

FRA to submit to the House and Senate Committees on Appropriations a report which describes how the investments made with funding provided in the bill will contribute to furthering the national rail plan. This report shall include a discussion of what actions FRA is taking to establish standards for high-speed rail corridors and how the agency will prioritize funding for corridors across the country. These standards shall address such issues as expected ridership, project cost, public benefits (including benefits to nonriders resulting from reductions in congestion), trip time, frequency of service, reliability, and safety. FRA shall submit this report no later than 180 days after enactment of the act.

*High-speed Rail Research.*—The bill includes a provision that allows the FRA to retain \$50,000,000 of the intercity and high-speed rail funding for research and demonstration activities that will support the development of high-speed rail, including the engineering and development of high-speed rail locomotives.

*High-speed Rail and Rail Car Accessibility.*—The Committee believes that the pursuit of high speed rail in the United States will require the FRA and its partners to think about the contribution that rapid passenger boarding and alighting makes to keeping trains on schedule. In order to create a system around efficiency and speed, all people—regardless of ability, age, or size—must be able to safely and quickly enter and exit the rail cars. The smooth flow of passengers reduces dwell time at stations, improving overall travel times. The Committee encourages the FRA to coordinate with the Access Board, and to take advantage of the expertise at the Board, in order to develop an approach for working with grantees of intercity and high-speed rail funding on issues of accessibility.

#### ADMINISTRATIVE PROVISIONS

Section 151 allows DOT to purchase promotional items of nominal value for use in certain outreach activities.

Section 152 permanently prohibits funds for the National Railroad Passenger Corporation from being available if the Corporation contracts for services at or from any location outside of the United States which were, as of July 1, 2006, performed by a full-time or part-time Amtrak employee within the United States.

Section 153 allows the Secretary to receive and use cash or spare parts to repair and replace damaged track inspection cars.

Section 154 requires the Federal Railroad Administrator to submit quarterly reports to the House and Senate Committees on Appropriations on Amtrak on-time performance.

Section 155 clarifies funding made available for a previously funded project.

#### FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Federal Transit Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development. The missions of the Fed-

eral Transit Administration are: to assist in the development of improved mass transportation facilities, equipment, techniques, and methods; to encourage the planning and establishment of urban and rural transportation services needed for economical and desirable development; to provide mobility for transit dependents in both metropolitan and rural areas; to maximize the productivity and efficiency of transportation systems; and to provide assistance to State and local governments and their instrumentalities in financing such services and systems.

The most recent authorization for transit programs was contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [SAFETEA-LU]. Although these programs are currently set to expire before the beginning of fiscal year 2010, the Committee must forward its recommendations with the assumption that the programs will be extended under their current structure until the enactment of a full reauthorization package.

The following table summarizes the Committee's recommendations compared to the fiscal year 2009 enacted level and the administration's request, excluding rescissions and funding provided through the American Recovery and Reinvestment Act:

Program	Fiscal year		Committee recommendation
	2009 enacted	2010 estimate	
Administrative Expenses .....	\$94,413,000	\$97,478,000	\$97,478,000
Formula and bus grants (trust fund) .....	8,260,565,000	5,000,000,000	8,343,171,000
Formula and bus grants (general fund) .....		3,343,171,000	
Research and University Research Centers .....	67,000,000	67,670,000	67,670,000
Capital investment grants .....	1,809,250,000	1,827,343,000	2,307,343,000
Grants for energy efficiency and greenhouse gas reductions .....			100,000,000
Grants to WMATA .....			150,000,000
<b>Total .....</b>	<b>10,231,228,000</b>	<b>10,335,662,000</b>	<b>11,065,662,000</b>

#### ADMINISTRATIVE EXPENSES

Appropriations, 2009 .....	\$94,413,000
Budget estimate, 2010 .....	97,478,000
House allowance .....	97,478,000
Committee recommendation .....	97,478,000

#### PROGRAM DESCRIPTION

Administrative expenses funds personnel, contract resources, information technology, space management, travel, training, and other administrative expenses necessary to carry out its mission to promote public transportation systems.

#### COMMITTEE RECOMMENDATION

The Committee recommends a total of \$97,478,000 for the agency's salaries and administrative expenses. The recommended level of funding is equal to the budget request and \$3,065,000 more than the fiscal year 2009 enacted level. The bill limits travel expenses to \$1,809,000.

The Committee recommendation includes language authorizing the Administrator to transfer funding between offices. Any transfers totaling more than 5 percent of the initial appropriation from

this account must be approved by the House and Senate Committees on Appropriations through the usual reprogramming process. The bill also includes a provision requiring FTA to provide \$75,000 to the DOT Office of Inspector General on a reimbursable basis for costs associated with audits of FTA's financial statements.

