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SENATE

{ REPORT
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TRANSPORTATION AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2010

AUGUST 5, 2009.—Ordered to be printed

Mrs. MURRAY, from the Committee on Appropriations,
submitted the following

REPORT

[To accompany H.R. 3288]

The Committee on Appropriations, to which was referred the bill (H.R. 3288) making appropriations for the Departments of Transportation and Housing and Urban Development, and Related Agencies for the fiscal year ending September 30, 2010, and for other purposes, reports the same with an amendment and recommends that the bill as amended do pass.

Amounts of new budget (obligational) authority for fiscal year 2010

Total of bill as reported to the Senate	\$67,786,573,000
Amount of 2009 appropriations	117,100,120,000
Amount of 2010 budget estimate	108,406,040,000
Amount of 2010 House bill	68,899,275,000
Bill as recommended to Senate compared to—	
2009 appropriations	– 49,313,547,000
2010 budget estimate	– 40,619,467,000
2010 House bill	– 1,112,702,000

Section 112 permits the Administrator to reimburse FAA appropriations for amounts made available for 49 U.S.C. 41742(a)(1) as fees are collected and credited under 49 U.S.C. 45303.

Section 113 allows funds received to reimburse the FAA for providing technical assistance to foreign aviation authorities to be credited to the Operations account.

Section 114 prohibits 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 115 prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday.

Section 116 prohibits the FAA from using funds provided in the bill to purchase store gift cards or gift certificates through a Government-issued credit card.

Section 117 allows all airports experiencing the required level of boardings through charter and scheduled air service to be eligible for funds under 49 U.S.C. 47114(c).

FEDERAL HIGHWAY ADMINISTRATION

PROGRAM DESCRIPTION

The principal mission of the Federal Highway Administration [FHWA] is, in partnership with State and local governments, to foster the development of a safe, efficient, and effective highway and intermodal system nationwide including access to and within national forests, national parks, Indian lands, and other public lands.

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of \$43,411,000,000 would be provided for the activities of the Federal Highway Administration in fiscal year 2010. The recommendation is \$1,565,000,000 more than the budget request. The recommendation is also \$25,704,527,000 less than the fiscal year 2009 enacted level, including funding provided as part of the American Recovery and Reinvestment Act [ARRA], and it is \$1,795,473,000 more than the fiscal year 2009 enacted level, excluding such funding. The following table summarizes the Committee's recommendations (excluding rescissions and funding provided as part of ARRA):

	Fiscal year		Committee recommendation
	2009 enacted	2010 estimate	
Federal-aid highway program obligation limitation	\$40,700,000,000	\$5,000,000,000	\$41,107,000,000
Federal-aid highway program budget authority		36,107,000,000	
Additional investments in highway infrastructure			1,400,000,000
Surface transportation priorities	161,327,000		165,000,000
Emergency relief program	739,000,000	739,000,000	739,000,000
Appalachian development highway system	9,500,000		
Denali access system program	5,700,000		
Total	41,615,527,000	41,846,000,000	43,411,000,000

LIMITATION ON ADMINISTRATIVE EXPENSES

Limitation, 2009	\$390,000,000
Budget estimate, 2010	415,396,000
House allowance	413,533,000
Committee recommendation	415,396,000

PROGRAM DESCRIPTION

This limitation on obligations provides for the salaries and expenses of the Federal Highway Administration for program management, direction, and coordination; engineering guidance to Federal and State agencies; and advisory and support services in field offices.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$415,396,000 for administrative expenses of the agency. This limitation is equal to the budget request and \$25,396,000 more than the fiscal year 2009 enacted level. The bill includes language to make \$3,809,000 of the limitation on administrative expenses available to the Office of Inspector General to conduct audits and investigations related to the FHWA.

In addition, \$3,124,000 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.

Ensuring the Success of Mass Evacuations.—The Committee recognizes that the success of all-hazards mass evacuations from major metropolitan areas is dependent on safe and high-capacity highways and bridges. The Committee directs the Department of Transportation [DOT], in cooperation with the Department of Homeland Security [DHS], to assess the mass evacuation plans for the country's most high-threat, high-density areas and identify and prioritize current deficiencies on the recommended evacuation routes that could impede evacuations if not addressed. Further, for the National Capital Region [NCR], the Committee directs the DOT, in cooperation with DHS including the Office of the National Capital Region Coordination, to conduct an analysis of how national highway system projects currently under construction to the west of the NCR could increase the NCR's evacuation capacity and provide a detailed plan to accelerate such highway projects. The Department shall submit its report to the Committee on Appropriations no later than 120 days after the enactment of this act.

