

One Hundred Eleventh Congress
of the
United States of America

AT THE FIRST SESSION

*Begun and held at the City of Washington on Tuesday,
the sixth day of January, two thousand and nine*

An Act

Making omnibus appropriations for the fiscal year ending September 30, 2009,
and for other purposes.

*Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,*

SECTION 1. SHORT TITLE.

This Act may be cited as the “Omnibus Appropriations Act,
2009”.

SEC. 2. TABLE OF CONTENTS.

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HOMELAND SECURITY AND OTHER MATTERS

SEC. 3. REFERENCES.

Except as expressly provided otherwise, any reference to “this Act” contained in any division of this Act shall be treated as referring only to the provisions of that division.

SEC. 4. EXPLANATORY STATEMENT.

The explanatory statement regarding this Act printed in the House of Representatives section of the Congressional Record on or about February 23, 2009 by the Chairman of the Committee on Appropriations of the House shall have the same effect with respect to the allocation of funds and implementation of this Act as if it were a joint explanatory statement of a committee of conference.

SEC. 5. STATEMENT OF APPROPRIATIONS.

The following sums in this Act are appropriated, out of any money in the Treasury not otherwise appropriated, for the fiscal year ending September 30, 2009.

education, and technology deployment including intelligent transportation systems, \$11,756,527 are permanently rescinded.

SEC. 125. There is hereby appropriated to the Secretary of Transportation \$161,326,625 for surface transportation priorities: *Provided*, That the amount provided by this section shall be made available for the programs, projects and activities identified under this section in the explanatory statement accompanying this Act: *Provided further*, That funds provided by this section, at the request of a State, shall be transferred by the Secretary to another Federal agency: *Provided further*, That the Federal share payable on account of any program, project, or activity carried out with funds set aside by this section shall be 100 percent: *Provided further*, That the sums set aside by this section shall remain available until expended: *Provided further*, That none of the funds set aside by this section shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs set forth in this Act or any other Act.

SEC. 126. Not less than 15 days prior to waiving, under his or her statutory authority, any Buy America requirement for Federal-aid highway projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall provide an annual report to the Appropriations Committees of the Congress on any waivers granted under the Buy America requirements.

SEC. 127. Notwithstanding any other provision of law, funds made available in Public Law 110–161 for “Bridge over Broadway, Missoula to Rattlesnake National Recreation Area, MT” shall be available for a new pedestrian and bicycle-friendly at-grade crossing of East Broadway Street in Missoula, Montana.

SEC. 128. (a) IN GENERAL.—Except as provided in subsection (b), none of the funds made available, limited, or otherwise affected by this Act shall be used to approve or otherwise authorize the imposition of any toll on any segment of highway located on the Federal-aid system in the State of Texas that—

- (1) as of the date of enactment of this Act, is not tolled;
- (2) is constructed with Federal assistance provided under title 23, United States Code; and
- (3) is in actual operation as of the date of enactment of this Act.

(b) EXCEPTIONS.—

(1) NUMBER OF TOLL LANES.—Subsection (a) shall not apply to any segment of highway on the Federal-aid system described in that subsection that, as of the date on which a toll is imposed on the segment, will have the same number of non-toll lanes as were in existence prior to that date.

(2) HIGH-OCCUPANCY VEHICLE LANES.—A high-occupancy vehicle lane that is converted to a toll lane shall not be subject to this section, and shall not be considered to be a non-toll lane for purposes of determining whether a highway will have fewer non-toll lanes than prior to the date of imposition of the toll, if—

- (A) high-occupancy vehicles occupied by the number of passengers specified by the entity operating the toll lane may use the toll lane without paying a toll, unless

otherwise specified by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority; or

(B) each high-occupancy vehicle lane that was converted to a toll lane was constructed as a temporary lane to be replaced by a toll lane under a plan approved by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority.

SEC. 129. (a) In the explanatory statement referenced in section 129 of division K of Public Law 110–161 (121 Stat. 2388), the item relating to “Route 116 and Bay Road Intersection and Road Improvements, Amherst, MA” in the table of projects for such section 129 is deemed to be amended by inserting “, including Bike, Pedestrian, or Other Off Road Paths” after “Improvements”.