*Project Management Oversight Activities.*—The Committee directs FTA to continue to submit to the House and Senate Committees on Appropriations the quarterly FMO and PMO reports for each project with a full funding grant agreement.

*Full Funding Grant Agreements [FFGAs].*—SAFETEA-LU, as amended, requires that 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, 60 days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the Committee directs FTA to submit the following information: (1) a copy of the proposed full funding grant agreement; (2) the total and annual Federal appropriations required for the project; (3) the yearly and total Federal appropriations that can be planned or anticipated for future FFGAs for each fiscal year through 2012; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization, by individual project; (5) an evaluation of whether the alternatives analysis made by the applicant fully assessed all the 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 finance plan; (7) the source and security of all public and private sector financing; (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 also directs FTA to inform the House and Senate Committees on Appropriations in writing 30 days before approving schedule, scope, or budget changes to any full funding grant agreement. Correspondence relating to all changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the FFGA, including any proposed change in rail car procurement.

The Committee directs FTA to continue to provide a monthly new start project update to the House and Senate Committees on Appropriations, detailing the status of each project. This update should include FTA's plans and specific milestone schedules for advancing projects, especially those within 2 years of a proposed full funding grant agreement. In addition, FTA should notify the Committees 10 days before any project in the new starts process is given approval by FTA to advance to preliminary engineering or final design.

FORMULA AND BUS GRANTS  
(LIQUIDATION OF CONTRACT AUTHORITY)  
(LIMITATION ON OBLIGATIONS)  
(INCLUDING RESCISSION)

	Obligation limitation (trust fund)	Budget authority (general fund)
Appropriations, 2009 .....	\$8,260,565,000	<sup>1</sup> \$7,550,000,000
Budget estimate, 2010 .....	5,000,000,000	3,343,171,000
House allowance .....	8,343,171,000	.....
Committee recommendation .....	8,343,171,000	.....

<sup>1</sup>The budget authority provided for this program for fiscal year 2009 was provided as emergency spending as part of the American Recovery and Reinvestment Act (Public Law 111-5).

PROGRAM DESCRIPTION

The Formula and Bus Grants account includes funding for the following programs: urbanized area formula grants; clean fuels formula grants; formula grants for special needs of elderly individuals and individuals with disabilities; formula grants for nonurbanized areas; job access and reverse commute grants; new freedom grants; growing States and high-density States grants; bus and bus facility grants; rail modernization grants; alternatives analysis; alternative transportation in parks and public lands; and the national transit database. In addition, set-asides from formula funds are directed to a grant program for intercity bus operators to finance Americans with Disabilities Act accessibility costs.

COMMITTEE RECOMMENDATION

The Committee recommends limiting obligations in the transit formula and bus grants account in fiscal year 2010 to \$8,343,171,000. The recommendation is equal to the total level of funding requested by the President, including both obligation limitation and budget authority. The recommendation is also \$82,606,000 more than the obligation limitation enacted for fiscal year 2009, but \$7,467,394,000 less than the total level of funding enacted for fiscal year 2009, including both obligation limitation and budget authority provided as part of the American Recovery and Reinvestment Act.

The Committee recommends \$9,400,000,000 in authority to liquidate contract authorizations. This amount is sufficient to cover outstanding obligations from this account.

The following table displays the distribution of obligation limitation among the program categories of formula and bus grants:

DISTRIBUTION OF OBLIGATION LIMITATION AMONG MAJOR CATEGORIES OF FORMULA AND BUS GRANTS

Program category	Amount
Clean Fuels Program .....	\$61,500,000
Over-the-Road Bus Accessibility Program .....	10,800,000
Urban Area Formula Grants .....	4,757,130,662
Bus and Bus Facilities .....	584,000,000
Fixed Guideway Modernization .....	1,756,134,569
Planning Programs .....	113,500,000

DISTRIBUTION OF OBLIGATION LIMITATION AMONG MAJOR CATEGORIES OF FORMULA AND BUS  
GRANTS—Continued

Program category	Amount
Elderly and Persons with Disabilities .....	140,680,447
Nonurbanized Area Formula .....	607,025,922
Job Access and Reverse Commute .....	164,500,000
New Freedom .....	92,500,000
National Transit Database .....	3,500,000
Alternatives Analysis .....	25,000,000
Alternative Transportation in Parks and Park Lands .....	26,900,000

The following table displays the State-by-State distribution of funds for several of the major program categories in the formula and bus grants account:

