tran Park and Ride Facilites, FL	$800,000	Wexler
Federal Transit Administration	Buses & Bus Facilities	Palmdale Transportation Center Train Platform Extension, Palmdale, CA	$200,000	McKeon
Federal Transit Administration	Buses & Bus Facilities	Passaic/Bergen County Intermodel Facilities, NJ	$800,000	Pascrell
Federal Transit Administration	Buses & Bus Facilities	Pennyrile Allied Community Services, bus facilities, KY	$500,000	Whitfield

Federal Transit Administration	Buses & Bus Facilities	Pierce Transit clean fuel buses, WA	$500,000	Smith (WA)
Federal Transit Administration	Buses & Bus Facilities	Pioneer Valley transit Authority Bus replacement Program, Pioneer Valley Transit District, MA	$750,000	Neal
Federal Transit Administration	Buses & Bus Facilities	Port Angeles Gateway International Multi-modal Transportation Center, WA	$550,000	Dicks
Federal Transit Administration	Buses & Bus Facilities	Potomac and Rapahannock Transportation Commission Western Maintenance Facility, VA	$1,000,000	Wittman; Connolly (VA)
Federal Transit Administration	Buses & Bus Facilities	Rabbittransit Bus Facility, PA	$250,000	Platts
Federal Transit Administration	Buses & Bus Facilities	Ramapo Friends Helping Friends Medical Vans, NY	$135,000	Engel
Federal Transit Administration	Buses & Bus Facilities	Regional Intermodal Terminal Center, JTA, Jacksonville, FL	$400,000	Brown, Corrine; Crenshaw
Federal Transit Administration	Buses & Bus Facilities	Regional Transportation Management System, San Diego, CA	$800,000	Davis (CA)
Federal Transit Administration	Buses & Bus Facilities	Rhode Island Senior Transportation buses, RI	$300,000	Kennedy
Federal Transit Administration	Buses & Bus Facilities	Richmond Express (REX) Transit Centers, Fairfax County, VA	$500,000	Moran (VA); Connolly (VA)
Federal Transit Administration	Buses & Bus Facilities	Riehle Plaza Transportation Improvements for CityBus, Lafayette, IN	$450,000	Buyer
Federal Transit Administration	Buses & Bus Facilities	Riverside Transit Agency Bus Replacement Program, CA	$1,400,000	Calvert
Federal Transit Administration	Buses & Bus Facilities	Roscommon County Transportation Authority—Replacement buses, MI	$300,000	Camp
Federal Transit Administration	Buses & Bus Facilities	RTS Bus Replacementm, City of Gainesville, Alachua County, FL	$750,000	Stearns; Brown, Corrine
Federal Transit Administration	Buses & Bus Facilities	Rural bus program for Maui, Kauai and Hawaii counties, HI	$800,000	Abercrombie; Hirono
Federal Transit Administration	Buses & Bus Facilities	Saginaw Transit Authority Regional Services Bus and Bus Facilities Project, Saginaw, MI	$500,000	Kildee
Federal Transit Administration	Buses & Bus Facilities	San Joaquin Regional Operations Facility Construction, CA	$500,000	McNerney; Cardoza

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Transit Administration	Buses & Bus Facilities	San Jose High Volume Bus Stop Upgrades, Santa Clara County, CA	$600,000	Honda
Federal Transit Administration	Buses & Bus Facilities	Scottsdale Intermodal Center, AZ	$500,000	Mitchell
Federal Transit Administration	Buses & Bus Facilities	Senior Center Buses, Guadalupe, AZ	$150,000	Pastor (AZ)
Federal Transit Administration	Buses & Bus Facilities	SMART Alternative Fuel Vehicles, MI	$1,500,000	Kilpatrick (MI); Dingell
Federal Transit Administration	Buses & Bus Facilities	South Amboy Intermodal Station, NJ	$500,000	Pallone
Federal Transit Administration	Buses & Bus Facilities	South Bay Regional Intermodal Transit Centers, CA	$800,000	Harman
Federal Transit Administration	Buses & Bus Facilities	Southern Maryland Commuter Bus Initiative	$1,250,000	Hoyer
Federal Transit Administration	Buses & Bus Facilities	St. Petersburg Central Avenue Bus Rapid Transit, FL	$500,000	Young (FL)
Federal Transit Administration	Buses & Bus Facilities	StarMetro Buses, Tallahassee, FL	$1,000,000	Crenshaw; Boyd
Federal Transit Administration	Buses & Bus Facilities	State of Arkansas, Bus and Bus Facilities	$1,050,000	Ross; Berry; Boozman; Snyder
Federal Transit Administration	Buses & Bus Facilities	Stone Avenue Train Station, La Grange, IL	$500,000	Lipinski
Federal Transit Administration	Buses & Bus Facilities	Suffolk County bus and bus facilities, NY	$600,000	Bishop (NY)
Federal Transit Administration	Buses & Bus Facilities	TARTA Bus and Bus Facilities, OH	$1,000,000	Kaptur
Federal Transit Administration	Buses & Bus Facilities	Tennessee Public Transit Administration Rural Transportation Project	$800,000	Tanner
Federal Transit Administration	Buses & Bus Facilities	Tennessee Statewide Bus and Bus Facilities	$1,250,000	Davis (TN); Duncan
Federal Transit Administration	Buses & Bus Facilities	The District Capital Cost of Contracting, Montgomery County, TX	$1,000,000	Brady (TX)

Federal Transit Administration	Buses & Bus Facilities	SunLine Transit Agency paratransit buses and commuter coaches, CA	$750,000	Bono Mack
Federal Transit Administration	Buses & Bus Facilities	Tinley Park 80th Avenue Metra Station Development, IL	$500,000	Biggert
Federal Transit Administration	Buses & Bus Facilities	Transit Capitol Requests, Oklahoma City, OK	$1,400,000	Cole
Federal Transit Administration	Buses & Bus Facilities	Transit Facility and Bus Apron Access Construction along US 1, Key West, FL	$1,000,000	Ros-Lehtinen
Federal Transit Administration	Buses & Bus Facilities	Transit Facility for LKLP Communicaty Action Council in West Liberty, KY	$1,000,000	Rogers (KY)
Federal Transit Administration	Buses & Bus Facilities	Troy/Birmingham Multi-Modal Transit Center, MI	$1,300,000	Peters
Federal Transit Administration	Buses & Bus Facilities	U.S. Space and Rocket Center Transporation Request, Huntsville, AL	$1,600,000	Aderholt
Federal Transit Administration	Buses & Bus Facilities	Union City Intermodal Station, Phases 1C and 2, CA	$500,000	Stark
Federal Transit Administration	Buses & Bus Facilities	Union Station Intermodal Transit Center, Washington, DC	$500,000	Norton
Federal Transit Administration	Buses & Bus Facilities	Union Station Intermodal, Pottsville, PA	$400,000	Holden
Federal Transit Administration	Buses & Bus Facilities	Vacaville Intermodal Station—Phase 2, CA	$500,000	Miller, George
Federal Transit Administration	Buses & Bus Facilities	Veterans Home Handicapped-Accessible Bus and Handicapped-Accessible Van, Juana Diaz, PR	$130,000	Pierluisi
Federal Transit Administration	Buses & Bus Facilities	Veterans Shuttle Service Project, capital cost of contracting, Lufkin, TX	$300,000	Gohmert
Federal Transit Administration	Buses & Bus Facilities	VIA Metropolitan Transit BRT improvements, San Antonio, TX	$500,000	Gonzalez; Rodriguez
Federal Transit Administration	Buses & Bus Facilities	VIA Metropolitan Transit Bus Maintenance Facility Improvements, San Antonio, Texas	$300,000	Gonzalez
Federal Transit Administration	Buses & Bus Facilities	VIA Metropolitan Transit Bus US 281 / Loop 1604 Area Park & Ride, San Antonio, TX	$750,000	Smith (TX)

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Agency	Account	Project	Amount	Requester(s)
Federal Transit Administration	Buses & Bus Facilities	Virgin Islands, Bus and Bus Facilities, VI	$200,000	Christensen
Federal Transit Administration	Buses & Bus Facilities	VTA Renewable Energy Conversion Project, San Jose, CA	$750,000	Lofgren, Zoe
Federal Transit Administration	Buses & Bus Facilities	Washoe County Bus and Bus Facilities, NV	$250,000	Heller
Federal Transit Administration	Buses & Bus Facilities	Waterbury Intermodal Transportation Center, CT	$500,000	Murphy (CT)
Federal Transit Administration	Buses & Bus Facilities	West Seattle RapidRide and Hybrid Bus Program, Seattle, WA	$600,000	McDermott
Federal Transit Administration	Buses & Bus Facilities	Wilkes-Barre Intermodal Transportation Center, PA	$600,000	Kanjorski
Federal Transit Administration	Buses & Bus Facilities	Winter Haven/Polk County Buses, FL	$200,000	Putnam
Federal Transit Administration	Buses & Bus Facilities	WKU Transportation Fleet Expansion, Bowling Green, KY	$250,000	Guthrie
Federal Transit Administration	Buses & Bus Facilities	Wonderland Intermodal Improvements, MA	$750,000	Markey (MA)
Federal Transit Administration	Capital Improvement Grants	Assembly Square Orange Line Station, MA	$1,000,000	Capuano
Federal Transit Administration	Capital Improvement Grants	Baltimore Red Line, MD	$3,000,000	Cummings; Ruppersberger; Sarbanes
Federal Transit Administration	Capital Improvement Grants	Berkeley-Oakland-San Leandro Bus Rapid Transit Corridor Improvements Project in Alameda County, CA	$1,000,000	Lee (CA); Stark
Federal Transit Administration	Capital Improvement Grants	Charlotte Streetcar Project, NC	$500,000	Watt; Kissell
Federal Transit Administration	Capital Improvement Grants	Chicago Transit Hub (Circle Line—Ogden Streetcar), IL	$1,500,000	Quigley; Lipinski
Federal Transit Administration	Capital Improvement Grants	Fort Worth Transportation Authority Southwest-to-Northeast Rail Corridor, TX	$4,000,000	Granger; Burgess
Federal Transit Administration	Capital Improvement Grants	Honolulu High Capacity Transit Corridor Project, HI	$4,000,000	Abercrombie; Hirono