(b) In the explanatory statement referenced in section 129 of division K of Public Law 110–161 (121 Stat. 2388), the item relating to “Highway 77 Rail Grade Separation, Marion, AR”, in the table of projects for such section 129 is deemed to be amended by striking “Highway 77 Rail Grade Separation, Marion, AR” and inserting “BNSF main line overpass within the Marion, Arkansas, planning jurisdiction”.

(c) In the explanatory statement referenced in section 186 of division K of Public Law 110–161 (121 Stat. 2406), in the table of projects under the heading “Federal Highway Administration—Federal-Aid Highways (Limitation on Obligations)—Federal Lands” in division K of such explanatory statement, the item relating to “U.S. Forest Highway 4, Winston County, Alabama” is deemed to be amended by striking “Highway 4” and inserting “Highway 9”.

(d) In the explanatory statement referenced in section 186 of division K of Public Law 110–161 (121 Stat. 2406), the item relating to “Street Improvements in Burnham, IL” in the table of projects under the heading “Transportation, Community and System Preservation Program” is deemed to be amended by striking “Street Improvements in Burnham, IL” and inserting “Repair of Side Streets and Relocation of Water Mains resulting from rerouting of traffic and reconstruction of 159th Street in Harvey, IL”.

(e) In the explanatory statement referenced in section 186 of division K of Public Law 110–161 (121 Stat. 2406), the item relating to “Street Improvements in Thornton, IL” in the table of projects under the heading “Transportation, Community and System Preservation Program” is deemed to be amended by striking “Street Improvements in Thornton, IL” and inserting “Engineering, Right-of-Way, and Construction of Joe Orr Road Extension and Main Street Project in Lynwood, IL”.

(f) Funds made available from the amount appropriated under the heading “Federal Highway Administration—Highway Demonstration Projects” of title I of the Department of Transportation and Related Agencies Appropriations Act, 1992 (Public Law 102–143) for the Miller Highway from 59th Street to 72nd Street, west side of Manhattan, New York, and from the amount appropriated under the heading “Federal Highway Administration—Highway Projects” of title I of the Department of Transportation and Related Agencies Appropriations Act, 1993 (Public Law 102–388) for design improvements on Miller Highway, New York City, New York, shall be made available for the project specified in item 4599 of section 1702 of SAFETEA-LU (Public Law 109–59), as

SEC. 181. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 182. None of the funds in this Act shall be available for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 183. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 184. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 185. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's "Research and University Research Centers" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 186. Funds provided or limited in this Act under the appropriate accounts within the Federal Highway Administration, the Federal Railroad Administration and the Federal Transit Administration shall be for the eligible programs, projects and activities in the corresponding amounts identified in the explanatory statement accompanying this Act for "Ferry Boats and Ferry Terminal Facilities", "Federal Lands", "Interstate Maintenance Discretionary", "Transportation, Community and System Preservation Program", "Delta Region Transportation Development Program", "Rail Line Relocation and Improvement Program", "Rail-highway crossing hazard eliminations", "Alternatives analysis", and "Bus and bus facilities".

SEC. 187. Notwithstanding any other provisions of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 188. None of the funds in this Act to the Department of Transportation may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 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 from: (1) any discretionary grant program of the Federal Highway Administration including the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; (3) any grant from the Federal

[House Appropriations Committee Print]

Omnibus Appropriations Act, 2009
(H.R. 1105; Public Law 111-8)

**DIVISION I—TRANSPORTATION, HOUSING
AND URBAN DEVELOPMENT, AND RELATED
AGENCIES APPROPRIATIONS ACT, 2009**

tures. Bill language is also included that limits the amount available for technical assistance to \$500,000 under section 410 of title 23, United States Code, and limits the amount that can be used to conduct the evaluation of the high visibility enforcement program to \$750,000 in fiscal year 2009.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

(INCLUDING RESCISSIONS)

Section 140 provides funding for travel and related expenses for state management reviews and highway safety core competency development training.

Section 141 rescinds unobligated contract authority authorized from the highway trust fund for NHTSA’s operation and research activities that will not be available for obligation because of limitations on obligations imposed on those funds in previous acts.

Section 142 rescinds unobligated contract authority authorized for the national driver register that will not be available for obligation because of limitations on obligations imposed on those funds in previous acts.