FEDERAL TRANSIT ADMINISTRATION ESTIMATED FISCAL YEAR 2010 APPORTIONMENTS FOR FORMULA GRANTS PROGRAMS BY STATE

State name	Section 5307 and 5340 urbanized area	Section 5311 and 5340 nonurbanized area	Section 5309 fixed guideway modernization	Section 5310 special needs for elderly and individuals with disabilities	Section 5316 job access and reverse commute	Section 5317 new freedom	Section 5303 and 5304 metropolitan and State planning	State total
Alabama	\$20,213,562	\$13,394,488.00	.....	\$2,339,837	\$3,090,329	\$1,120,324	\$900,701	\$41,059,241
Alaska	24,879,026	6,108,165.00	\$19,022,282	300,165	318,768	51,391	475,957	51,155,754
American Samoa	.....	228,964.00	.....	65,326	199,894	9,015	.....	503,199
Arizona	65,287,784	9,567,312.00	3,864,024	2,446,061	3,480,888	1,697,035	2,262,406	88,605,510
Arkansas	10,124,395	10,214,755.00	.....	1,499,654	1,950,951	919,691	475,957	25,185,403
California	745,701,826	22,912,737.00	235,408,217	14,350,398	22,035,585	11,834,136	17,727,252	1,069,970,151
Colorado	70,589,820	8,421,190.00	8,506,099	1,697,357	1,788,947	517,736	1,722,703	93,243,852
Connecticut	81,538,411	2,726,657.00	48,138,102	1,649,708	1,110,772	1,266,165	1,321,732	137,751,547
Delaware	12,004,430	1,274,371.00	335,004	471,361	337,635	249,118	475,957	15,147,876
District of Columbia	84,901,052	110,761,784	110,761,784	404,591	461,149	284,210	475,957	197,288,743
Florida	223,007,054	28,640,963	28,640,963	9,148,699	9,107,977	6,382,258	7,460,040	297,477,971
Georgia	84,378,259	17,327,132.00	37,257,533	3,422,569	4,787,617	2,845,572	2,913,287	152,931,969
Guam	.....	618,879.00	.....	173,959	200,162	26,300	.....	1,019,300
Hawaii	31,322,153	1,979,881.00	2,158,724	658,453	624,490	348,365	475,957	37,568,023
Idaho	7,479,772	5,892,091.00	.....	627,494	692,492	381,374	475,957	15,549,180
Illinois	268,074,939	14,293,876.00	178,230,666	5,292,091	6,117,369	4,181,489	6,167,927	482,358,357
Indiana	46,212,928	13,712,175.00	1,164,584	2,778,259	2,650,633	1,909,101	1,749,168	70,176,848
Iowa	17,391,413	10,222,636.00	.....	1,425,202	1,244,420	787,995	517,252	31,588,918
Kansas	12,804,508	9,476,687.00	.....	1,276,005	1,379,494	690,659	595,605	26,222,958
Kentucky	23,668,773	12,959,093.00	.....	2,155,887	3,148,759	1,223,164	749,060	43,904,736
Louisiana	37,288,639	10,301,019.00	3,707,416	2,146,338	3,585,259	1,602,438	1,178,685	59,809,794
Maine	4,594,781	5,469,706.00	.....	744,950	641,078	376,757	475,957	12,303,229
Maryland	117,500,479	5,012,969.00	38,676,624	2,282,950	1,999,401	1,816,135	2,527,808	169,816,366
Massachusetts	189,474,873	3,522,665.00	94,340,035	3,036,361	2,645,268	2,262,272	3,320,154	298,601,628
Michigan	83,949,361	17,397,135.00	854,599	4,399,718	4,695,728	3,342,246	3,736,057	118,374,844
Minnesota	57,082,751	12,836,943.00	12,549,519	2,010,302	2,009,700	1,144,663	1,585,200	89,219,078
Mississippi	6,263,948	11,639,943.00	.....	1,503,983	2,801,452	820,334	475,957	23,505,617
Missouri	48,606,808	13,965,008.00	8,920,316	2,652,610	3,347,618	1,628,870	1,694,134	80,815,364
Montana	3,297,981	7,590,831.00	.....	519,202	578,848	257,565	475,957	12,720,384
N. Mariana Islands	814,277	35,248.00	.....	66,707	113,722	67,183	.....	1,097,137
Nebraska	10,297,728	6,610,842.00	.....	841,304	962,233	372,186	475,957	19,560,250
Nevada	32,016,176	4,946,829.00	.....	1,031,854	1,086,027	653,071	851,813	40,585,770
New Hampshire	6,374,116	3,521,848.00	.....	630,660	301,296	447,685	475,957	11,751,562
New Jersey	328,206,518	3,265,835.00	114,373,118	3,866,374	3,392,366	2,934,441	5,121,895	461,160,547