Federal Transit Administration	Capital Improvement Grants	I-10 West Corridor Light Rail Extenson, Phoenix, AZ	$1,000,000	Pastor (AZ)
Federal Transit Administration	Capital Improvement Grants	Metra Commuter Rail, IL	$12,000,000	
		Metra Southeast Service, Chicago, IL		Jackson (IL); Halvorson
		Metra STAR Line, IL		Roskam; Halvorson; Bean
		Metra Commuter Rail Union Pacific Northwest Line, IL		Bean; Davis (IL); Quigley
		Metra UP-West Line, IL		Roskam; Gutierrez
Federal Transit Administration	Capital Improvement Grants	Miami-Dade County Metrorail Orange Line Expansion, FL	$4,000,000	Diaz-Balart, Lincoln; Diaz-Balart, Mario; Meek (FL)
Federal Transit Administration	Capital Improvement Grants	Modern Streetcar/Light Rail Transit System, Tucson, AZ	$3,000,000	Giffords; Grijalva; Pastor (AZ)
Federal Transit Administration	Capital Improvement Grants	Perris Valley Line, CA	$5,000,000	Bono Mack; Calvert
Federal Transit Administration	Capital Improvement Grants	Potomac Yard High Capacity Transit, VA	$1,000,000	Moran (VA)
Federal Transit Administration	Capital Improvement Grants	South Shore Commuter Rail Capital Reinvestment Plan, Northern Indiana Commuter Transportation District, IN	$2,000,000	Visclosky
Federal Transit Administration	Capital Improvement Grants	Stamford Urban Transitway, CT	$2,000,000	Himes
Federal Transit Administration	Capital Improvement Grants	Third Street Light Rail-Central Subway Project, CA	$4,000,000	Pelosi
Federal Transit Administration	Capital Improvement Grants	Wilmington to Newark Commuter Rail Improvement Program, DE	$2,000,000	Castle
Federal Transit Administration	Research (FTA)	Community Transportation Association of America National Joblinks Program	$1,000,000	Olver
Federal Transit Administration	Research (FTA)	Metropolitan Area Transportation Operations and Coordination	$200,000	Ruppersberger
Federal Transit Administration	Research (FTA)	Project TRANSIT	$300,000	Fattah

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	180 Turning Lives Around Inc.	180 Turning Lives Around space expansion	$200,000	Smith (NJ)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Action for Children, Columbus, OH	Renovation of several early childhood learning centers	$150,000	Kilroy
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Ada Public Works Authority	Water storage tower construction	$400,000	Cole
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Alabama PALS	Alabama PALS, Coastal Cleanup equipment	$250,000	Bonner
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Alianza Dominicana, Inc., New York, NY	Construction of the Triangle Building, a mixed-use facility	$250,000	Rangel
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Altadena Library District, Altadena, CA	Renovation, expansion and ADA compliance at a public library	$400,000	Schiff
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	American Legion Veterans Housing, Inc, Jewitt City, CT	Construction of supportive housing for veterans	$200,000	Courtney
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Angelina County, TX	Angelina County Cassell-Boykin County Park Project facility renovation	$500,000	Gohmert
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Annis Water Resource Institute	Annis Water Resource Institute field station renovation	$500,000	Hoekstra
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Augusta Housing and Community Development Department, Augusta, GA	Construction and rehabilitation of the Lucy Craft Laney/Silas X. Floyd Wellness Center	$200,000	Barrow

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Automation Alley	Planning, design, and construction of the Automation Alley International Business Center for business incubation	$200,000	Peters
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Bayard Rustin Access Center	Acquisition, planning, renovation, and design of a transitional living program for youth	$100,000	Davis (IL)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Bedford County Development Association	Bedford County business park development	$250,000	Shuster
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Berkshire Community College, Pittsfield, MA	Construction of a renewable energy training center	$650,000	Olver
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Berrien County Development Authority	North Berrien Industrial Park infrastructure improvements	$300,000	Kingston
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Billings Food Bank	Billings Food Bank Montana Harvest Kitchens Project building expansion	$450,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Bordentown Township, NJ	The Bordentown Township Light Rail Transit Center area renovation and remediation	$250,000	Smith (NJ)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Borough of Phoenixville, PA	Phoenixville downtown streetscape project	$250,000	Gerlach
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Borough of Souderton, PA	Souderton Train Station and Freight Buildings Restoration	$500,000	Dent
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Boys & Girls Club of Binghamton, NY	Construction and equipment at a new facility to serve at-risk youth	$250,000	Hinchey
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Boys & Girls Club of East County Foundation, Inc.	Boys & Girls Club of East County building renovation	$250,000	Hunter

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Boys & Girls Clubs of Hartford, Inc., Hartford, CT	Renovation and expansion of the Boys and Girls Club of Greater Hartford	$600,000	Larson (CT)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Boys and Girls Clubs of Bellevue	Bellevue Community Center renovations	$150,000	Reichert
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Boys and Girls Clubs of the Middle Georgia Region, Eastman, GA	Renovation of Boys and Girls club facility	$100,000	Marshall
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Boys Town, NE	Boys Town building construction	$1,250,000	Terry; Fortenberry
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Braddock Redux, Braddock, PA	Renovation and construction at the Braddock Community Center	$100,000	Doyle
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Breed Street Shul Project, Inc, Los Angeles, CA	Rehabilitation of the Breed Street Shul, an historic landmark	$250,000	Roybal-Allard
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Bronx River Alliance, Bronx, NY	Construction, buildout, and installation of roof photovoltaic array at the Bronx River House	$350,000	Serrano
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Brooklyn Botanical Garden, Brooklyn, NY	Construction and renovation for safety improvements	$400,000	Clarke
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Brooklyn Children's Museum, Brooklyn, NY	Construction and renovation of the Community Cultural and Educational Center	$250,000	Clarke; Towns
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Brooklyn Economic Development Corporation, Brooklyn, NY	Revitalization of the Moore Street Retail Market	$400,000	Velazquez

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Brooklyn Heights Association, Brooklyn, NY	Infrastructure improvements, including lighting	$400,000	Velazquez
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Brown County Public Library, Green Bay, WI	Renovations and updates to the Brown County Central Library	$300,000	Kagen
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Bucks County Housing Group, Wrightstown, PA	Renovations at a homeless shelter and affordable housing rental units	$200,000	Murphy, Patrick
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Buffalo Bayou Partnership, Houston, TX	Acquisition of land along Buffalo Bayou's East Sector	$200,000	Green, Gene
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Calexico Neighborhood House, Calexico, CA	Planning, design, and construction of five transitional units for homeless women and children	$200,000	Filner
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	CEDARS Youth Services, Inc	CEDARS Children's Crisis Center building construction	$200,000	Fortenberry
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Central City Community Development Corporation	Veterans Commons building renovation and construction	$500,000	Bilirakis; Young (FL); Castor
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Central Connecticut Coast YMCA, Inc., New Haven, CT	Construction of a community recreational facility	$400,000	DeLauro
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Central Islip Civic Council, Central Islip, NY	Revitalization and redevelopment of foreclosed properties for affordable housing	$200,000	Israel
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Chabad of the Valley, Tarzana, CA	Renovation of facilities at the Emergency Food and Social Services Center	$250,000	Sherman
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Chicanos Por La Causa, Inc., Phoenix, AZ	Construction at the Maryvale Workforce Develoment and Health Services Campus	$500,000	Pastor (AZ)

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City and County of San Francisco, CA	Redevelopment of the Sunnydale-Velasco public housing site into a mixed-income community	$750,000	Pelosi
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Abilene, TX	Life Sciences Accelerator facilities and equipment	$300,000	Neugebauer
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Alexandria, LA	Alexandria Riverfront redevelopment	$500,000	Alexander
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Alpine, TX	Construction of the Alpine Public Library	$300,000	Rodriguez
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Ashland, AL	Ashland Industrial Park infrastructure improvements	$250,000	Rogers (AL)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Atmore, AL	Elevated water tank construction	$350,000	Bonner
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Aurora, IL	Electrical substation relocation, brownfield remediation, and economic revitalization	$300,000	Foster
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Bastrop, TX	Renovation and expansion of a visitor center	$200,000	Doggett
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Billings, MT	Business Consortium Project for the Homeless building purchase and renovation	$323,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Bradfordsville, KY	Bradfordsville senior center/community center building renovation	$250,000	Guthrie

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Brockton, MA	Reconstruction and renovation at public parks	$600,000	Lynch
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Brownstown, IN	Construction of ADA-compliant sidewalks and streetscaping	$250,000	Hill
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Chesapeake, VA	Great Bridge Battlefield and Waterways Park and Visitors Center building construction	$250,000	Forbes
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Cincinnati, OH	Remediation of brownfield, demolition and infrastructure at the Metro West Commerce Park	$400,000	Driehaus
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Citrus Heights, CA	ADA infrastructure improvements	$450,000	Lungren, Dan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Covington, KY	Stewart Iron Works building renovation	$250,000	Davis (KY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of DeLand, FL	Spring Hill Boys and Girls Community Center building construction	$250,000	Mica; Brown, Corrine
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Demopolis, AL	Infrastructure improvements at the Demopolis Airport Industrial Park	$400,000	Davis (AL)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Detroit, MI	Infrastructure improvements, streetscaping, and ADA compliance in Detroit	$400,000	Conyers; Kilpatrick (MI)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Dothan, AL	Demolition, planning, design, and renovation of downtown business district	$500,000	Bright
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of East Haven	Streetscaping, replacing sidewalks and curbing, and installation of energy-efficient lighting	$500,000	DeLauro

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Fitchburg, MA	Design, planning and engineering work for the development of an industrial park	$250,000	Olver
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Fort Smith, AR	Downtown Riverfront Economic Development Initiative planning, design and construction	$250,000	Boozman
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Fort Worth, TX	Trinity River Vision land acquisition	$500,000	Granger
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Gardendale, AL	Renovations and improvements to a facility for disabled youth, with the Gardendale Miracle League	$100,000	Bachus
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Guntersville, AL	Guntersville Harbor breakwater replacement	$200,000	Aderholt
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Hartford Housing Authority, Hartford, CT	Demolition and reconstruction of a housing complex	$500,000	Larson (CT)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Hillsboro, TX	Land acquisition and construction at Hillsboro parks	$300,000	Edwards (TX)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Hondo, TX	Construction of a new shelter for women who have been victimized by physical abuse	$250,000	Rodriguez
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Huntington Park, CA	Construction of an ADA- compliant trail	$300,000	Roybal-Allard

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Irondale, AL	City of Irondale streetscape project	$200,000	Bachus
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Jal, NM	Renovation of a vacant building for economic development	$400,000	Teague
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Jefferson, IA	Streetscape improvements	$385,000	Latham
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Jersey City, NJ	Construction at and remediation of a brownfield and development of a mixed-use community	$400,000	Rothman (NJ); Payne
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Joshua, TX	Land acquisition and construction and equipment for park areas	$1,000,000	Edwards (TX)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Laredo, TX	Renovation and construction at the Laredo Little Theatre	$200,000	Cuellar
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Lawndale, CA	Design, demolition, and construction of a new community center	$300,000	Waters
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Malden	Demolition of a building and streetscaping to revitalize a downtown area	$400,000	Markey (MA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Marine City, MI	Marine City historic building renovation	$250,000	Miller (MI)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Memphis/Memphis Housing Authority, TN	Construction and renovation at vacant public housing for mixed-income senior housing	$200,000	Cohen
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Nappanee, IN	Nappanee Airport/ New Industrial Park infrastructure improvements	$250,000	Souder
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of New Iberia, LA	Construction of a multi-use facility in New Iberia	$300,000	Melancon