Section 143 rescinds unobligated contract authority authorized from the highway trust fund for NHTSA’s highway safety grant programs that will not be available for obligation because of limitations on obligations imposed on those funds in previous acts.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

The bill provides \$159,445,000 for safety and operations of the Federal Railroad Administration (FRA), of which \$12,268,890 is available until expended.

Rail Safety Improvement Act of 2008.—Within the total funding is included \$1,400,000 to hire 16 FTEs for fiscal year 2009 to begin implementing the regulatory and programmatic requirements of the Rail Safety and Improvement Act of 2008, Public Law 110–432.

Risk Reduction.—Also within the total is \$1,300,000 to promote industry participation in risk reduction. The agency is directed to initiate a new site for the Close Call Confidential Reporting System and is provided \$500,000. Also provided is \$800,000 for the FRA to contribute to a pilot project focused on a new safety risk reduction project.

Employee Safety.—FRA is directed to report to the Committee on Appropriations 90 days after enactment of this act on actions it has taken and will take to eliminate the corporate culture of penalizing the reporting of employee injuries in the railroad industry.

RAILROAD RESEARCH AND DEVELOPMENT

The bill provides \$33,950,000 for railroad research and development. Within the total amount the following is recommended:

Project Name	Funding
Railroad system issues	\$3,155,000
Human factors	3,075,000

Project Name	Funding
Rolling stock and components	3,500,000
Track and structures	4,450,000
Track and train interaction	3,100,000
Train control program	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

Within the funds provided, the following projects and funding levels are recommended:

Project Name	Funding
Constructed Facility Center at West Virginia University, West Virginia	\$237,500
Ohio Hub Cleveland-Columbus Rail Corridor, Ohio	475,000
PEERS Grade Crossing Safety program, Illinois	475,000
Track Stability Technology, Marshall University, West Virginia	475,000

Rail-highway crossing hazard eliminations.—The following funding allocations for rail-highway grade crossing projects and activities authorized under section 1103(f) of Public Law 109–59 are recommended:

Charlotte Rail Improvement and Safety Project (CRISP), NC	\$760,000
Lincoln Avenue Grade Separation, Port of Tacoma, WA	950,000
Southeast High Speed Rail (SEHSR) Corridor Initiative, NC	2,280,000
Alameda Corridor East Grade Separations, CA	950,000
Shaw Road Extension Project, City of Puyallup, WA	1,900,000
Walker Street Grade Separation, Cary, NC	950,000
Hopson road grade separation, Raleigh, NC	475,000
San Gabriel trench grade separation project, Alameda Corridor, CA	1,235,000

CAPITAL ASSISTANCE TO STATES—INTERCITY PASSENGER RAIL SERVICE

The bill provides \$90,000,000 for capital assistance to states and allows the FRA to retain one quarter of one percent of the funds for administration and oversight. The bill maintains the same program structure as provided in Title K of the Consolidated Appropriations Act, 2008, enabling the FRA Administrator to make grants on a reimbursable basis for capital costs to improve existing or provide new intercity passenger rail service. Funds made available under this program shall be subject to the same terms and conditions relating to labor standards as capital funds made available to Amtrak.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The administration's proposal to impose an artificial cap on the amount of principal supported through the railroad rehabilitation and improvement program is denied.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

The bill provides a total of \$25,000,000 for the rail line relocation and improvement program authorized by section 20154 of title 49. Funds are directed to the following projects:

COLT Overpass over U.S. 63, Boone County, MO	\$950,000
Downeast Rail Rehabilitation, ME	190,000
East Belt Railroad Grade Crossing Safety Improvements, Houston, TX ...	475,000