New Mexico	12,111,890	8,255,401.00	468,274,315	930,474	1,582,267	540,563	475,957	23,876,552
New York	715,662,513	17,714,351.00	263,910	9,188,559	12,311,541	6,723,242	9,832,202	1,239,706,723
North Carolina	53,394,450	22,328,998.00	263,910	3,829,837	4,695,662	2,628,026	1,745,007	88,885,890
North Dakota	4,621,308	4,008,716.00	.....	407,148	306,052	180,401	475,957	9,999,582
Ohio	104,731,293	20,134,534.00	21,186,113	5,147,676	5,742,652	3,337,778	3,705,011	163,985,057
Oklahoma	16,900,303	11,415,670.00	.....	1,170,868	2,688,662	979,959	688,393	34,423,855
Oregon	45,714,306	9,863,193.00	11,449,525	1,640,392	1,972,394	948,642	1,029,544	72,617,996
Pennsylvania	181,099,471	20,385,324.00	138,005,589	6,079,291	6,298,813	4,073,469	4,665,229	360,607,186
Puerto Rico	50,930,333	1,416,733.00	3,211,097	2,061,500	5,369,482	1,650,241	1,899,629	66,539,015
Rhode Island	21,499,575	583,720.00	3,360,031	638,485	586,741	351,953	488,517	27,509,022
South Carolina	19,320,533	11,221,693.00	.....	2,036,514	2,609,163	1,362,072	869,434	37,419,409
South Dakota	2,981,037	4,965,203.00	.....	450,566	459,148	201,400	475,957	9,533,311
Tennessee	39,062,706	14,291,778.00	710,198	2,844,058	3,637,095	1,883,718	1,375,601	63,805,154
Texas	246,471,043	34,161,310.00	23,238,865	8,510,140	14,032,530	6,876,194	8,347,600	341,637,682
Utah	39,285,354	4,886,639.00	3,356,325	834,940	1,092,747	529,542	811,092	50,796,639
Vermont	1,810,687	2,649,400.00	.....	382,388	295,370	152,284	475,957	5,766,086
Virgin Islands	982,640	.....	.....	164,152	200,962	18,173	.....	1,365,927
Virginia	72,676,347	12,527,146.00	1,663,503	3,000,334	3,175,759	2,179,529	2,594,020	97,816,638
Washington	124,542,764	9,646,633.00	41,839,080	2,549,491	2,655,109	1,918,356	2,424,769	185,576,202
West Virginia	6,922,834	6,780,388.00	1,485,163	1,126,635	1,312,776	699,061	475,957	18,802,814
Wisconsin	48,332,695	13,583,199.00	1,380,027	2,326,894	2,016,776	1,607,534	1,391,629	70,638,754
Wyoming	1,765,685	4,695,756.00	.....	324,094	294,972	131,919	475,957	7,648,383
Subtotal	4,566,168,307	516,694,675	1,666,333,350	134,160,825	166,145,000	93,425,000	114,061,825	7,256,988,982
Oversight	31,514,768	2,348,250	16,831,650	674,175	.....	.....	573,175	51,942,018
Total	4,597,683,075	519,042,925	1,683,165,000	134,835,000	166,145,000	93,425,000	114,635,000	7,308,931,000
Tribal Transit Program	.....	15,150,000	.....	.....	.....	.....	.....	15,150,000
RTAP	.....	9,393,000	.....	.....	.....	.....	.....	9,393,000
Grand Total	4,597,683,075	543,585,925	1,683,165,000	134,835,000	166,145,000	93,425,000	114,635,000	7,333,474,000

Within the funding available to the bus and bus facilities program, funds are to be made available to the following projects and activities:

