

CAPITAL INVESTMENT GRANTS

For necessary expenses to carry out section 5309 of title 49, United States Code, \$1,809,250,000, to remain available until expended, of which no less than \$200,000,000 is for section 5309(e) of such title: *Provided*, That of the funds available under this heading, amounts are to be made available as follows:

AC Transit BRT Corridor, California, \$4,000,000.
 Bellevue-Redmond BRT, King County, Washington, \$10,952,330.
 BRT, Potomac Yard-Crystal City, City of Alexandria and Arlington County, Virginia, \$1,000,000.
 BRT, State Avenue Corridor, Wyandotte County, Kansas, \$1,500,000.
 Central Corridor Light Rail Transit Project, Minnesota, \$20,000,000.
 Central Florida Commuter Rail, Florida, \$13,000,000.
 Central Link Initial Segment, Seattle, Washington, \$25,962,062.
 Central Phoenix/East Valley Light Rail, Arizona, \$91,800,000.
 Charlotte Rapid Transit Extension, North Carolina, \$20,500,000.
 Commuter Rail Improvements, Fitchburg, Massachusetts, \$30,000,000.
 Commuter Rail Study—Phoenix to Tucson, Arizona, \$3,500,000.
 CTA Brown Line (Ravenswood), Illinois, \$30,474,404.
 CTA Circle Line, Illinois, \$6,000,000.
 Dallas Area Rapid Transit Northwest/Southeast Light Rail MOS, Texas, \$87,974,716.
 Downtown Orlando East-West Circulator System, Florida, \$8,000,000.
 Dulles Corridor Metrorail, Virginia, \$29,100,000.
 Honolulu High Capacity Transit Corridor Project, Hawaii, \$20,000,000.
 Houston Metropolitan Transit Authority Advanced Transit Program/METRO Solutions Phase 2, Texas, \$15,000,000.
 Hudson-Bergen MOS—2, Northern, New Jersey, \$1,103,860.
 I-69 HOV/BRT, Mississippi, \$7,650,000.
 Improvements to the Rosslyn Metro Station, Virginia, \$2,000,000.
 JTA BRT System, Jacksonville, Florida, \$1,280,000.
 Largo Metrorail Extension, District of Columbia/Maryland, \$34,700,000.
 Livermore-Amador BRT, Livermore, California, \$7,990,000.
 Long Island Rail Road East Side Access, New York, \$209,623,898.
 Mason Corridor BRT, Fort Collins, Colorado, \$11,182,000.
 MARC Capacity Improvements, Maryland, \$13,000,000.
 Metra, Illinois, \$24,000,000.
 Metro Gold Line Eastside Extension, Los Angeles, California, \$81,600,000.
 Metrorail Orange Line Extension Project, Florida, \$20,000,000.
 Metro Rapid Bus System Gap Closure, Los Angeles, California, \$332,620.

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Mid-City Rapid, San Diego, California, \$19,485,000.
Mid Jordan Light Rail Extension, Utah, \$20,000,000.
Mountain Links BRT, Flagstaff, Arizona, \$5,614,200.
Norfolk LRT, Virginia, \$53,592,108.
North Shore LRT Connector, Pennsylvania, \$670,885.
Northern Indiana Commuter Transit District, Indiana,
\$5,000,000.
Northstar Corridor Rail, Minnesota, \$71,166,060.
Pacific Highway South BRT, King County, Washington,
\$281,520.
Perris Valley Line, Riverside, California, \$45,000,000.
Pioneer Parkway EmX BRT, Springfield, Oregon, \$296,000.
San Francisco Muni Third Street Light Rail—Central Sub-
way Project, California, \$10,000,000.
Second Avenue Subway Phase 1, New York, \$277,697,000.
South Corridor BRT, Kent County, Michigan, \$600,000.
South Corridor I-205/Portland Mall LRT, Oregon,
\$81,600,000.
South County Commuter Rail, Wickford Junction Station,
Rhode Island, \$1,345,500.
South Sacramento Light Rail Extension, California,
\$7,000,000.
Southeast Corridor, LRT, Colorado, \$1,031,210.
Stamford Urban Transitway, Connecticut, \$3,650,000.
Streetcar Loop, Portland, Oregon, \$45,000,000.
Trans-Hudson Midtown Corridor, New Jersey, \$48,000,000.
Troost Corridor BRT, Kansas City, Missouri, \$125,200.
Tucson Modern Streetcar/Light Rail Transit System, Tuc-
son, Arizona, \$2,000,000.
University Link LRT Extension, Washington, \$100,000,000.
Van Ness BRT Project, San Francisco, California, \$400,000.
VRE Rolling Stock, Virginia, \$5,000,000.
Weber County to Salt Lake City Commuter Rail, Utah,
\$81,600,000.
West Corridor LRT, Colorado, \$60,000,000.
Wilshire Boulevard Bus-Only Lane, Los Angeles, Cali-
fornia, \$9,857,097.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

(INCLUDING RESCISSIONS)

SEC. 160. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. 161. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the Federal Transit Administration, Capital Investment Grants account and for bus and bus facilities under the Federal Transit Administration, Formula and Bus Grants account for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2011, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.

SEC. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, 2008, under any section of chapter 53 of title 49, United States Code, that remain available