Improving Bridge Safety.—Almost 2 years ago, the tragic collapse of the Interstate 35W bridge in Minneapolis, Minnesota, called attention to the deteriorating condition of our Nation's bridges. There are almost 600,000 bridges across the country. Although the likelihood of another collapse is low, the consequences of such an event would again be a catastrophe. In addition, bringing our bridges into good condition would mean that travelers and freight would be able to move across them efficiently and without unnecessary delay.

In the wake of the Minneapolis bridge collapse, the Federal Highway Administration promised to improve the Federal oversight of bridge maintenance. The Federal Highway Administration started to make revisions to its Bridge Program Manual in order

to provide better guidance to its division offices. Following a recommendation by the Inspector General, the Federal Highway Administration began implementing a more data-driven, risk-based method of overseeing bridge safety so that the agencies limited resources could be targeted to the areas of the greatest need. The agency also required its division offices to conduct comprehensive reviews of States' compliance with Federal standards and to assess bridge load rating and posting practices.

While the Federal Highway Administration has taken a step in the right direction, the Committee is disappointed in the amount of progress that the agency has been able to accomplish over the past couple of years. Too much time has passed without enough progress to show for it.

The Committee notes that the final bridge manual still has not been published. The manual was under review 1 year ago, and it is still under review at the current time. The Committee acknowledges that some of the issues that the agency must address in revising its manual are complex in nature, but the Committee remains unconvinced that the Federal Highway Administration is taking an aggressive enough approach in completing its work.

Earlier this year, the Inspector General issued a report evaluating the Federal Highway Administration's implementation of its new data-driven, risk-based oversight. The Inspector General found significant holes in the new oversight regime. When the Federal Highway Administration conducted its compliance reviews and assessments, the Inspector General found that the division offices made limited use of the agency's data and conducted their work inconsistently from office to office. The Inspector General attributed these shortcomings to the fact that managers at Federal Highway Administration headquarters provided no minimum requirements for the division offices to follow. The Inspector General also found that headquarters staff themselves did not routinely use data in order to focus agency resources on the highest risk areas. Finally, the Inspector General reported that the Federal Highway Administration does not take an active approach in helping States to improve the quality of data collected on bridges, a shortcoming that could undermine any effort to base agency efforts on high risk areas based on the results of data analysis.

The Inspector General acknowledged that the efforts of the Federal Highway Administration are limited in part by a lack of resources. The agency lacks the manpower at the division offices and at headquarters to devote significantly more resources on bridge oversight. However, most of the shortcomings identified by the Inspector General do not rely solely on the presence of additional staff. The Federal Highway Administration must take on the responsibility of setting clear standards for its division offices.

The Committee expects the Federal Highway Administration to make more significant progress in improving its oversight of bridge conditions and safety over the course of fiscal year 2010. In order to ensure that the agency has the staff necessary to conduct more rigorous oversight of bridges, the Committee directs the Federal Highway Administration to use \$6,000,000 of the funds for hiring additional personnel at the agency headquarters and in each of the division offices.

In addition, the Committee directs the Inspector General to evaluate the Federal Highway Administration’s progress in fulfilling each of the recommendations given in his report on the national bridge inspection program (Report Number MH–2009–013), and to submit a report to the House and Senate Committees on Appropriations with his findings no later than April 30, 2010.

FEDERAL-AID HIGHWAYS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

	Obligation limitation (trust fund)	Budget authority (general fund)
Limitation, 2009	\$40,700,000,000	¹ \$27,500,000,000
Budget estimate, 2010	5,000,000,000	36,107,000,000
House allowance	41,107,000,000
Committee recommendation	41,107,000,000

¹The 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 Federal-aid highways program provides financial support to States and localities for development, construction, and repair of highways and bridges through grants. The program is financed from the Highway Trust Fund and most of the funds are distributed through apportionments and allocations to States. 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.

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2010 Federal-aid highways obligations to \$41,107,000,000, which is equal to the total level of funding requested by the President, and \$407,000,000 more than the fiscal year 2009 enacted level for the Federal-aid highway program, excluding funding provided as a part of the American Recovery and Reinvestment Act.