## BUS AND BUS FACILITIES

Project name	Committee recommendation
40' Fixed Route Transit Buses, DE .....	\$1,000,000
ACE Boulder Highway Rapid Transit Project, NV .....	750,000
Albany Transit Multimodal Transportation Center, GA .....	1,500,000
Automotive-Based Fuel Cell Hybrid Bus Program, DE .....	500,000
Benzie Transportation Authority Bus and Bus Facilities, Honor, MI .....	1,000,000
Bridgeport Intermodal Transportation Center, CT .....	2,500,000
Cache Valley Transit District Expansion, UT .....	2,000,000
Capital Metro—Bus and Bus Facilities, TX .....	2,000,000
Cedar Avenue Bus Rapid Transit, Phase I, Dakota County, MN .....	700,000
Chittenden County Transportation Authority Buses, Equipment, and Facilities, Including Downtown Burlington Transit Center Design, VT .....	2,000,000
City of Dinuba CNG Fueling Station Expansion, CA .....	800,000
Colorado Transit Coalition Statewide Bus and Bus Facilities, CO .....	2,500,000
Continue the Port of Anchorage Intermodal Expansion Project, AK .....	500,000
Coralville Intermodal Facility, Coralville, IA .....	750,000
C-TRAN Transit Vehicle Replacement, WA .....	1,900,000
Deerfield Valley Transit Association Facilities, Buses, and Equipment, VT .....	600,000
City of Imperial Downtown Transportation Park, CA .....	1,000,000
Electric Hybrid Bus Upgrade Grants, IN .....	2,400,000
Great Falls Transit District Bus Replacement, MT .....	1,000,000
Harbor Point Bus Expansion, CT .....	500,000
Harrison County Multimodal, MS .....	2,000,000
Hobbs Transit Intermodal Facility, NM .....	800,000
Idaho Transit Coalition Bus and Bus Facilities, ID .....	1,000,000
Intercity Vehicle Acquisition, WA .....	1,800,000
Jamaica Intermodal Station Plaza, NY .....	600,000
JATRAM Fleet Replacement, MS .....	500,000
KCATA Bus Replacement, MO .....	2,000,000
Link Transit Vehicle Acquisition, WA .....	2,300,000
Illinois Downstate Bus and Bus Facilities, IL .....	4,000,000
Lufkin VA Clinic Shuttle, TX .....	300,000
LYNX Buses, Orlando, FL .....	1,500,000
Marble Valley Regional Transit District Buses, Facilities, and Equipment, VT .....	1,500,000
MARTA Acquisition of Clean Fuel Buses, GA .....	4,000,000
Metro St. Louis—Downtown Transfer Center, MO .....	1,150,000
Newark Penn Station Intermodal Improvements, NJ .....	2,000,000
North Dakota Statewide Transit, ND .....	1,500,000
Northstar Phase II Commuter Buses, MN .....	100,000
Pierce Transit Diesel—Electric Bus Acquisition, WA .....	1,300,000
Purchase Hybrid Buses, Lehigh and Northampton Transportation Authority [LANTA], PA .....	500,000
Reconstruction of the University Circle Rapid Station, OH .....	2,000,000
Rural Bus Program for Hawaii, Maui and Kauai, HI .....	3,500,000
Senior Transportation Program, AL .....	2,000,000
Spokane Transit Diesel-Electric Hybrid Bus Acquisition, WA .....	1,300,000
State of Arkansas—Bus and Bus Facilities for Urban, Rural, and Elderly and Disabled Agencies, AR .....	500,000
Staten Island Ferry Campus Shuttle Bus Service, NY .....	260,000
Statewide (Rural and Urban) Bus and Bus Facilities, KS .....	2,000,000
Statewide Bus and Bus Facilities for Commuter Choice, NM .....	2,000,000
Statewide Bus and Bus Facilities, IA .....	3,450,000
Statewide Bus and Bus Facilities, MO .....	2,000,000
Statewide Bus and Bus Facilities, SD .....	500,000
Statewide Bus Replacement, RI .....	500,000
Tacoma Intermodal Transit Center, WA .....	1,000,000
Tennessee Statewide Bus Program, TN .....	6,000,000
The Clean and Green Bus Replacements Initiative, OH .....	500,000
The Rapid, Wealthy Street Operations Center Expansion Project, Grand Rapids, MI .....	2,000,000
Thompsonville Intermodal Transportation Center, CT .....	1,000,000
Transit Authority of Northern Kentucky Bus Replacement Project, KY .....	1,600,000

## BUS AND BUS FACILITIES—Continued

Project name	Committee recommendation
Transit Maintenance Garage Initiative, IA .....	700,000
Transit Vehicle and Related Equipment, MO .....	1,000,000
Washoe County Bus and Bus Facilities, NV .....	500,000
Western Kentucky University Shuttle Bus Improvement Project, KY .....	1,075,000
Whatcom Transportation Authority Fleet Replacement Project, WA .....	1,000,000
Wisconsin Bus Capital on Behalf of Transit Agencies Statewide, WI .....	3,000,000
Silverton Senior and Disabled Transportation Service, OR .....	39,429

Within the funding available to the alternatives analysis program, funds are to be made available to the following projects and activities:

## ALTERNATIVES ANALYSIS

Project name	Committee recommendation
Naval Station Norfolk/Virginia Beach Light Rail Study, VA .....	\$1,000,000
C-TRAN High Capacity Transit—WA .....	1,750,000
New Haven-Hartford-Springfield Rail Line Improvements, CT .....	4,000,000
Northwest New Jersey-Northeast Pennsylvania Passenger Rail Project, NJ and PA .....	1,000,000
Puyallup Bus Rapid Transit Project, WA .....	1,500,000

## RESEARCH AND UNIVERSITY RESEARCH CENTERS

	General fund
Appropriations, 2009 .....	\$67,000,000
Budget estimate, 2010 .....	67,670,000
House allowance .....	65,670,000
Committee recommendation .....	67,670,000

## PROGRAM DESCRIPTION

This appropriation provides financial assistance to support activities that are designed to develop solutions that improve public transportation. As the Federal agency responsible for transit, FTA assumes a leadership role in supporting research intended to identify different strategies to increase ridership, improve personal mobility, minimize automobile fuel consumption and air pollution, and enhance the quality of life in all communities.