Elevated Railroad Track Project, Claremore, OK	332,500
Grand Rapids Amtrak Railroad Relocation, MI	3,800,000
High Speed Passenger Railroad Service, Duluth, MN	475,000
Intermodal Terminal Facility and Track Railroad Relocation, Sacramento, CA	950,000
Lackawaxen Interchange Rehabilitation, Pike County, PA	47,500
Passenger Rail Corridor CREATE Projects, Chicago, IL	1,900,000
Phase 3 Rail Rehabilitation in Redwood Falls, MN	950,000
Pecos Street Grade Separation, Adams County, CO	190,000
Quad Cities Track Improvement, IL	475,000
Railroad Bridge Rehabilitation, El Dorado, AR	332,500
Railroad Bridge Rehabilitation, Perry County, IN	380,000
Railroad Grade Crossing Safety Improvement, Huntington, NY	95,000
Railroad Relocation Planning, Terre Haute, IN	475,000
Short Line Rehabilitation, Salem, NJ	950,000
Southeast 44th Avenue Railroad Crossing Improvements, Des Moines, IA	237,500
Stourbridge Line Maintenance and Repair, Honesdale, PA	95,000
Transbay Transit Center, San Francisco, CA	1,900,000
Track Repair and Replacement, Coos County, NH	475,000
West Freight Access Project, Fort of Vancouver, WA	950,000
Zanesville-Muskingum County Port Authority, OH	475,000

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

The bill provides a total of \$1,490,000,000 for the operations, capital improvements and debt service to the National Railroad Passenger Corporation (Amtrak).

Budget Request.—Beginning in fiscal year 2010 and thereafter, Amtrak shall submit to the Appropriations Committees 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.

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The bill provides \$550,000,000 in operating grants to Amtrak; however, it stipulates that the Secretary shall withhold such sums as shall be necessary for the costs associated with the second retroactive wage payment as recommended by Presidential Emergency Board number 232 and shall withhold such funding until at such time as said payments are due. Of the total sum, the bill provides at least \$18,500,000 for Amtrak's office of inspector general.

Unlawful food and beverage sales.—The Inspector General of the Department of Transportation is directed to report to the Committees on Appropriations 180 days after enactment of this Act on the suspected practice of Amtrak employees bringing food and off-sale beverages on board trains to sell to passengers.

On time performance.—The Federal Railroad Administration is directed to fully comply with section 154 of this Act which requires the Administrator to submit quarterly reports to the Committees on Appropriations detailing the Administrator's efforts at improving on time performance. As required by law each report "shall compare the most recent actual on-time performance goals that the Administrator shall set for each rail service, identified by route."

It is expected that the Administrator will show measureable results in the near future.

Access fees.—The Department of Transportation's Office of Inspector General is directed to report to the Committees on Appropriations not later than 180 days upon enactment of this Act detailing any and all user fees paid by Amtrak to freight railroads, irrespective of funding source, for access to the right of way and any incentive payments paid related to on time performance.

It is also expected that Amtrak will continue efforts to reduce losses from its food and beverage service while simultaneously working to improve customer satisfaction.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION

The bill provides \$940,000,000 for capital and debt service payment grants to Amtrak. Within the funds provided, the bill includes \$285,000,000 for Amtrak's debt service payment.

EFFICIENCY INCENTIVE GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION

(RESCISSION)

The bill rescinds all remaining balances.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

Section 151 retains a provision that permits FRA to purchase promotional items 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 track inspection cars.

Section 154 retains a provision requiring the FRA Administrator to submit quarterly reports to the Committees on Appropriations on Amtrak on-time performance.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

(INCLUDING TRANSFER OF FUNDS)

The bill provides \$94,413,000 for the administrative expenses of the Federal Transit Administration which is the same as the budget request and \$5,113,000 above the fiscal year 2008 enacted level. The bill specifies that no more than \$23,322,000 shall be provided for the central account and no more than \$1,800,000 shall be provided for travel. The FTA is directed to provide a letter report to the House and Senate Committees on Appropriations by March 31, 2009 which summarizes the agency's travel activities, including a breakdown of travel conducted by FTA headquarters and field staff.

The bill directs FTA to submit for approval any proposal to transfer funds from the Central Account; prohibits funds for a per-