Within the overall limitation on fiscal year 2010 Federal-aid highway obligations, the Committee recommends limiting fiscal year 2010 obligations on transportation research to \$429,800,000. The recommendation for transportation research is equal to the budget request. This specific limitation controls spending for the transportation research and technology programs of the FHWA, and it includes the intelligent transportation systems; surface transportation research; technology deployment, training and education; university transportation research; and the Bureau of Transportation Statistics.

In addition, the bill includes a provision that allows the FHWA to collect and spend fees in order to pay for the services of expert firms in the field of municipal and project finance to assist the agency in the provision of TIFIA credit instruments.

The following table shows the obligation limitation provided to each State under the Committee’s recommended funding level:

FEDERAL-AID HIGHWAY PROGRAM OBLIGATION LIMITATION

[Fiscal year 2009 and President's request and Committee recommendation for fiscal year 2010]

	Fiscal year 2009	Fiscal year budget request 2010	Committee recommendation
Formula Programs			
ALABAMA	\$664,181,764	\$687,313,588	\$687,313,588
ALASKA	290,717,063	306,492,208	306,492,208
ARIZONA	672,374,585	694,554,043	694,554,043
ARKANSAS	410,847,021	426,183,825	426,183,825
CALIFORNIA	3,002,777,749	3,106,055,097	3,106,055,097
COLORADO	451,065,359	467,363,776	467,363,776
CONNECTICUT	422,828,746	439,265,057	439,265,057
DELAWARE	129,898,054	135,165,109	135,165,109
DISTRICT OF COLUMBIA	126,772,019	131,310,650	131,310,650
FLORIDA	1,690,108,775	1,748,776,951	1,748,776,951
GEORGIA	1,143,842,745	1,183,320,551	1,183,320,551
HAWAII	136,011,037	141,936,283	141,936,283
IDAHO	244,839,686	253,924,652	253,924,652
ILLINOIS	1,121,712,771	1,162,573,951	1,162,573,951
INDIANA	852,499,523	881,834,801	881,834,801
IOWA	384,432,661	398,755,189	398,755,189
KANSAS	327,579,516	340,408,612	340,408,612
KENTUCKY	568,095,523	588,546,800	588,546,800
LOUISIANA	555,575,744	575,403,159	575,403,159
MAINE	141,822,084	141,076,962	141,076,962
MARYLAND	518,543,985	537,202,618	537,202,618
MASSACHUSETTS	531,894,794	552,271,464	552,271,464
MICHIGAN	926,977,662	961,766,642	961,766,642
MINNESOTA	523,448,534	542,902,295	542,902,295
MISSISSIPPI	389,213,117	403,718,563	403,718,563
MISSOURI	762,024,021	789,274,386	789,274,386
MONTANA	315,817,904	327,444,124	327,444,124
NEBRASKA	244,575,447	253,657,642	253,657,642
NEVADA	256,097,971	266,309,073	266,309,073
NEW HAMPSHIRE	146,151,389	151,802,205	151,802,205
NEW JERSEY	859,742,154	889,849,589	889,849,589
NEW MEXICO	310,184,441	321,314,740	321,314,740
NEW YORK	1,450,156,103	1,506,611,094	1,506,611,094
NORTH CAROLINA	930,622,868	962,552,246	962,552,246
NORTH DAKOTA	207,347,401	214,979,405	214,979,405
OHIO	1,147,361,001	1,187,464,703	1,187,464,703
OKLAHOMA	504,786,983	522,428,172	522,428,172
OREGON	372,563,076	387,051,148	387,051,148
PENNSYLVANIA	1,443,922,086	1,498,371,512	1,498,371,512
RHODE ISLAND	163,809,919	158,723,923	158,723,923
SOUTH CAROLINA	548,969,028	568,254,257	568,254,257
SOUTH DAKOTA	217,374,734	225,943,186	225,943,186
TENNESSEE	704,208,483	729,516,981	729,516,981
TEXAS	2,868,608,137	2,965,284,870	2,965,284,870
UTAH	259,427,213	269,661,219	269,661,219
VERMONT	134,115,890	139,559,125	139,559,125
VIRGINIA	859,531,139	888,826,389	888,826,389
WASHINGTON	556,453,022	576,047,950	576,047,950
WEST VIRGINIA	350,067,330	363,159,189	363,159,189
WISCONSIN	642,654,090	665,698,229	665,698,229
WYOMING	215,495,030	223,076,582	223,076,582
SUBTOTAL	32,700,127,377	33,860,984,785	33,860,984,785
Non-Formula Programs	7,999,872,623	7,246,015,215	7,246,015,215
TOTAL	40,700,000,000	41,107,000,000	41,107,000,000