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Norco, CA	Santa Ana River Trail construction	$100,000	Calvert
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of North Adams, MA	Construction at an historic building for ADA compliance	$350,000	Olver
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of North Port, FL	Family Services Center facility expansion	$100,000	Buchanan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Palatka, FL	Palatka Riverfront Park Redevelopment	$250,000	Mica
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Ravenna, KY	Construction and renovation at a public park for handicap accessibility	$175,000	Chandler
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Ray City, GA	Ray City streetscape and safety improvements	$175,000	Kingston
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Richland, GA	Streetscaping and sidewalk improvements	$100,000	Bishop (GA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Ridgeland, MS	City Center renovation and construction	$100,000	Harper
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Round Rock, TX	Downtown Revitalization and Main Street improvements	$500,000	Carter
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Salem, OR	Infrastructure improvements at the Mill Creek Employment Center	$400,000	Schrader
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of San Bernardino, CA	Verdemont Community Center building construction	$500,000	Lewis (CA); Baca

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Sarasota, FL	Robert Taylor Community Center facilities renovation	$150,000	Buchanan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Shelby, MT	Shelby Downtown District Revitalization Project building renovation	$200,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Snoqualmie, WA	Snoqualmie Historic Downtown Main Street infrastructure improvements	$250,000	Reichert
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Suffolk, VA	Dismal Swamp Interpretive Center building design and construction	$200,000	Forbes
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Tarrant, AL	Five Mile Creek Greenway streetscaping project	$150,000	Bachus
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Tuskegee, AL	Tuskegee Industrial Park development	$250,000	Rogers (AL)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Unadilla, GA	Streetscaping and sidewalk improvements	$100,000	Bishop (GA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Warren, PA	Capital improvements and streetscaping in downtown Warren, PA	$400,000	Dahlkemper
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Wilson, NC	Redevelopment, renovation and demolition of vacant buildings	$200,000	Butterfield
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	City of Worcester, MA	Planning, design, and engineering for the Institute Park Renovation Project	$400,000	McGovern
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Claiborne County Industrial Development Board	Claiborne County Center for Higher Education building renovations and rehabilitation	$189,000	Wamp

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Clarke County Economic Development Initiative	Clarke County Economic Development Initiative infrastructure improvements	$400,000	Bonner; Davis (AL)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Cleary University	Livingston Campus Community Center building renovation	$250,000	Rogers (MI)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Coalport Borough Council	Coalport Borough streetscape project	$150,000	Shuster
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Commonwealth Library Council, Saipan, MP	Repair and renovation at the Joeten-Kiyu Public Library	$200,000	Sablan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Community Food Bank, Inc., Tucson, AZ	Installation and construction of a solar power array at the food bank	$200,000	Giffords
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Concourse House, HDFC, Bronx, NY	Renovation of Concourse House, a home for women and children	$350,000	Serrano
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	County of Campbell, VA	Site development and construction of a library	$350,000	Perriello
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	County of Los Angeles, Community and Senior Services, Los Angeles, CA	Equipment for Food Finders, Inc. of Long Beach and Interfaith Food Center in Whittier	$150,000	Sanchez, Linda
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	County of Santa Clara, Department of Parks and Recreation, Los Gatos, CA	Design, engineering, surveying and construction of Martial Cottle Park	$250,000	Lofgren, Zoe; Honda
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Custer County, ID	Custer County community center development	$500,000	Simpson

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Deane Center for the Performing Arts	Building construction and renovation for the Deane Center for the Performing Arts	$100,000	Thompson (PA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	DeKalb County, GA	Construction of the Ellenwood Community Center	$300,000	Scott (GA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Department of Lands and Natural Resources, Saipan, MP	Design and Construction of the Garapan Public Market	$200,000	Sablan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Detroit Institute of Arts (DIA), Detroit, MI	Renovation of the roof at an historic building	$500,000	Kilpatrick (MI); Conyers
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Eden Housing, Hayward, CA	Renovation at the Eden Housing Affordable Housing Complex	$240,000	Honda
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Ellwood City Revitalization Project, Inc., Ellwood City, PA	Planning, design, and redevelopment of downtown Ellwood City	$200,000	Altmire
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Employment Horizons, Incorporated	Employment Horizons building renovation	$400,000	Frelinghuysen
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Episcopal Ministries of the Diocese of Bethlehem, Inc.	Rehabilitation of an abandoned building to provide services for low-income people	$250,000	Dent
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Esperanza en Escalante, Tucson, AZ	Acquisition of equipment for expanded services for homeless veterans	$75,000	Giffords
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Federation of Italian-American Organizations of Brooklyn, Ltd.	Construction of a community center	$700,000	McMahon
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Food Bank for Monterey County, Salinas, CA	Acquisition of equipment and a vehicle for the food bank	$150,000	Farr
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Fort Greene Park Conservancy, Brooklyn, NY	Sidewalk improvements and streetscaping at the Fort Greene Park Conservancy	$300,000	Towns

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Friendly Fuld Neighborhood Centers, Inc., Newark, NJ	Renovation of a building to provide services to low-income children and families	$400,000	Payne
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Fulton County Commissioners	Northeast Fulton County water system	$250,000	Latta
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Geauga Park District	Geauga Park District/Geauga County Greenway Connector land acquisition	$428,000	LaTourette
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Gilmer County Family Resource Network, Glenville, WV	Acquisition, renovation, streetscaping and facade improvements	$400,000	Mollohan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Great Falls Development Authority	Great Falls Industrial Park infrastructure improvements	$300,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Great Rivers Greenway, St. Louis, MO	Construction of the Carondelet Greenway Connector	$200,000	Carnahan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Greater Ouachita Port Commission	Greater Ouachita Port, surface development project	$250,000	Alexander
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Groundwork, Inc., Brooklyn, NY	Construction of the Groundwork Community Center	$600,000	Towns
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Hillsborough Community College	Building Renovations—Brandon Campus	$200,000	Bilirakis
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Hillview Acres Children	Hillview Acres Children building renovation	$250,000	Miller, Gary

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Hornell Family YMCA, Hornell, NY	Construction of new and renovation of older structures for cultural programs	$400,000	Massa
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Housing Authority of Calvert County, Prince Frederick, MD	Renovation and expansion of a homeless shelter	$375,000	Hoyer
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Housing Connections, Wheeling, WV	Acquisition and renovation of affordable housing	$300,000	Mollohan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Hudson Area Library Association, Hudson, NY	Restoration and renovation of the Hudson Area Library	$200,000	Murphy (NY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Huntington Community Development Agency, Huntington, NY	Renovations and energy efficient retrofits for small business development	$200,000	Israel
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Inc. Village of Lynbrook, NY	Streetscaping and sidewalk improvements	$200,000	McCarthy (NY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Jefferson County Convention & Visitors Bureau (JCCVB)	Harpers Ferry Interpretative Welcome Center building construction	$250,000	Capito
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Kentucky Blood Center	Kentucky Blood Center building construction	$500,000	Rogers (KY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Kentucky Communities Economic Opportunity Council, Gray, KY	Construction of a community wellness center	$250,000	Rogers (KY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Lackawanna County Board of Commissioners, Scranton, PA	Design and construction of a Small Business Incubator and/or Multipurpose Center	$200,000	Kanjorski
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Lake Metroparks	Lake Metroparks/Mill Creek Corridor Preservation land acquisition	$500,000	LaTourette
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Larchmont Public Library, Larchmont, NY	Renovation of the Larchmont Public Library	$175,000	Lowey

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Lawrence Community Shelter, Inc., Lawrence, KS	Acquisition and renovation to relocate and enlarge a homeless shelter	$200,000	Moore (KS)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Lawrence CommunityWorks, Lawrence, MA	Planning, engineering and construction associated with pedestrian walkway and elevating pedestrian access	$300,000	Tsongas
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Liberty Housing Development Corporation, Philadelphia, PA	Acquisition and renovation of residential units to transition disabled persons into communities	$300,000	Schwartz
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Longview Housing Authority, Longview, WA	Rehabilitation of existing historic building for homeless veterans	$200,000	Baird
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	MAGNET, Cleveland, OH	Renovation and restoration of the Manufacturing Innovation Center	$400,000	Fudge
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Manatee County, FL	Construction of a community center in a low-income neighborhood	$250,000	Castor (FL)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Maryland Food Bank, Baltimore, MD	Construction, renovation and equipment at the Maryland Food Bank	$200,000	Sarbanes; Bartlett; Cummings; Kratovil; Ruppersberger
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Meet Each Need with Dignity (MEND), Pacoima, CA	Acquisition of equipment to expand services to low-income individuals	$130,000	Berman
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Mercy Housing and Shelter Corporation, Hartford, CT	Renovation of a homeless and transitional shelter	$500,000	Larson (CT)

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Metropolitan Council on Jewish Poverty, New York, NY	Renovations and repairs at low-income residences	$150,000	Weiner
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Metropolitan Development Association of Syracuse and Central New York, Inc., Syracuse, NY	Infrastructure improvements at the Syracuse University Research Park	$200,000	Maffei
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Mid-South Community College, West Memphis, AR	Construction of classroom and laboratory space to increase capacity for workforce training	$250,000	Berry
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Mingo County Redevelopment Authority, Williamson, WV	Development and construction of the Southern Highlands Initative	$400,000	Rahall
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Monroe County Fiscal Court	Monroe County Farmer's Market facility construction	$250,000	Whitfield
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Morgan Arts Council	Community Center building renovations	$200,000	Capito
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Muskingum County Commissioners, Zanesville, OH	Renovation of a building to create a business incubator	$300,000	Space
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Nassau County Museum of Art, Roslyn Harbor, NY	Construction and expansion	$200,000	Ackerman
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	New York Families for Autistic Children, Ozone Park, NY	Energy efficient renovations and construction at the New York Families for Autistic Children facility	$300,000	Meeks (NY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Nicetown CDC, Philadelphia, PA	Construction of a low-income housing tax credit project	$400,000	Fattah
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Nisei Veterans Committee Foundation, Seattle, WA	Acquisition of land for the Nisei veterans memorial	$200,000	McDermott