Ferry Boats and Terminal Facilities	Pleasure Beach Water Taxi Service Project, CT	\$1,900,000	Rep. Shays
Ferry Boats and Terminal Facilities	Port Aransas Ferryboat Expansion, Port Aransas, TX	\$475,000	Rep. Ortiz; Sen. Cornyn
Ferry Boats and Terminal Facilities	Put-In-Bay, Ohio Ferry Terminal Improvements, OH	\$475,000	Rep. Kaptur
Ferry Boats and Terminal Facilities	Rich Passage Wake Impact Project, WA	\$1,425,000	Rep. Dicks
Ferry Boats and Terminal Facilities	Rich Passage Wake Impact Study, WA	\$2,137,500	Sen. Murray
Ferry Boats and Terminal Facilities	Savannah River Ferry System, GA	\$475,000	Rep. Barrow; Sen. Chambliss
Ferry Boats and Terminal Facilities	Vashon Island Passenger Ferry, WA	\$950,000	Sen. Murray; Sen. Cantwell
Ferry Boats and Terminal Facilities	Washington State Ferry System, New Vessel Program, WA	\$475,000	Rep. Inslee; Sen. Murray; Sen. Cantwell
Ferry Boats and Terminal Facilities	Water Transportation Service Ferry, Town of Winthrop, MA	\$950,000	Rep. Markey
Grade Crossings on Designated High Speed Rail Corridors	Alameda Corridor East Grade Separations, CA	\$950,000	Sen. Feinstein
Grade Crossings on Designated High Speed Rail Corridors	Charlotte Rail Improvement and Safety Project (CRISP), Charlotte, NC	\$760,000	Rep. Watt
Grade Crossings on Designated High Speed Rail Corridors	Hopson Road Grade Separation, Durham, NC	\$475,000	Rep. Price, David E.
Grade Crossings on Designated High Speed Rail Corridors	Lincoln Avenue Grade Separation, Port of Tacoma, WA	\$950,000	Sen. Murray; Sen. Cantwell
Grade Crossings on Designated High Speed Rail Corridors	San Gabriel Trench Grade Separation Project- Alameda Corridor East Constructing Authority, CA	\$1,235,000	Rep. Schiff; Rep. Dreier; Rep. Solis
Grade Crossings on Designated High Speed Rail Corridors	Shaw Road Extension Project, City of Puyallup, WA	\$1,900,000	Sen. Murray; Sen. Cantwell

DEPARTMENT OF TRANSPORTATION—Continued

Account	Project	Amount	Requester(s)
Grade Crossings on Designated High Speed Rail Corridors	Southeast High Speed Rail (SEHSR) Corridor Initiative, NC	\$2,280,000	Rep. Coble
Grade Crossings on Designated High Speed Rail Corridors	Walker Street Grade Separation, Cary, NC	\$950,000	Rep. Price, David E. ; Sen. Burr
Interstate Maintenance Discretionary	9th Street/I-94 Interchange, West Fargo, ND	\$950,000	Sen. Dorgan; Sen. Conrad; Rep. Pomeroy
Interstate Maintenance Discretionary	Advanced Traffic Management on I-91 Corridor from Longmeadow to Bernardston, MA	\$1,900,000	Rep. Olver
Interstate Maintenance Discretionary	Byram-Clinton Norrell Corridor Project, Hinds County, MS	\$475,000	Rep. Thompson, Bennie G.
Interstate Maintenance Discretionary	Columbia River Crossing, OR	\$3,325,000	Sen. Wyden; Sen. Smith; Rep. Blumenauer; Rep. Wu
Interstate Maintenance Discretionary	Columbia River Crossing, WA	\$1,330,000	Sen. Murray; Rep. Baird; Sen. Cantwell
Interstate Maintenance Discretionary	Construction of On/Off Ramps Connecting I-20 to Cotton Flat Road, Midland, TX	\$380,000	Rep. Conaway
Interstate Maintenance Discretionary	Decking and Sidewalk Replacement on the Central Avenue Overpass, South Charleston, WV	\$237,500	Rep. Capito
Interstate Maintenance Discretionary	Encinitas Blvd/Interstate 5 Interchange Environmental Review, CA	\$285,000	Rep. Bilbray
Interstate Maintenance Discretionary	Environmental Design, ROW Acquisition and Project Report for the I-215/University Parkway Project, San Bernardino, CA	\$508,250	Rep. Lewis, Jerry
Interstate Maintenance Discretionary	Galbraith Road Interchange (Exit) Northbound I-75, OH	\$712,500	Rep. Chabot
Interstate Maintenance Discretionary	H-1 Kinau Off Ramp, HI	\$5,700,000	Sen. Inouye