FEDERAL-AID HIGHWAYS PROGRAMS

The roads and bridges that make up our Nation's highway infrastructure are built, operated, and maintained through the joint efforts of Federal, State, and local governments. States have much flexibility to use Federal-aid highway funds to best meet their individual needs and priorities, with FHWA's assistance and oversight.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [SAFETEA-LU], the highway, highway safety, and transit authorization through fiscal year 2009, made Federal-aid highways funds available in various categories of spending.

National Highway System [NHS].—The Intermodal Surface Transportation Efficiency Act [ISTEA] of 1991 authorized the NHS, which was subsequently established as a 161,000-mile road system by the National Highway System Designation Act of 1995. This system serves major population centers, intermodal transportation facilities, international border crossings, and major destinations. The NHS program provides funding for this 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. The Federal share for the NHS program is generally 80 percent, subject to the sliding-scale adjustment, with an availability period of 4 years.

Interstate Maintenance [IM].—The 46,876-mile Dwight D. Eisenhower National System of Interstate and Defense Highways retains a separate identity within the NHS. 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 4 years.

Within the funding available to the interstate maintenance discretionary program, funds are to be made available to the following projects and activities:

INTERSTATE MAINTENANCE

Project name	Committee recommendation
24th Street/I-15 Interchange, UT	\$2,000,000
24th Street/I-15 Interchange, UT	2,000,000
I-10 Interchange at Pecue Lane, LA	1,100,000
I-12 Interchange at LA-16, Denham Springs, LA	650,000
I-15 Corridor of the Future, NV	1,000,000
I-15 Custer Avenue Interchange, MT	3,000,000
I-235/US 54 and Central Avenue Interchange, KS	100,000
I-29 Fargo North to Sheyenne River, ND	1,000,000
I-5 Columbia River Crossing, WA	2,000,000
I-70 Viaduct Realignment, KS	500,000
I-75 at South Dixie Drive/Central Avenue Interchange, OH	500,000
I-85 Widening in Davidson and Rowan Counties, NC	1,700,000
I-90 Belgrade East Interchange, MT	1,500,000
I-95 Interchange with SR 202 (Butler Boulevard), FL	1,000,000
I-95 Pawtucket River Bridge Replacement, RI	1,800,000
IH-35W Congestion Relief, Fort Worth, TX	1,000,000

INTERSTATE MAINTENANCE—Continued

Project name	Committee recommendation
Interstate 280: Interchange Improvements, Harrison, NJ	2,000,000
Interstate 29: Reconstruction and Utility Relocation Project, IA	1,000,000
Interstate 40: New Conway South Interchange, AR	800,000
Interstate 430/630: Interchange Modification, AR	3,000,000
Interstate 540: Fayetteville-North, AR	3,000,000
Interstate 81: Exit 3 Interchange Improvements, PA	1,000,000
Interstate 95/Fairfax County Parkway Interchange at Newington Road, VA	1,000,000
Kapolei Interchange Complex, HI	3,000,000
Marion Road Interchange, SD	1,000,000
Meadowood Interchange, NV	1,000,000
Southern Nevada Beltway Interchanges, NV	1,000,000
Starr Road Interchange, NV	3,000,000
Turnpike Improvement Project: SR-1 and I-95	1,500,000

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 suballocations are provided. The Federal share for STP is generally 80 percent, subject to the sliding-scale adjustment, with a 4-year availability period.

Bridge Replacement and Rehabilitation.—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 4-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 one-half percent of the apportionment is guaranteed to each State.

Highway Safety Improvement Program [HSIP].—The highway infrastructure safety program features strategic safety planning and performance. The program also devotes additional resources and supports innovative approaches to reducing highway fatalities and injuries on all public roads.

Federal Lands Highways.—This category funds improvements for forest highways; park roads and parkways; Indian reservation roads; and refuge roads. The Federal lands highway 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.