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	North Country Vietnam Veterans Association	North Country Vietnam Veterans Association building and renovations	$250,000	McHugh
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Oak Ridge Cemetery	Oak Ridge Cemetery infrastructure improvements	$250,000	Schock
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Oklahoma City Commuity College	Capitol Hill Center building renovations	$200,000	Cole
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Operation Fightback, NY, NY	Construction of 74 units of affordable housing	$750,000	Rangel
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Orange County, FL	Renovation and construction of the Central Receiving Center for the homeless	$400,000	Brown, Corrine
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Pantry Partners Food Bank	Pantry Partners Food Bank building project	$200,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Para Los Ninos, Los Angeles, CA	Renovations at the Vermont Child Development Center	$250,000	Watson
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Paulding County Industrial Building Authority	Paulding County Technology Park building construction	$250,000	Gingrey (GA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Peoria Park District	Proctor Center park redevelopment	$250,000	Schock
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Planning Office for Urban Affairs, Inc., Boston, MA	Construction of affordable housing in St. Aidan's Redevelopment	$750,000	Frank (MA)

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Polk County, FL	Polk County Agricultural Center building renovation	$200,000	Putnam
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Pregones Theater, Bronx, NY	Renovation and buildout of the Pregones Theater	$150,000	Serrano
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Public Action to Deliver Shelter, Inc. DBA Hesed House, Aurora, IL	Renovation and construction of a homeless resource center	$200,000	Foster
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Randolph County Industrial Development Council	Industrial Park South infrastructure improvements	$250,000	Rogers (AL)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Rebuilding Together Houston, Houston, TX	Renovations of housing for veterans who are low-income or disabled	$400,000	Green, Al
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Ritchie County Public Library, Harrisville, WV	Renovation and construction of the Ritchie County Public Library	$200,000	Mollohan
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Riverplace Development Corporation	The Penn Corridor streetscaping	$250,000	Gerlach
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Riverworks Development Corporation, Milwaukee, WI	Acquisition of blighted and abandoned buildings and vacant lots in the Five Point Exchange area	$250,000	Moore (WI)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Rockingham Community College, Wentworth, NC	Design and equipment at the McMichael Civic Center	$250,000	Miller (NC)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Rocky Mountain Development Council	Caird Iron Works Redevelopment	$200,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Safe Harbors of the Hudson, Inc., Newburgh, NY	Restoration and renovation at the historic Ritz Theater	$400,000	Hinchey
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	San Mateo County, CA	Construction and renovation of the Half Moon Bay Library	$200,000	Eshoo

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Seneca County Industrial Development Agency, Waterloo, NY	Demolition of two buildings at the Seneca Army Depot	$200,000	Arcuri
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	South Carolina Maritime Foundation	Spirit of South Carolina facilities construction and curriculum development	$250,000	Brown (SC)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	South Jersey Economic Development District	Aviation Research and Technology Park infrastructure improvements	$250,000	LoBiondo
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	South Tangipahoa Parish Port Commission	Port Manchac Bulkhead renovations	$100,000	Scalise
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	St. Ann's Infant and Maternity Home, Hyattsville, MD	Renovations and systems upgrades	$200,000	Van Hollen
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	St. Mary Development Corporation	Renaissance Alliance Project—St. Mary Development Corporation building acquisition and demolition	$400,000	Turner
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Starr Commonwealth, Detroit, MI	Renovation and expansion of transitional facilities for youth	$250,000	Kilpatrick (MI); Conyers
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Susquehanna County Library, Montrose, PA	Construction of a public library	$300,000	Carney
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Tacoma Rescue Mission, Tacoma, WA	Construction of a facility for homeless women and families	$200,000	Dicks
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Texas College	Discovery Learning Center Program building renovation	$250,000	Gohmert

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Texas State Technical College	TSTC Marshall Transportation and Industrial Manufacturing Building	$200,000	Gohmert
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Texas Wesleyan University	Rosedale Avenue Redevelopment Initiative building renovations	$250,000	Burgess
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The City of Rainsville, AL	Northeast Alabama Agri-Business Center facility construction	$200,000	Aderholt
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The City of Rockford, IL	Rockford West Side economic development initiative infrastructure improvements	$500,000	Manzullo
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Coalition for Buzzards Bay, New Bedford, MA	Green renovation of an educational facility	$250,000	Frank (MA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Community Food Bank of San Benito County, CA	Acquisition of a building for the food bank	$150,000	Farr
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Dunbar Coalition, Tucson, AZ	Rehabilitation of the African American Museum and Cultural Center	$250,000	Grijalva
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Home for Little Wanderers, Boston, MA	Renovation of the Knight Children's Center, Jamaica Plain	$300,000	Capuano
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Housing Trust of Santa Clara County, CA	Capitalization of a revolving loan fund	$700,000	Honda; Eshoo; Lofgren, Zoe
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Manor, Jonesville, MI	Construction of educational facilities for developmentally disabled youth	$250,000	Schauer
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Murphy Theatre Community Center, Inc	The Murphy Theatre building renovation	$250,000	Turner

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Nehemiah Project	Building acquisition, renovation, and redevelopment of Lower Fairview	$100,000	Shuster
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The School for Children with Hidden Intelligence	Construction of an educational facility providing special education services	$250,000	Smith (NJ)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Sunnybrook Foundation	Sunnybrook Historic Revitalization Project building renovation	$250,000	Dent
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	The Unity Council, Oakland, CA	Rehabilitation of the Fruitvale Community Cultural Center in Oakland, CA	$250,000	Lee (CA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Three Square Food Bank, Las Vegas, NV	Acquisition of equipment and vehicles for food pickup and distribution	$200,000	Berkley
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Toledo Metroparks, Toledo, OH	Acquisition of the remaining 62 acres of Keil Farm	$500,000	Kaptur
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Town of Cambria, NY	Old Military Base Phase One Demolition Project	$250,000	Lee (NY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Town of Darien, CT	Construction of an affordable housing development	$250,000	Himes
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Town of Hammonton, NJ	Hammonton Downtown building renovation	$250,000	LoBiondo
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Town of Pelahatchie, MS	Pelahatchie site development for economic development	$150,000	Harper

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Town of Syracuse, IN	Syracuse Technology and Industrial Park infrastructure improvements	$500,000	Souder
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Township of Clinton, NJ	Township of Clinton affordable housing site preparation	$250,000	Lance
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Township of Union, NJ	Irvington Branch of Lightning Brook retaining wall replacement	$250,000	Lance
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Trenton, NJ	Trenton Train Station area infrastructure improvements	$200,000	Smith (NJ)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Triangle Residential Options for Substance Abusers (TROSA), Durham, NC	Construction of a dorm for a substance abuse recovery program	$300,000	Price (NC)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Tubman African American Museum, Macon, GA	Construction of the Tubman Museum	$250,000	Marshall
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	UDI Community Development Corporation, Durham, NC	Renovation and conversion of deteriorating buildings to mixed-use commercial/residential space	$200,000	Price (NC)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Unity House of Troy, NY	Construction and renovation of a domestic violence shelter	$300,000	Tonko
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Uptown Theater, Philadelphia, PA	Renovation of the Uptown Theater	$350,000	Fattah; Brady (PA)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Urban League of Springfield, MA	Renovation of facilities at Camp Atwater, a camp serving Springfield, MA	$450,000	Neal
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Valley Forge Military Academy and College, Wayne, PA	Renovation and construction at Von Steuben Hall	$300,000	Sestak
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Veterans Memorial Building Development Committee of the San Ramon Valley, Danville, CA	Restoration of the Veterans Memorial Building for the San Ramon Valley	$200,000	McNerney

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Veterans of Foreign Wars Post 6249 Rocky Point, NY	Renovation of facility for handicap accessibility	$200,000	Bishop (NY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Village of Villa Park, IL	Streetscaping, South Villa Corridor	$250,000	Roskam
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Ville Market Place, St. Louis, MO	Construction of a farmer's market in an inner city neighborhood	$300,000	Clay
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Watson Children's Shelter, Missoula, MT	Construction of a children's shelter facility	$500,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Wakpa Sica Reconciliation Place, Ft. Pierre, SD	Construction of Wakpa Sica Reconciliation Place	$280,000	Herseth Sandlin
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Wallington, NJ	Streetscaping and ADA compliance	$250,000	Rothman (NJ)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Washington County, MO	Washington County ADA building renovations	$300,000	Emerson
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Wayne County Economic Development District, Waynesboro, MS	Construction and infrastructure at the Wayne County Industrial Park	$200,000	Taylor
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	West Manheim Township Park and Recreation Board	West Manheim Township Park facilities improvements	$250,000	Platts
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	West Orlando Rotary Club, Orlando, FL	Construction of wheelchair ramps for low-income residents	$150,000	Grayson
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Winston County Commission, AL	Winston County Industrial Park infrastructure improvements	$400,000	Aderholt

Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Wistariahurst Museum, Holyoke, MA	Renovation and expansion at the Wistariahurst Museum	$250,000	Olver
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Wright-Dunbar, Inc.	Wright-Dunbar Redevelopment Project building renovation	$250,000	Turner
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Yellowstone Boys and Girls Ranch	Yellowstone Boys and Girls Ranch building renovation	$100,000	Rehberg
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	YMCA of Greater NY, New York, NY	Planning, design and construction of a community center	$300,000	Nadler (NY)
Housing and Urban Development (HUD)	Economic Development Initiatives (EDI)	Youngstown Central Area Community Improvement Corporation, Youngstown, OH	Remediation and renovation of a brownfield to be suitable for technology-based businesses	$400,000	Ryan (OH)
Housing and Urban Development (HUD)	Neighborhood Initiatives	CAP Services, Stevens Point, WI	Business incubator support for start-up companies	$400,000	Obey
Housing and Urban Development (HUD)	Neighborhood Initiatives	City of Charleston	Construction of the International African American Museum	$525,000	Clyburn
Housing and Urban Development (HUD)	Neighborhood Initiatives	City of Harker Heights, TX	Armed Services YMCA facility construction, Harker Heights, TX	$750,000	Carter
Housing and Urban Development (HUD)	Neighborhood Initiatives	City of Las Vegas, NV	Foreclosure prevention and intervention program	$200,000	Titus; Berkley
Housing and Urban Development (HUD)	Neighborhood Initiatives	City of Superior, WI	Expansion and improvement of shipyard repair capacity on the Great Lakes	$950,000	Obey
Housing and Urban Development (HUD)	Neighborhood Initiatives	Cleveland Institute of Art	Cleveland Institute of Art building construction, Cleveland, OH	$500,000	LaTourette; Fudge
Housing and Urban Development (HUD)	Neighborhood Initiatives	County of San Bernardino, Riverside County	Inland Empire Economic Recovery Corporation, San Bernardino, CA	$1,000,000	Lewis (CA)

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT—Continued
[Congressionally Directed Spending Items]