FTA may make grants, contracts, cooperative agreements, and other agreements for research, development, demonstration, and deployment projects, and evaluation of technology of national significance to public transportation. FTA provides transit agencies with research results to help make them better equipped to improve public transportation services and to help public transportation services meet national transportation needs at a minimum cost. FTA assists transit agencies to employ new service methods and technologies that improve their operations and capital efficiencies or improve transit safety and emergency preparedness.

The purpose of the university transportation centers [UTC] program is to foster a national resource and focal point for the support and conduct of research and training concerning the transportation of passengers and property. Funds provided under the FTA's UTC program are transferred to and managed by the Research and In-

novation Technology Administration and combined with a transfer of funds from the Federal Highway Administration.

#### COMMITTEE RECOMMENDATION

The Committee recommends \$67,670,000 for research and university research centers. The Committee recommendation is equal to the budget request, and \$670,000 more than the fiscal year 2009 enacted level.

*Asset Management.*—In the appropriations act for fiscal year 2008, this Committee required the FTA to assess the condition of the Nation's commuter rail infrastructure. The FTA issued its report this past April. The agency found that one-third of the transit agencies' assets are either in marginal or poor condition, and that significant reinvestment would be necessary to address the backlog of capital needs. Given the large gap between the level of investment needed to bring rail transit into better condition and the level of resources currently available for such investments, it is imperative that every dollar invested in rail capital improvements is put to its best use.

However, the FTA also reported that the transit industry lags behind other sectors in managing its capital assets strategically. Asset management programs would enable transit agencies to take inventory of their capital assets, assess the condition of those assets, use objective and quantitative analysis to estimate reinvestment needs over the long term, and prioritize their capital investments by using all of the information and analysis that was required under the program.

The FTA examined the seven largest transit agencies to inform its report on the condition of transit rail systems. While most of these large agencies took inventory of their capital assets, the inventories varied greatly in how recently the data was collected and in how comprehensive the data were. The FTA found that the large transit agencies regularly assessed the condition of their assets, but that none of the transit agencies had a full asset management program that was used to set long term priorities for capital reinvestment.

The Committee expects the FTA to take a leadership role in improving the use of asset management practices among transit agencies, and the Committee recommendation includes \$5,000,000 in order to support this leadership role. The Committee directs the FTA to use a portion of these funds to develop standards for asset management plans, and to design these standards so that transit agencies are encouraged to place the appropriate priority on protecting safety. The Committee further directs the FTA to use the remaining funds to provide technical assistance to transit agencies that are developing or implementing asset management plans, to improve the ability of the FTA to collect data relevant to asset management, and to conduct a pilot program designed to identify the best practices of asset management. The Committee expects the FTA to include in its pilot program a group of transit agencies that vary in size, and directs the FTA to report its findings to the House and Senate Committees on Appropriations no later than 18 months after the date of enactment of this act.

CAPITAL INVESTMENT GRANTS

Appropriations, 2009 .....	<sup>1</sup> \$2,559,250,000
Budget estimate, 2010 .....	1,827,343,000
House allowance .....	1,827,343,000
Committee recommendation .....	2,307,343,000

<sup>1</sup>Of the funds provided for this program for fiscal year 2009, \$750,000,000 were provided as emergency spending as part of the American Recovery and Reinvestment Act (Public Law 111-5).

PROGRAM DESCRIPTION

The Capital Investment Grants account includes funding for two programs authorized under section 5309 of title 49 of the United States Code: the New Starts program and the Small Starts program. Under New Starts, the FTA provides grants to fund the building of new fixed guideway systems or extensions to existing fixed guideway systems. Eligible services include light rail, rapid rail (heavy rail), commuter rail, and busway/high occupancy vehicle [HOV] facilities. In addition, significant corridor-based bus capital projects which either use an exclusive lane or which involve a substantial investment in a defined corridor (such as bus rapid transit) may also be eligible. Under Small Starts, the FTA provides grants for projects requesting less than \$75,000,000 and with a total cost of less than \$250,000,000.