Within the funding available for the Federal lands highway program, funds are to be made available to the following projects and activities:

FEDERAL LANDS HIGHWAYS

Project name	Committee recommendation
Repairs to Waterville Road, TN	\$200,000
Navajo Route 42, Oljeto Road Resurfacing Project, UT	1,000,000
Choctaw Lake-Bluff Lake Route, MS	1,500,000
SR-160 Blue Diamond Highway, NV	1,000,000
Pyramid Highway, Sparks, NV	500,000
South Access to the Golden Gate Bridge, Doyle Drive, City and County of San Francisco, CA	2,750,000
CR 97, Nicolls Road Highway Improvements, NY	400,000
Federal Lands Improvement Project, HI	4,000,000
Standing Rock Sioux Tribe, Community Streets Project, Bear Soldier South, SD	600,000
Hoover Dam Bypass Bridge, AZ	4,250,000
BRAC-Related Improvements, Anne Arundel County, MD	2,300,000
BRAC-Related Improvements, Harford County, MD	2,300,000
BRAC-Related Improvements, Montgomery County, MD	2,300,000
BRAC-Related Improvements, Prince George's County, MD	2,300,000
Kalispel Tribe Road Development from Sprague Avenue to US 2, WA	1,300,000
Pyramid Highway Corridor, NV	1,100,000
Boulder City Bypass, NV	1,000,000
FH-24, Banks to Lowman, ID	2,000,000
Southern Nevada Beltway Interchanges, NV	2,250,000
SR-160 Nevada Expansion, NV	2,250,000
West River Trail Bridge, VT	170,000
Flight 93 National Memorial, PA	1,400,000
SD Highway 63 Resurfacing, SD	3,000,000
Forest Road Upgrade, MS	500,000
Reconstruction of BIA Route 7 on the Turtle Mountain Reservation, ND	1,200,000

Equity Bonus.—The equity bonus program 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 the Transportation Equity Act for the 21st Century, or TEA-21. Certain States will 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. Of the total amount of funds provided for this program, each year \$639,000,000 is exempt from the obligation limitation recommended by the Committee.

Emergency Relief [ER].—Section 125 of title 23, United States Code, provides \$100,000,000 annually for the ER program. This funding is not subject to the obligation limitation recommended by the Committee. This 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.

Highways for Life.—This program provides funding to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality

and user satisfaction by inviting innovation, new technologies, and new practices to be used in highway construction and operations.

Ferry Boats and Ferry Terminal Facilities.—This program provides funding for the construction of ferry boats and ferry terminal facilities.

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

FERRY BOATS AND FERRY TERMINAL FACILITIES

Project name	Committee recommendation
New Vessel Program—Propulsion System Acquisition, WA	\$3,000,000

National Scenic Byways.—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 and Community and System Preservation [TCSP].—The TCSP program provides grants to States and local governments for planning, developing, and implementing strategies to integrate transportation and 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.

Within the funding available to the transportation and community and system preservation program, funds are to be made available to the following projects and activities:

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PROGRAM

Project name	Committee recommendation
5th and 6th Street Reconstruction, OR	\$800,000
7th Street Gateway Streetscape Enhancement Project, OR	500,000
Access Road to Melbourne International Airport, FL	800,000
Autumn Street Parkway, San Jose, CA	1,000,000
Beaudry Road Crossing and Pathway Project, WA	600,000
Bossier Parish Congestion Relief, LA	400,000
Camden Waterfront Neighborhood Development Initiative, NJ	500,000
Completion of Future I-99, US Route 15 in Steuben County, NY	1,000,000
Downtown Development Authority Streetscape, Dahlonega, GA	392,000
El Camino East/West Corridor, AL	1,500,000
Fish Lake Trail Completion, WA	2,000,000
Freeways and Arterial System of Transportation [FAST], NV	700,000
Hamilton Street Overpass Safety Project, WA	1,000,000
I-84, Broadway Avenue to Gowen Road Widening, ID	400,000
I-84, Caldwell to Nampa Widening, ID	1,000,000
Interchange Design and Construction, Kansas Highway 10 and Lone Elm Interchange, Lenexa, KS	500,000
Interstate 579 "Cap"—Urban Green Space & Park Plaza, Pittsburgh, PA	1,000,000
Iowa Technology Corridor West Grand Avenue Extension, IA	600,000
Loop 82 Railroad Overpass, TX	700,000
Midtown Transportation Infrastructure, NY	1,400,000
Monongalia Health Systems Access Road, WV	1,000,000
New Hanover Greenway System, NC	250,000
New Orleans City Park Infrastructure Improvements, New Orleans, LA	2,000,000