Agency	Account	Recipient	Project	Amount	Requester(s)
Housing and Urban Development (HUD)	Neighborhood Initiatives	Housing Initiative Partnership, Inc., Hyattsville, MD	Spanish-language foreclosure prevention program in Prince George's County, MD	$500,000	Hoyer; Edwards (MD)
Housing and Urban Development (HUD)	Neighborhood Initiatives	Indiana University of Pennsylvania, Indiana, PA	Construction and facility buildout of a multi-purpose complex	$2,000,000	Murtha
Housing and Urban Development (HUD)	Neighborhood Initiatives	National Community Renaissance	National Community Reniassance Affordable Housing Program, Rancho Cucamonga, CA	$1,000,000	Miller, Gary; Baca; Calvert
Housing and Urban Development (HUD)	Neighborhood Initiatives	National Council of La Raza, Washington, DC	Capitalization of a revolving loan fund to be used for nationwide community development activities	$1,000,000	Gutierrez; Diaz-Balart, Lincoln; Olver; Rodriguez
Housing and Urban Development (HUD)	Neighborhood Initiatives	New Orleans Redevelopment Authority	Reduce Blight on Critical Corridors, New Orleans, LA	$750,000	Cao
Housing and Urban Development (HUD)	Neighborhood Initiatives	North Quabbin Woods/New England Forestry Foundation, Orange, MA	Support economic development in the North Quabbin region	$75,000	Olver
Housing and Urban Development (HUD)	Neighborhood Initiatives	North West Wisconsin Regional Planning Commission, Spooner, WI	Expansion of business incubators in Rusk County, including infrastructure improvements	$500,000	Obey
Housing and Urban Development (HUD)	Neighborhood Initiatives	Western Kentucky University	WKU Business Accelerator	$250,000	Guthrie

DEPARTMENT OF TRANSPORTATION
[Technical Corrections]

Project	Project Requester(s)
Broward County Ravenswood Transit Facility [1]	Diaz-Balart, Lincoln
Hudson-Bergen Light Rail Extension Route 440, Jersey City, NJ [1]	Sires
Safety Improvements and Traffic Calming Measures along Route 5 at St. Mary's County, MD [1]	Hoyer
For closed loop signal control system and other improvements for Trooper Road in Lower Providence and West Norriton Townships, Montgomery County, PA [1]	Sestak
East Bank River Front and Bikeway Improvements, IL [1]	Foster
Intersection Improvements on Crawford Avenue and 203rd Street in the Village of Olympia Fields, IL [1]	Jackson (IL)
Study Improvements to 109th Avenue, Town of Winfield, City of Crown Point, Lake County, IN [1]	Visclosky
Ronald Reagan Parkway (Middle and Southern segments), Hendricks County, IN [1]	Buyer
Onville Road Intersection and Road-Widening Project, Stafford, VA [1]	Whittman
I-29 Interchange Reconstruction in St. Joseph, MO [1]	Graves
General Interstate Maintenance, WV [1]	Capito
Wapsi Great Western Line Trail, Mitchell and Howard Counties, IA [1]	Latham
Highway 169 Construction, Humboldt and Webster Counties, IA [1]	Latham
Highway 53 Intersections, WI [1]	Obey
Custer County, ID, Community Center [1]	Simpson
Custer County, ID, Community Center [1]	Simpson
Alameda Corridor East Grade Separations, CA [1]	Schiff
Rail Line and Station Improvement and Rehabilitation, Mount Vernon, NY [1]	Engel

[1] Clarification of funds provided in previous appropriations Acts.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY

The following table provides a detailed summary, for each department and agency, comparing the amounts recommended in the bill with fiscal year 2009 enacted amounts and budget estimates presented for fiscal year 2010:

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	98,248	103,184	102,556	+4,308	-628
Immediate Office of the Secretary	(2,400)	---	(2,631)	(+231)	(+2,631)
Immediate Office of the Deputy Secretary	(759)	---	(986)	(+227)	(+986)
Office of the General Counsel	(19,838)	---	(20,359)	(+521)	(+20,359)
Office of the Under Secretary of Transportation for Policy	(10,107)	---	(11,100)	(+993)	(+11,100)
Office of the Assistant Secretary for Budget and Programs	(10,200)	---	(10,559)	(+359)	(+10,559)
Office of the Assistant Secretary for Governmental Affairs	(2,400)	---	(2,440)	(+40)	(+2,440)
Office of the Assistant Secretary for Administration	(26,000)	---	(25,520)	(-480)	(+25,520)
Office of Public Affairs	(2,020)	---	(2,055)	(+35)	(+2,055)
Office of the Executive Secretariat	(1,595)	---	(1,658)	(+63)	(+1,658)
Office of Small and Disadvantaged Business Utilization	(1,369)	---	(1,433)	(+64)	(+1,433)
Office of Intelligence, Security, and Emergency Response	(8,675)	---	(10,600)	(+1,925)	(+10,600)
Office of the Chief Information Officer	(12,885)	---	(13,215)	(+330)	(+13,215)
Supplemental discretionary grants for national service transportation system (emergency) (P.L. 111-5)	1,500,000	---	---	-1,500,000	---
Financial management capital	5,000	5,000	5,000	---	---
Office of Civil Rights	9,384	9,667	9,667	+283	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Rescission of excess compensation for air carriers....	-848	---	---	+848	---
Transportation planning, research, and development....	18,300	10,233	14,733	-3,567	+4,500
Working capital fund.....	(128,094)	---	(147,596)	(+19,502)	(+147,596)
Minority business resource center program.....	912	912	912	---	---
(Limitation on guaranteed loans).....	(18,367)	(18,367)	(18,367)	---	---
Minority business outreach.....	3,056	3,074	3,074	+18	---
Payments to air carriers (Airport & Airway Trust Fund)	73,013	125,000	125,000	+51,987	---
Emergency appropriations (P.L. 111-32).....	13,200	---	---	-13,200	---
Total, Office of the Secretary.....	1,720,265	257,070	260,942	-1,459,323	+3,872
Appropriations.....	(207,913)	(257,070)	(260,942)	(+53,029)	(+3,872)
Rescissions.....	(-848)	---	---	(+848)	---
Emergency appropriations.....	(1,513,200)	---	---	(-1,513,200)	---
Federal Aviation Administration					
Operations.....	9,042,467	9,335,798	9,347,168	+304,701	+11,370
Air traffic organization.....	(7,098,322)	---	(7,300,739)	(+202,417)	(+7,300,739)
Aviation safety.....	(1,164,597)	---	(1,231,765)	(+67,168)	(+1,231,765)
Commercial space transportation.....	(14,094)	---	(14,737)	(+643)	(+14,737)
Financial services.....	(111,004)	---	(113,681)	(+2,677)	(+113,681)
Human resource management.....	(96,091)	---	(100,428)	(+4,337)	(+100,428)
Region and center operations.....	(331,000)	---	(341,977)	(+10,977)	(+341,977)
Staff offices.....	(180,859)	---	(196,063)	(+15,204)	(+196,063)
Information services.....	(46,500)	---	(49,778)	(+3,278)	(+49,778)
Facilities & equipment (Airport & Airway Trust Fund)..	2,742,095	2,925,202	2,925,202	+183,107	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Supplemental funding for facilities and equipment (emergency) (P.L. 111-5)	200,000	---	---	-200,000	---
Research, engineering, and development (Airport & Airway Trust Fund	171,000	180,000	195,000	+24,000	+15,000
Grants-in-aid for airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,600,000)	(3,000,000)	(3,000,000)	(-600,000)	---
(Limitation on obligations)	(3,514,500)	(3,515,000)	(3,515,000)	(+500)	---
Small community air service development program	(8,000)	---	---	(-8,000)	---
Administration	(87,454)	(93,422)	(93,422)	(+5,968)	---
Airport Cooperative Research Program	(15,000)	(15,000)	(15,000)	---	---
Airport technology research	(19,348)	(22,472)	(22,472)	(+3,124)	---
Rescission of contract authority (BY AIP)	-80,000	---	---	+80,000	---
Rescission of contract authority (P.L. 111-32)	-13,200	---	---	+13,200	---
Subtotal	(3,421,300)	(3,515,000)	(3,515,000)	(+93,700)	---
Supplemental discretionary grants for airport investment (emergency) (P.L. 111-5)	1,100,000	---	---	-1,100,000	---
Total, Federal Aviation Administration	13,162,362	12,441,000	12,467,370	-694,992	+26,370
Appropriations	(11,955,562)	(12,441,000)	(12,467,370)	(+511,808)	(+26,370)
Rescissions of contract authority	(-93,200)	---	---	(+93,200)	---
Emergency appropriations	(1,300,000)	---	---	(-1,300,000)	---
(Limitations on obligations)	(3,514,500)	(3,515,000)	(3,515,000)	(+500)	---
Total budgetary resources less emergencies	(15,376,862)	(15,956,000)	(15,982,370)	(+605,508)	(+26,370)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Highway Administration					
Limitation on administrative expenses	(390,000)	(415,396)	(413,533)	(+23,533)	(-1,863)
Federal-aid highways (Highway Trust Fund):					
(Liquidation of contract authorization)	(41,439,000)	(33,000,000)	(41,846,000)	(+407,000)	(+8,846,000)
(Limitation on obligations)	(40,700,000)	(5,000,000)	(41,107,000)	(+407,000)	(+36,107,000)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
General Fund share	---	36,107,000	---	---	-36,107,000
Appalachian development highway system	9,500	---	---	-9,500	---
Denali Access System	5,700	---	---	-5,700	---
Surface transportation projects	161,327	---	125,700	-35,627	+125,700
Additional TCSP (subject to limitation)	143,031	---	---	-143,031	---
Rescission of contract authority (Highway Trust Fund)	-3,150,000	---	---	+3,150,000	---
Administration (rescission of contract authority)	-33,401	---	---	+33,401	---
Research (rescission of contract authority)	-11,757	---	---	+11,757	---
Highway infrastructure investment (emergency) (P.L. 111-5)	27,500,000	---	---	-27,500,000	---
Total, Federal Highway Administration	24,624,400	36,107,000	125,700	-24,498,700	-35,981,300
Appropriations	(319,558)	(36,107,000)	(125,700)	(-193,858)	(-35,981,300)
Rescissions of contract authority	(-3,195,158)	---	---	(+3,195,158)	---
Emergency appropriations	(27,500,000)	---	---	(-27,500,000)	---
(Limitations on obligations)	(40,700,000)	(5,000,000)	(41,107,000)	(+407,000)	(+36,107,000)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources less emergencies	(37,824,400)	(41,107,000)	(41,232,700)	(+3,408,300)	(+125,700)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Motor Carrier Safety Administration					
Motor carrier safety operations and programs (Highway Trust Fund)(Liquidation of contract authorization)..	(234,000)	(234,000)	(239,828)	(+5,828)	(+5,828)
(Limitation on obligations).....	(234,000)	(239,828)	(239,828)	(+5,828)	---
Motor carrier safety grants (Highway Trust Fund) (Liquidation of contract authorization).....	(307,000)	(289,000)	(310,070)	(+3,070)	(+21,070)
(Limitation on obligations).....	(307,000)	(310,070)	(310,070)	(+3,070)	---
National motor carrier safety program (HTF) (rescission of contract authority).....	-19,572	---	---	+19,572	---
Motor carrier safety (HTF) (rescission of contract authority).....	-2,231	---	---	+2,231	---
Motor carrier safety grants (HTF) (rescission of contract authority).....	-6,503	---	---	+6,503	---
Motor carrier safety operations and programs (HTF) (rescission of contract authority).....	-4,839	---	---	+4,839	---
Total, Federal Motor Carrier Safety Admin.....	-33,145	---	---	+33,145	---
(Limitations on obligations).....	(541,000)	(549,898)	(549,898)	(+8,898)	---
Total budgetary resources.....	(507,855)	(549,898)	(549,898)	(+42,043)	---
National Highway Traffic Safety Administration					
Operations and research (general fund).....	127,000	129,774	131,736	+4,736	+1,962