COMMITTEE RECOMMENDATION

The Committee recommends a level of \$2,307,343,000 for capital investment grants. The recommended level is \$480,000,000 more than the budget request. It is also \$251,907,000 less than the fiscal year 2009 enacted level including funding provided through the American Recovery and Reinvestment Act, but \$498,093,000 more than the level enacted for fiscal year 2009 excluding such funds. This additional funding is provided as part of the Committee recommendation to increase investment in our national infrastructure across a wide variety of transportation modes.

To further support oversight activities, the bill continues a provision requiring FTA to transfer \$2,000,000 to the DOT Office of Inspector General [OIG] for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems. This transfer must come from funds set aside under the program authorization law for oversight activities.

The Committee recommends the following allocations of capital investment grant funds in fiscal year 2010:

CAPITAL INVESTMENT GRANTS

Project	Amount
AC Transit BRT Corridor, CA .....	\$2,000,000
Ann Arbor-Detroit Regional Rail Project, Detroit, MI .....	5,000,000
ARC/THE Tunnel (New Jersey Trans-Hudson Midtown Corridor), NJ .....	200,000,000
Baltimore Red Line, MD .....	4,000,000
Bellevue to Redmond Bus Rapid Transit, WA .....	9,368,193
Central Corridor Light Rail Transit Project, MN .....	3,500,000
Central Florida Commuter Rail Transit, FL .....	35,000,000
Central Phoenix/East Valley Light Rail, AZ .....	61,249,903
City of Charlotte, Charlotte Area Transit System's [CATS] Blue Line Extension—Northeast Corridor Project, NC .....	24,000,000

## CAPITAL INVESTMENT GRANTS—Continued

Project	Amount
Commuter Rail Improvements, MA .....	32,000,000
CTA Chicago Hub (Circle Line), IL .....	2,000,000
CTA Red Line North Station, Track, Viaduct and Station Rehabilitation, IL .....	10,000,000
Draper Light Rail, UT .....	10,000,000
Dulles Corridor Rail Project, VA .....	85,000,000
Fort Lauderdale—The Downtown, Transit Corridor Program, Downtown Transit Circulator, FL .....	1,000,000
Galveston-Houston Commuter Rail, TX .....	2,000,000
HART Light Rail Preliminary Engineering, FL .....	3,000,000
Honolulu High Capacity Transit Corridor Project, HI .....	30,000,000
Houston North Corridor LRT, TX .....	75,000,000
Houston Southeast Corridor LRT, TX .....	75,000,000
Hudson-Bergen MOS-2, NJ .....	11,039
Improvements to the Rosslyn Metro Station, VA .....	2,000,000
Lackawanna Cut-Off Restoration Project, PA/NJ .....	2,000,000
Largo Metrorail Extension, Washington, DC .....	347,000
Livermore/Amador Route 10 BRT, CA .....	79,900
Long Island Rail Road East Side Access, NY .....	193,500,000
Mason Corridor BRT, CO .....	48,000,000
Metra Connects, IL .....	2,000,000
Metro Express—Airport Way Corridor BRT Project, CA .....	2,808,825
Metro Gold Line Eastside Extension, Los Angeles, CA .....	9,582,551
Metro Rapid Bus System Gap Closure, CA .....	23,326
Metrorail Orange Line Extension, FL .....	20,000,000
Mid-Jordan Light Rail, UT .....	100,000,000
Monterey Bay Rapid Transit, CA .....	2,830,042
Mountain Links BRT, AZ .....	681,942
North Shore LRT Connector, PA .....	6,153
Northstar Corridor Rail Project, MN .....	711,661
Northstar Phase II—Extension of Northstar Commuter Rail to the St. Cloud Area, MN .....	4,000,000
Northwest/Southeast Light Rail MOS, TX .....	86,249,717
Pacific Highway South BRT, WA .....	6,815
Purple Line, MD .....	4,000,000
Ravenswood Extension Line, IL .....	304,744
Roaring Fork Valley, BRT Project, CO .....	810,000
Route 1 Bus Rapid Transit, Potomac Yard-Crystal City, VA .....	2,000,000
RTD East Corridor Construction, CO .....	5,500,000
RTD Gold Corridor, CO .....	5,000,000
RTD West Corridor, CO .....	100,000,000
San Bernardino, E Street Corridor sbX BRT, CA .....	20,000,000
San Francisco Muni Third Street Light Rail—Central Subway Project, CA .....	2,000,000
Second Avenue Subway Phase I, NY .....	177,463,000
Sonoma-Marín Area Rail Transit [SMART], CA .....	1,000,000
Sound Transit—Central Link Initial Segment, WA .....	3,144,294
Sound Transit—University Link LRT Extension, WA .....	110,000,000
South Corridor I-205/Portland Mall LRT, OR .....	74,229,000
South Sacramento Light Rail Extension, CA .....	40,000,000
Stamford Urban Transitway, CT .....	4,500,000
Virginia Railway Express Rolling Stock, VA .....	4,000,000
Weber County to Salt Lake City Commuter Rail, UT .....	80,000,000
Wilmington to Newark Commuter Rail Improvement Program, DE .....	5,000,000
Wilshire Boulevard Bus-Only Lane, CA .....	13,558,474