Rail Line Relocation and Improvement Program	COLT Overpass over US 63, Boone County, MO	\$950,000	Sen. Bond
Rail Line Relocation and Improvement Program	Downeast Rail Rehabilitation, ME	\$190,000	Rep. Michaud; Sen. Collins; Sen. Snowe
Rail Line Relocation and Improvement Program	East Belt Railroad Grade Crossing Safety Improvements, Houston, TX	\$475,000	Rep. Green, Gene
Rail Line Relocation and Improvement Program	Elevated Railroad Track Project, Claremore, OK	\$332,500	Rep. Boren
Rail Line Relocation and Improvement Program	Grand Rapids Amtrak Railroad Relocation, MI	\$3,800,000	Rep. Ehlers
Rail Line Relocation and Improvement Program	High Speed Passenger Railroad Service, Duluth, MN	\$475,000	Rep. Oberstar
Rail Line Relocation and Improvement Program	Intermodal Terminal Facility and Track Railroad Relocation, Sacramento, CA	\$950,000	Rep. Matsui; Rep. Thompson, Mike; Sen. Feinstein; Sen. Boxer
Rail Line Relocation and Improvement Program	Lackawaxen Interchange Rehabilitation, Pike County, PA	\$47,500	Rep. Carney
Rail Line Relocation and Improvement Program	Passenger Rail Corridor CREATE Projects, Chicago, IL	\$1,900,000	Sen. Durbin
Rail Line Relocation and Improvement Program	Pecos Street Grade Separation, Adams County, CO	\$190,000	Rep. Perlmutter
Rail Line Relocation and Improvement Program	Phase 3 Rail Rehabilitation in Redwood Falls, MN	\$950,000	Sen. Klobuchar
Rail Line Relocation and Improvement Program	Quad Cities Track Improvement, IL	\$475,000	Rep. Hare
Rail Line Relocation and Improvement Program	Railroad Bridge Rehabilitation, El Dorado, AR	\$332,500	Rep. Ross
Rail Line Relocation and Improvement Program	Railroad Bridge Rehabilitation, Perry County, IN	\$380,000	Rep. Hill
Rail Line Relocation and Improvement Program	Railroad Grade Crossing Safety Improvement, Huntington, NY	\$95,000	Rep. Israel

DEPARTMENT OF TRANSPORTATION—Continued

Account	Project	Amount	Requester(s)
Rail Line Relocation and Improvement Program	Railroad Relocation Planning, Terre Haute, IN	\$475,000	Rep. Ellsworth
Rail Line Relocation and Improvement Program	Short Line Rehabilitating, Salem, NJ	\$950,000	Sen. Menendez; Sen. Lautenberg
Rail Line Relocation and Improvement Program	Southeast 44th Avenue Railroad Crossing Improvements, Des Moines, IA	\$237,500	Rep. Boswell
Rail Line Relocation and Improvement Program	Stourbridge Line Maintenance and Repair, Honesdale, PA	\$95,000	Rep. Carney
Rail Line Relocation and Improvement Program	Track Repair and Replacement, Coos County, NH	\$475,000	Rep. Hodes
Rail Line Relocation and Improvement Program	Transbay Transit Center, San Francisco, CA	\$1,900,000	Sen. Boxer; Rep. Pelosi
Rail Line Relocation and Improvement Program	West Freight Access Project, Port of Vancouver, WA	\$950,000	Sen. Murray; Sen. Cantwell
Rail Line Relocation and Improvement Program	Zanesville-Muskingum County Port Authority, OH	\$475,000	Rep. Space
Research (FTA)	BuSolutions Advance Transit Research, MI	\$1,662,500	Rep. Knollenberg; Sen. Levin
Research (FTA)	Capital Area Regional Transportation Plan, LA	\$285,000	Rep. Cazayoux
Research (FTA)	Community Transportation Association of America Nationwide JOBLINKS	\$1,520,000	Rep. Olver
Research (FTA)	Greater Hartford Integrated Mass Transit Planning Study, Hartford, CT	\$475,000	Rep. Larson
Research (FTA)	Missouri Transportation Institute	\$950,000	Sen. Bond
Research (FTA)	Project TRANSIT, Philadelphia, PA	\$570,000	Rep. Fattah
Research (FTA)	WVU Exhaust Emissions Testing Initiative, WV	\$475,000	Sen. Byrd
Research and Development (FRA)	Constructed Facilities Center at West Virginia University, WV	\$237,500	Sen. Byrd