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Operations and research (Highway Trust Fund)					
(Liquidation of contract authorization).....	(105,500)	(82,000)	(108,642)	(+3,142)	(+26,642)
(Limitation on obligations).....	(105,500)	(107,329)	(108,642)	(+3,142)	(+1,313)
Subtotal, Operations and research.....	(232,500)	(237,103)	(240,378)	(+7,878)	(+3,275)
National driver register (general fund).....	---	---	3,350	+3,350	+3,350
National driver register (Highway Trust Fund)					
(Liquidation of contract authorization).....	(4,000)	(4,078)	(4,000)	---	(-78)
(Limitation on obligations).....	(4,000)	(4,078)	(4,000)	---	(-78)
Subtotal, National driver register.....	4,000	4,078	7,350	+3,350	+3,272
Highway traffic safety grants (Highway Trust Fund)					
(Liquidation of contract authorization).....	(619,500)	(626,047)	(619,500)	---	(-6,547)
(Limitation on obligations).....	(619,500)	(626,047)	(619,500)	---	(-6,547)
Highway safety programs (23 USC 402).....	(235,000)	---	(235,000)	---	(+235,000)
Occupant protection incentive grants(23 USC 405)	(25,000)	---	(25,000)	---	(+25,000)
Safety belt performance grants (23 USC 406).....	(124,500)	---	(124,500)	---	(+124,500)
State traffic safety information system improvement grants (23 USC 408).....	(34,500)	---	(34,500)	---	(+34,500)
Alcohol-impaired driving countermeasures grants (23 USC 410).....	(139,000)	---	(139,000)	---	(+139,000)
High visibility enforcement.....	(29,000)	---	(29,000)	---	(+29,000)
Child safety and booster seat grants.....	(7,000)	---	(7,000)	---	(+7,000)
Motorcyclist safety.....	(7,000)	---	(7,000)	---	(+7,000)
Grant administration.....	(18,500)	---	(18,500)	---	(+18,500)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Operations and research (rescission of contract authority)	-10,900	---	---	+10,900	---
National driver register (rescission of contract authority)	-544	---	---	+544	---
Highway traffic safety grants (rescission of contract authority)	-60,200	---	---	+60,200	---
Subtotal	(551,856)	(630,125)	(626,850)	(+74,994)	(-3,275)
Total, National Highway Traffic Safety Admin.	55,356	129,774	135,086	+79,730	+5,312
Appropriations	(127,000)	(129,774)	(135,086)	(+8,086)	(+5,312)
Rescissions of contract authority	(-71,644)	---	---	(+71,644)	---
(Limitations on obligations)	(729,000)	(737,454)	(732,142)	(+3,142)	(-5,312)
Total budgetary resources	(784,356)	(867,228)	(867,228)	(+82,872)	---
Federal Railroad Administration					
Safety and operations	159,445	168,770	172,533	+13,088	+3,763
Railroad research and development	33,950	34,145	34,145	+195	---
Capital assistance to States - Intercity Passenger Rail Service	90,000	---	---	-90,000	---
Capital assistance for high speed rail corridors and intercity passenger rail service	---	1,000,000	4,000,000	+4,000,000	+3,000,000
Emergency appropriations (P.L. 111-5)	8,000,000	---	---	-8,000,000	---
Subtotal	8,000,000	1,000,000	4,000,000	-4,000,000	+3,000,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Rail line relocation and improvement program.....	25,000	---	40,000	+15,000	+40,000
National Railroad Passenger Corporation					
Operating grants to the National Railroad Passenger Corporation.....	550,000	572,348	553,348	+3,348	-19,000
Office of Inspector General.....	---	---	19,000	+19,000	+19,000
Capital grants to the National Railroad Passenger Corporation.....	940,000	929,625	929,625	-10,375	---
Grants to the National Railroad Passenger Corporation (emergency)(P.L. 111-5).....	1,300,000	---	---	-1,300,000	---
Efficiency incentive grants to the National Railroad Passenger Corporation (rescission).....	-36,834	---	---	+36,834	---
Total, National Railroad Passenger Corporation..	2,753,166	1,501,973	1,501,973	-1,251,193	---
Total, Federal Railroad Administration.....	11,061,561	2,704,888	5,748,651	-5,312,910	+3,043,763
Appropriations.....	(1,798,395)	(2,704,888)	(5,748,651)	(+3,950,256)	(+3,043,763)
Rescissions.....	(-36,834)	---	---	(+36,834)	---
Emergency appropriations.....	(9,300,000)	---	---	(-9,300,000)	---
Federal Transit Administration					
Administrative expenses.....	94,413	97,478	97,478	+3,065	---
Formula and Bus Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization).....	(8,670,000)	(8,852,000)	(8,852,000)	(+182,000)	---
(Limitation on obligations).....	(8,260,565)	(5,000,000)	(8,343,171)	(+82,606)	(+3,343,171)
General Fund share.....	---	3,343,171	---	---	-3,343,171

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Rescission of current year contract authority.....	-100,000	---	---	+100,000	---
Subtotal.....	(8,160,565)	(8,343,171)	(8,343,171)	(+182,606)	---
Research and University Research Centers.....	67,000	67,670	65,670	-1,330	-2,000
Capital investment grants.....	1,809,250	1,827,343	1,827,343	+18,093	---
Emergency appropriations (P.L 111-5).....	750,000	---	---	-750,000	---
Subtotal.....	2,559,250	1,827,343	1,827,343	-731,907	---
Washington Metropolitan Area Transit Authority capital and preventive maintenance.....	---	---	150,000	+150,000	+150,000
Transit capital assistance (emergency) (P.L. 111-5)...	6,900,000	---	---	-6,900,000	---
Fixed guideway infrastructure investment (emergency) (P.L. 111-5).....	750,000	---	---	-750,000	---
Total, Federal Transit Administration.....	10,270,663	5,335,662	2,140,491	-8,130,172	-3,195,171
Appropriations.....	(1,970,663)	(5,335,662)	(2,140,491)	(+169,828)	(-3,195,171)
Rescissions of contract authority.....	(-100,000)	---	---	(+100,000)	---
Emergency appropriations.....	(8,400,000)	---	---	(-8,400,000)	---
(Limitations on obligations).....	(8,260,565)	(5,000,000)	(8,343,171)	(+82,606)	(+3,343,171)
Total budgetary resources less emergencies.....	(10,131,228)	(10,335,662)	(10,483,662)	(+352,434)	(+148,000)
Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance TF)....	31,842	32,324	32,324	+482	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Maritime Administration					
Maritime security program	174,000	174,000	174,000	---	---
Operations and training	123,360	152,900	140,900	+17,540	-12,000
Ship disposal	15,000	15,000	15,000	---	---
Assistance to small shipyards	17,500	---	---	-17,500	---
Emergency appropriations (P.L. 111-5)	100,000	---	---	-100,000	---
Subtotal	117,500	---	---	-117,500	---
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses	3,531	3,630	3,630	+99	---
Ship construction (rescission)	-1,383	---	---	+1,383	---
Total, Maritime Administration	432,008	345,530	333,530	-98,478	-12,000
Appropriations	(333,391)	(345,530)	(333,530)	(+139)	(-12,000)
Rescissions	(-1,383)	---	---	(+1,383)	---
Pipeline and Hazardous Materials Safety Administration					
Hazardous materials safety	32,000	35,500	36,500	+4,500	+1,000
Administrative expenses:					
General Fund	18,491	18,329	19,329	+838	+1,000
Pipeline Safety Fund	639	639	639	---	---
Pipeline Safety information grants to communities	(1,000)	---	(1,000)	---	(+1,000)
Subtotal	(19,130)	(18,968)	(19,968)	(+838)	(+1,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pipeline safety:					
Pipeline Safety Fund	74,481	86,334	86,334	+11,853	---
Oil Spill Liability Trust Fund	18,810	18,905	18,905	+95	---
Subtotal	(93,291)	(105,239)	(105,239)	(+11,948)	---
Emergency preparedness grants:					
Emergency preparedness fund	188	188	188	---	---
Limitation on emergency preparedness fund	(28,318)	(28,318)	(28,318)	---	---
Total, Pipeline and Hazardous Materials Safety Administration	172,927	188,213	190,213	+17,286	+2,000
Research and Innovative Technology Administration					
Research and development	12,900	13,179	12,834	-66	-345
Office of Inspector General					
Salaries and expenses	71,400	74,839	74,839	+3,439	---
Emergency appropriations (P.L. 111-5)	20,000	---	---	-20,000	---
Subtotal	91,400	74,839	74,839	-16,561	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Surface Transportation Board					
Salaries and expenses	26,847	27,032	29,800	+2,953	+2,768
Offsetting collections	-1,250	-1,250	-1,250	---	---
Total, Surface Transportation Board	25,597	25,782	28,550	+2,953	+2,768
Total, title I, Department of Transportation	61,599,818	57,626,943	21,522,212	-40,077,606	-36,104,731
Appropriations	(16,998,830)	(57,626,943)	(21,522,212)	(+4,523,382)	(-36,104,731)
Rescissions	(-39,065)	---	---	(+39,065)	---
Rescission of contract authority	(-3,493,147)	---	---	(+3,493,147)	---
Emergency appropriations	(48,133,200)	---	---	(-48,133,200)	---
(Limitations on obligations)	(53,745,065)	(14,802,352)	(54,247,211)	(+502,146)	(+39,444,859)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources excluding emergencies	(67,211,683)	(72,429,295)	(75,769,423)	(+8,557,740)	(+3,340,128)
TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Management and Administration					
Executive direction	23,799	25,969	25,969	+2,170	---
Administration, operations, and management	527,434	537,897	537,897	+10,463	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Personnel compensation and benefits:					
Public and Indian Housing	190,390	197,074	197,074	+6,684	---
Community Planning and Development	94,234	98,989	98,989	+4,755	---
Housing	363,198	374,887	374,887	+11,689	---
Office of the Government National Mortgage Association	10,000	11,095	11,095	+1,095	---
Policy Development and Research	18,071	21,138	21,138	+3,067	---
Fair Housing and Equal Opportunity	69,021	71,800	71,800	+2,779	---
Office of Heathy Homes and Lead Hazard Control	6,728	7,151	7,151	+423	---
Subtotal	751,642	782,134	782,134	+30,492	---
Total, Management and Administration	1,302,875	1,346,000	1,346,000	+43,125	---
Public and Indian Housing					
Tenant-based rental assistance:					
Renewals	15,200,000	16,189,200	16,387,200	+1,187,200	+198,000
Tenant protection vouchers	150,000	103,000	120,000	-30,000	+17,000
Family self-sufficiency coordinators	---	50,000	60,000	+60,000	+10,000
Administrative fees	1,500,000	1,493,800	1,600,000	+100,000	+106,200
Incremental family unification vouchers	20,000	---	---	-20,000	---
Veterans affairs supportive housing	75,000	---	75,000	---	+75,000
Nonelderly disabled incremental vouchers	30,000	---	---	-30,000	---
Working capital fund (transfer out)	(-7,929)	---	---	(+7,929)	---
Emergency appropriations (P.L. 111-32)	30,000	---	---	-30,000	---
Subtotal	17,005,000	17,836,000	18,242,200	+1,237,200	+406,200