*Appropriations for Full Funding Grant Agreements.*—The Committee reiterates direction initially agreed to in the fiscal year 2002 conference report that FTA should not sign any FFGAs that have a maximum Federal share of higher than 60 percent.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS

Appropriations, 2009 .....	<sup>1</sup> \$100,000,000
Budget estimate, 2010 .....	
House allowance .....	
Committee recommendation .....	100,000,000

<sup>1</sup>These funds were provided as emergency spending as part of the American Recovery and Reinvestment Act (Public Law 111–5).

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$100,000,000 for grants to public transit agencies for making capital investment that will reduce the energy consumption or the greenhouse gas emissions of their public transit systems. The bill requires the FTA to place priority on projects based on the total energy savings that are projected to result from the investment, and the projected energy savings as a percentage of the total energy usage of the public transit agency.

These grants build on the \$100,000,000 investment made in the American Recovery and Reinvestment Act [ARRA]. In response to the availability of the ARRA funding, over 200 transit systems and coalitions submitted proposals with a total value of over \$1,000,000,000.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriations, 2009 .....	
Budget estimate, 2010 .....	
House allowance .....	\$150,000,000
Committee recommendation .....	150,000,000

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$150,000,000 for grants to the Washington Metropolitan Area Transit Authority [WMATA] for capital and preventive maintenance expenses. These grants are authorized under section 601 of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432).

The bill requires the FTA to provide these grants to WMATA only after receiving and reviewing a request for each specific project to be funded under this heading. The bill also requires the FTA to determine that WMATA has placed the highest priority on funding projects that will improve the safety of its public transit system before approving these grants. The Committee expects FTA to make this determination by taking into account the extent to which WMATA plans to use the funding provided under this heading in order to implement the safety recommendations of the National Transportation Safety Board.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

Section 160 exempts authority previously made available for programs of the FTA under section 5338 of title 49, United States Code, from the obligation limitations in this act.

Section 161 requires that funds appropriated or limited by this act for specific projects not obligated by September 20, 2012, and

other recoveries, be directed to projects eligible to use the funds for the purposes for which they were originally provided.

Section 162 allows funds appropriated before October 1, 2009, that remain available for expenditure to be transferred to the most recent appropriation heading.

Section 163 allows unobligated funds for new fixed guideway system projects in any previous appropriations act to be used during this fiscal year to satisfy expenses incurred for such projects.

Section 164 prohibits the FTA from issuing a final rule under section 5309 of title 49, United States Code, but allows the agency to continue to review comments on the rule.

Section 165 allows funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities to be used to construct new vessels and facilities, or to improve existing vessels and facilities, and provides that funding may be used by the city and county of Honolulu to operate a passenger ferry boat service demonstration project.

Section 166 clarifies local share calculations for a New Starts project supported by funding contributed from the private sector.

Section 167 requires FTA to propose recommendations to Congress, including legislative proposals, for strengthening the agency's role in regulating transit safety.

Section 168 extends funding for previously funded projects.

Section 169 extends the contingent commitment authority for the New Starts program.

Section 170 provides an exemption from the charter bus regulations for the State of Washington. The Committee directs the Inspector General to complete a study on the effect of the charter tours regulation on the quality and price of transit services.

Section 171 clarifies local share calculations for New Starts projects which are multi-modal in nature and located on interstate highway corridors.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
PROGRAM DESCRIPTION

The Saint Lawrence Seaway Development Corporation [SLSDC] is a wholly owned Government corporation established by the Saint Lawrence Seaway Act of May 13, 1954 (33 U.S.C. 981). The SLSDC is a vital transportation corridor for the international movement of bulk commodities such as steel, iron, grain, and coal, serving the North American region that makes up one-quarter of the United States population and nearly one-half of the Canadian population. The SLSDC is responsible for the operation, maintenance, and development of the United States portion of the Saint Lawrence Seaway between Montreal and Lake Erie.

OPERATIONS AND MAINTENANCE  
(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2009 .....	\$31,842,000
Budget estimate, 2010 .....	32,324,000
House allowance .....	32,324,000
Committee recommendation .....	32,324,000