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Advance appropriations	4,000,000	4,000,000	4,000,000	---	---
Less appropriations from prior year advances	-4,158,000	-4,000,000	-4,000,000	+158,000	---
Total, Tenant-based rental assistance	16,847,000	17,836,000	18,242,200	+1,395,200	+406,200
Public Housing Capital Fund	2,450,000	2,244,000	2,500,000	+50,000	+256,000
Emergency appropriations (P.L. 111-5)	4,000,000	---	---	-4,000,000	---
Working capital fund (transfer out)	(-14,577)	---	---	(+14,577)	---
Subtotal	6,450,000	2,244,000	2,500,000	-3,950,000	+256,000
Public Housing Operating Fund	4,455,000	4,600,000	4,800,000	+345,000	+200,000
Revitalization of severely distressed public housing	120,000	---	250,000	+130,000	+250,000
Choice neighborhoods	---	250,000	---	---	-250,000
Native American housing block grants	645,000	645,000	750,000	+105,000	+105,000
Emergency appropriations (P.L. 111-5)	510,000	---	---	-510,000	---
Subtotal	1,155,000	645,000	750,000	-405,000	+105,000
Indian housing loan guarantee fund program account	9,000	7,000	7,000	-2,000	---
(Limitation on guaranteed loans)	(420,000)	(919,000)	(919,000)	(+499,000)	---
Native Hawaiian housing block grant	10,000	10,000	12,000	+2,000	+2,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Native Hawaiian loan guarantee fund program account...	1,044	1,044	1,044	---	---
(Limitation on guaranteed loans).....	(41,504)	(41,504)	(41,504)	---	---
Total, Public and Indian Housing.....	29,047,044	25,593,044	26,562,244	-2,484,800	+969,200
Appropriations.....	(24,507,044)	(25,593,044)	(26,562,244)	(+2,055,200)	(+969,200)
Emergency appropriations.....	(4,540,000)	---	---	(-4,540,000)	---
Community Planning and Development					
Housing opportunities for persons with AIDS.....	310,000	310,000	350,000	+40,000	+40,000
Working capital fund (transfer out).....	(-1,750)	---	---	(+1,750)	---
Rural housing and economic development.....	26,000	---	---	-26,000	---
Community development fund.....	3,900,000	4,450,000	4,600,607	+700,607	+150,607
Emergency appropriations (P.L.111-5).....	3,000,000	---	---	-3,000,000	---
Working capital fund (transfer out).....	(-3,175)	---	---	(+3,175)	---
Subtotal.....	6,900,000	4,450,000	4,600,607	-2,299,393	+150,607
Section 108 loan guarantees:					
(Limitation on guaranteed loans).....	(275,000)	(275,000)	(275,000)	---	---
Credit subsidy.....	6,000	---	6,000	---	+6,000
Brownfields redevelopment.....	10,000	---	25,000	+15,000	+25,000
HOME investment partnerships program.....	1,825,000	1,825,000	2,000,000	+175,000	+175,000
Emergency appropriations (P.L.111-5).....	2,250,000	---	---	-2,250,000	---
Working capital fund (transfer out).....	(-4,200)	---	---	(+4,200)	---
Subtotal.....	4,075,000	1,825,000	2,000,000	-2,075,000	+175,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Self-help homeownership opportunity program	64,000	77,000	85,000	+21,000	+8,000
Homeless assistance grants	1,677,000	1,793,715	1,850,000	+173,000	+56,285
Working capital fund (transfer out)	(-2,675)	---	---	(+2,675)	---
Emergency appropriations (P.L.111-5)	1,500,000	---	---	-1,500,000	---
Total, Community Planning and Development	14,568,000	8,455,715	8,916,607	-5,651,393	+460,892
Appropriations	7,818,000	8,455,715	8,916,607	+1,098,607	+460,892
Emergency appropriations	6,750,000	---	---	-6,750,000	---
Housing Programs					
Project-based rental assistance:					
Renewals	6,868,000	7,868,000	8,474,328	+1,606,328	+606,328
Contract administrators	232,000	232,000	232,000	---	---
Working capital fund (transfer out)	(-10,000)	---	---	(+10,000)	---
Subtotal (available this fiscal year)	7,100,000	8,100,000	8,706,328	+1,606,328	+606,328
Advance appropriations	400,000	400,000	393,672	-6,328	-6,328
Less appropriations from prior year advances	---	-400,000	-400,000	-400,000	---
Total, Project-based rental assistance appropriated in this bill	7,500,000	8,100,000	8,700,000	+1,200,000	+600,000
Housing for the elderly	765,000	765,000	1,000,000	+235,000	+235,000
Working capital fund (transfer out)	(-1,600)	---	---	(+1,600)	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Housing for persons with disabilities	250,000	250,000	350,000	+100,000	+100,000
Working capital fund (transfer out)	(-1,600)	---	---	(+1,600)	---
Housing counseling assistance	65,000	100,000	70,000	+5,000	-30,000
Manufactured housing fees trust fund	16,000	16,000	16,000	---	---
Offsetting collections	-10,600	-7,000	-7,000	+3,600	---
Subtotal	5,400	9,000	9,000	+3,600	---
Green retrofit program for multifamily housing (emergency) (P.L. 111-5)	2,250,000	---	---	-2,250,000	---
Energy Innovation Fund	---	100,000	50,000	+50,000	-50,000
Rental housing assistance	27,600	40,000	40,000	+12,400	---
Rent supplement (rescission)	-37,600	-27,600	-27,600	+10,000	---
Total, Housing Programs	10,825,400	9,336,400	10,191,400	-634,000	+855,000
Appropriations	(8,623,600)	(9,371,000)	(10,226,000)	(+1,602,400)	(+855,000)
Rescissions	(-37,600)	(-27,600)	(-27,600)	(+10,000)	---
Emergency appropriations	(2,250,000)	---	---	(-2,250,000)	---
Offsetting collections	(-10,600)	(-7,000)	(-7,000)	(+3,600)	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Housing Administration					
FHA - Mutual mortgage insurance program account:					
(Limitation on guaranteed loans)	(315,000,000)	(400,000,000)	(400,000,000)	(+85,000,000)	---
(Limitation on direct loans)	(50,000)	(50,000)	(50,000)	---	---
Offsetting receipts (HECM)	-391,000	---	---	+391,000	---
Positive credit subsidy	---	798,000	---	---	-798,000
Administrative contract expenses	116,000	181,400	181,400	+65,400	---
Additional contract expenses	25,000	14,000	14,000	-11,000	---
Working capital fund (transfer out)	(-46,794)	(-70,794)	(-70,794)	(-24,000)	---
Consumer education and outreach	---	7,500	7,500	+7,500	---
FHA - General and special risk program account:					
(Limitation on guaranteed loans)	(45,000,000)	(15,000,000)	(15,000,000)	(-30,000,000)	---
(Limitation on direct loans)	(50,000)	(20,000)	(20,000)	(-30,000)	---
Offsetting receipts	-140,000	-140,000	-140,000	---	---
Credit subsidy	8,600	8,600	8,600	---	---
Right of first refusal (Sec. 237)	5,000	---	---	-5,000	---
rescission of prior year balances	-5,000	---	---	+5,000	---
Administrative contract expenses	47,871	---	---	-47,871	---
Consumer education and outreach	1,000	---	---	-1,000	---
Total, Federal Housing Administration	-332,529	869,500	71,500	+404,029	-798,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Government National Mortgage Association (GNMA)					
Guarantees of mortgage-backed securities loan guarantee program account:					
(Limitation on guaranteed loans)	(300,000,000)	(500,000,000)	(500,000,000)	(+200,000,000)	---
Offsetting receipts	-170,000	-720,000	-720,000	-550,000	---
Additional offsetting receipts	-23,000	---	---	+23,000	---
Additional contract expenses	12,000	---	---	-12,000	---
Total, Gov't National Mortgage Association	-181,000	-720,000	-720,000	-539,000	---
Policy Development and Research					
Research and technology	58,000	50,000	50,000	-8,000	---
Fair Housing and Equal Opportunity					
Fair housing activities	53,500	72,000	72,000	+18,500	---
Office of Lead Hazard Control					
Lead hazard reduction	140,000	140,000	140,000	---	---
Emergency appropriations (P.L. 111-5)	100,000	---	---	-100,000	---
Subtotal	240,000	140,000	140,000	-100,000	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2009
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2010
(Amounts in thousands)

	FY 2009 Enacted	FY 2010 Request	Bill	Bill vs. Enacted	Bill vs. Request
Management and Administration					
Working capital fund	224,000	200,000	200,000	-24,000	---
(By transfer)	(94,300)	(70,794)	(70,794)	(-23,506)	---
Transformation initiative	---	20,000	20,000	+20,000	---
Office of Inspector General	120,000	120,000	120,000	---	---
Emergency appropriations (P.L. 111-5)	15,000	---	---	-15,000	---
Subtotal	135,000	120,000	120,000	-15,000	---
Total, Management and Administration	359,000	340,000	340,000	-19,000	---
Appropriations	(344,000)	(340,000)	(340,000)	(-4,000)	---
Emergency appropriations	(15,000)	---	---	(-15,000)	---
(Grand total, Management and Administration, less emergencies)	(1,646,875)	(1,686,000)	(1,686,000)	(+39,125)	---
GSE conforming loan limits (emergency)(P.L. 111-5)	37,000	---	---	-37,000	---
Extension of GSE conforming loan limits	---	---	80,000	+80,000	+80,000

MINORITY VIEWS OF JERRY LEWIS AND THOMAS LATHAM

The Transportation and Housing and Urban Development, and Related Agencies (THUD) bill funds a variety of critical improvement and maintenance transportation programs, and investments in safety net programs at the Department of Housing and Urban Development. We commend Chairman Olver for his effort to incorporate the interests of many Members from both parties throughout the development of this legislation and his keen interest in the many aspects of this bill.

Unfortunately, the bipartisan nature that marked our interactions at the subcommittee level came to a sudden end once we transitioned to Full Committee consideration. We regret that recorded votes in Committee continued to be cast mostly along partisan lines, without any real consideration of the merits of the amendments offered. While we have little hope of seeing a return to regular order this legislative season, we continue to urge our colleagues in the majority to allow the democratic process to proceed past subcommittee markup. The practice of imposing closed or "structured" rules upon our bills once they reach the House floor denies Members of both parties who are not on the Appropriations Committee their due opportunity, and really their responsibility, to debate the bill and represent the interests of their constituents. Considering that only 85 amendments had been filed at the arbitrary Rules Committee deadline of 4 p.m., on Tuesday, July 21, 2009, many of which would sustain a point of order if raised, and only a handful of which were duplicates, there is no reason that the THUD bill could not be completed under an open rule with an acceptable unanimous consent agreement in a day or two.

FISCAL RESPONSIBILITY

The Subcommittee's allocation is $68.8 billion, a decrease of $48 million from the Administration's budget request (disregarding the proposal to fund the Highway Trust Fund with funds appropriated from the General Fund) and $13.8 billion—or 25%—above the fiscal year 2009 enacted level. This funding level is exorbitant for the agencies under the Subcommittee's jurisdiction; however, when considered in the context of the more than $61.8 billion provided under the American Recovery and Reinvestment Act (ARRA), the amount of money flooding the agencies in fiscal years 2009 and 2010 is astronomical. This sets the stage for massive amounts of waste, fraud, abuse, and lost opportunity to make meaningful, thoughtful, and sustainable investments and growth in any of these programs and our communities.

Whatever is said about the individual benefits of this appropriations bill and the thought that has gone into developing it, one simple and irrefutable fact remains: when combined with all the other bills that have preceded it and those that will follow it, the spending course that we are on is not sustainable, and should not and cannot continue. Regardless of the support for this individual bill when viewed in isolation, when placed in the larger context of total discretionary spending and when discretionary spending is placed in the context of total spending, the sum of the parts greatly exceed the whole and reveal a complete intolerance to reform or restraint

in spending by the Democrat majority. That must change and must change now.

CBO's recent midyear "Extended-Baseline Scenario" analysis, which provides for the very best economic case that can be made, reveals that even under the best of circumstances the outcome is a shocking indictment of the current spending path down which the government is currently racing. The most frightening findings in this report are the deficit and debt projections. In this year and next year, the yearly budget shortfall, or deficit, will be the largest post-war deficits on record—exceeding 11 percent of the economy or gross domestic product (GDP)—and by 2080 it will reach 17.8 percent of GDP.

The national debt, which is the sum of all past deficits, will escalate even faster. Since 1962, debt has averaged 36 percent of GDP, but it will reach 60 percent, nearly double the average, by next year and will exceed 100 percent of the economy by 2042. Put another way, in about 30 years, for every $1 each American citizen and business earns or produces, the government will be an equivalent $1 in debt. By 2083, debt figures will surpass an astounding 306 percent of GDP.

The report also finds that high overall growth in the government as a share of the economy and of taxpayers' wallets provides an additional area of concern. While total government spending has hovered around 20 percent of the economy since the 1960s, it has jumped by a quarter to 25 percent in 2009 alone and is projected to exceed 32 percent. Taxes, which have averaged at 18.3 percent of GDP, will reach unprecedented levels of 26 percent unless something changes. And remember this is the best case. Never in American history have spending and tax levels been that high.

TRANSPORTATION SPENDING GUARANTEES

We would strongly urge all Members to read the sections of this report titled "Solvency of the Trust Fund" and "The Effects of Guaranteed Spending" as this report rather eloquently describes the history and situation we find ourselves in regarding the state of the Highway Trust Fund. For the first time in more than a decade, the House Committee on Appropriations is reporting a bill without having to meet a completely arbitrary funding level for highway and transit programs dictated by the authorizing committee of jurisdiction and the House Rules. It should be lost on no one that when the House will complete consideration and passage of this bill, the Highway Trust Fund will be about three weeks away from complete bankruptcy. Removing the Highway Trust Fund from the regular budget calculations and the annual appropriations process has decimated the balances of the fund, plus any protections this Committee may have been able to afford to keep the Fund solvent. In 1996 the Congress was led to believe this idea of "truth in budgeting" and "keep the trust in the trust fund." We now find ourselves in the situation where the Trust Fund requires another $7 billion to meet the state obligations through September 2009, and at least $20 billion to be solvent through September 2010 all on top of the $8 billion that was already appropriated without offsets to bail out the Trust Fund in 2008. In essence, we no longer have a trust fund as the link between spending and receipts is forever broken. We are disappointed that the majority did not seek to

regain the authority to set spending limits for these discretionary programs, and fear that the Committee is setting the taxpayers up again for future bailouts.

We are also puzzled by the approach taken by the Committee to fund the highway and transit programs in fiscal year 2010. The majority assumes a continuation of the current programs under law; however, (1) the Highway Trust Fund is no longer solvent; (2) the House of Representatives has made no attempt to find a funding mechanism for even a short term authorization extension, much less a five year bill; and (3) the chairman of the committee of jurisdiction has repeatedly stated his unwillingness to consider extending the surface transportation programs, even in the face of such actions by the Senate committees. As this bill moves along in the appropriations process, we are hopeful that the committees of jurisdiction will reach a timely and responsible conclusion in order for this committee to meet our responsibilities to our states and localities.

HOME EQUITY MORTGAGE CONVERSION PROGRAM

We greatly appreciate the majority's willingness to work with us to resolve the potential costs of the Home Equity Mortgage Conversion program (HECM). The HECM program was authorized in 1987, but is currently expired and continued annually through the HUD appropriations bill. The program was designed to give homeowners that approach retirement or are retired an option to stay in their house by taking out their home equity to pay bills and/or modify their homes to accommodate assistance and mobility improvements. It was never meant to be a source of income or a replacement for existing retirement income. When the owner passes or leaves the home, the house is sold and the mortgage paid off with any residual income being provided to inheritance. The HECM program only works when home values are increasing, for in any other circumstance widespread defaults are inevitable. Defaults shift the burden of paying off the mortgage from the mortgagee to the taxpayer through the FHA and the home owner loses the house. While action has been taken by the Committee this year to avoid widespread defaults, if home values continue to decline through the next two years, as is widely predicted, the program cannot continue to operate in a way that does not involve defaults, home loss, and major costs to the taxpayer. We urge the Administration to suspend this program until home values begin to rise again or to reform the program to ensure that it operates in a responsible manner.

FUNDING CHOICES

While we applaud some of the increases and funding investments in the bill, notably the added investments in aviation safety, highway projects, the Community Development Fund, and homeless programs, we are concerned that the large increases to programs such as NextGen, Hope VI, Brownfields, tenant-based administrative fees, and public housing capital fund will simply result in larger unobligated or unexpended balances as these programs have proven to either be unreliable, unworkable, or unclear in their path to program execution. Other increases like those in the areas of the Federal Highway Administration administrative costs, the pipeline

safety fund, and the Federal Railroad Administration operating funds will all prove to have huge future budget requirements because this bill greatly increases the number of Federal employees to the payroll. Still other increases, like the costs associated with the Section 8 voucher programs, both tenant-based vouchers and the project-based vouchers, are beyond the control of the Committee if the Committee continues its long-standing tradition of not decreasing the number of families under assistance. This year, the Committee will need to add billions of dollars over last year's funding level, and yet no new families will receive assistance. This is a disturbing trend and the Committee should strongly urge serious cost control reform in these programs.

Of all the funding choices in this bill, we find the decision to provide $4 billion to the High Speed Rail account, with the option to the Secretary to either use all $4 billion for high speed rail projects, or transfer $2 billion to a yet to be authorized, never seen before National Infrastructure Bank to be the most concerning. First, another $4 billion on top of the $8 billion already provided under ARRA will do little to speed up the "stimulative" effects of ARRA and once again creates opportunity for waste, fraud, and abuse. Second, the high speed rail program as provided for in ARRA has not even started and the Committee has not had the opportunity to evaluate the effectiveness of the initial $8 billion, so we see no reason or merit to provide another $4 billion. Third, the Administration has not provided one word of legislation proposing to authorize a National Infrastructure Bank, so neither the Committee nor the Congress has any information about how this bank would operate. Fourth, when the Administration approached the Committee about funding the National Infrastructure Bank, they alluded to the fact that because so much money had been provided under ARRA, they would be seeking "only" $2 billion.

Finally, we would encourage all of our colleagues to read the paragraph titled "Cost" under the "Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service" account in this report, and the Amtrak Inspector General report regarding high speed rail investment. Considering the financial constraints of the government and the taxpayers in this struggling economy, we seriously question the sanity of providing $12 billion over two years for multiple rail services that will compete with transit, highway, and aviation investments for capital funds, riders, and ultimately operating costs, all to get more of our rail infrastructure to accommodate travel speeds of 110 miles per hour instead of 90 miles per hour. The Amtrak Inspector General found that various European nations spent a cumulative $42 billion annually on capital and infrastructure costs associated with high speed rail. When you consider that the United States is almost two and a half times the size of the European Union, we haven't even begun to grasp the potential full cost of this endeavor and the ability of the taxpayers to finance a system that will benefit only a few metropolitan areas.

CONCLUSION

Once again, we thank Chairman Olver for his work on this bill. We recognize that the bulk of the shortcomings in this bill are directly related to an ill-conceived and overabundant allocation, and a lack of action by the authorizing committees of jurisdiction. We

are hopeful that as this bill moves through the appropriations process, either by amendment in the House or a lowered conference funding target, the overall funding level will be reduced by billions of dollars and the committees of jurisdiction will find the means to authorize various programs and find funding mechanisms to keep the "trust" in the trust fund and the General Funds in the Treasury. However, at this time, we must oppose the bill in its current form.

JERRY LEWIS.
TOM LATHAM.

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