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PROGRAM—Continued

Project name	Committee recommendation
Ninth Street Island Bridge Project, MT	625,000
Pedestrian Safety Improvement Project, NY	300,000
Riggin Road at the Walnut Street Intersection, IN	1,000,000
Salters Road Expansion Along I-85, Greenville, SC	300,000
Scoping Study on Audubon and Natcher Parkways in Western Kentucky, KY	375,000
South Lawrence Trafficway, KS	1,250,000
State Road 133 from Albany to Moultrie, GA	800,000
Town of Lexington Unified Traffic Plan—Phase I, SC	1,000,000
Union Crossing, MA	400,000
US 113 Improvements in Worcester County, MD	400,000
US 41/Cobb Parkway Expansion and Bridge Replacement, GA	500,000
US 78 Upgrade to Interstate Standards, MS	1,000,000
US Highway 169 Widening Project, OK	500,000
US-95, Thorncreek to Moscow, ID	400,000
Wetzel Street Bridge Replacement, WV	500,000
Widen Hwy 99W between SPRR Overpass and NW Circle Boulevard, OR	300,000

Transportation Infrastructure Finance and Innovation [TIFIA].—The TIFIA credit program provides funds to assist in the development of 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 present value basis; the administrative expenses are estimated on a cash basis.

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 SAFETEA-LU, funding is authorized for each of fiscal years 2005 through 2009, 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.

High-priority Projects.—Funds are provided for specific projects identified in SAFETEA-LU. Over 5,000 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU.

Projects of National and Regional Significance.—This program provides funding for specific projects of national or regional importance listed in SAFETEA-LU.

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.

Within the funding available to the Delta Region Transportation Development Program, funds are to be made available to the following projects and activities:

DELTA REGIONAL TRANSPORTATION DEVELOPMENT PROGRAM

Project name	Committee recommendation
Poplar Bluff Industrial Park Bypass, MO	\$2,000,000
Interstate 55 Interchange, MO	1,000,000
Capitol Street Renaissance Project—Transportation Improvements, MS	1,150,000
Statesman Boulevard and Trail, MS	1,500,000
Jonestown Bypass, MS	1,250,000
Interstate 55 Interchange Lighting, MS	600,000
Route 34, MO	1,150,000

Railway-Highway Crossing Hazard Elimination in High-speed Rail Corridors.—This program provides grants for safety improvements at grade crossings between railways and highways on designated high-speed rail corridors.

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

ELIMINATION OF RAIL-HIGHWAY GRADE CROSSING HAZARDS IN HIGH-SPEED RAIL CORRIDORS

Project name	Committee recommendation
55th Street East Grade Separation, ND	\$1,900,000
Alameda Corridor East Grade Separations, CA	2,000,000
Livingston Railroad Grade Separation Undercrossing, MT	600,000
Railway-Highway Grade Crossing Mitigation, Northeastern Illinois	2,000,000

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2009	\$41,439,000,000
Budget estimate, 2010	33,000,000,000
House allowance	41,846,000,000
Committee recommendation	41,846,000,000

The Committee recommends a liquidating cash appropriation of \$41,846,000,000. The recommended level is \$8,846,000,000 more than the budget request and is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120 distributes obligation authority among Federal-aid highway programs.

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

Section 122 appropriates funds for the projects, programs, and activities specified as follows:

SURFACE TRANSPORTATION PRIORITIES

Project name	Committee recommendation
10th Avenue South Corridor Extension, Waverly, IA	\$500,000
4th Street Improvement Project, City of Moro, OR	126,076
53rd Avenue Bridge and Roadway Extension Project, OR	300,000
70th Avenue and Valley Avenue East Corridor Project, WA	1,500,000
ADHS Corridor, H, WV	4,500,000
Airport Road Replacement, TN	1,000,000
Anchor Lake Interchange and Service Road, MS	500,000
Arterial Road and Bridge Improvements, Matanuska-Susitna Borough, AK	1,000,000
Artesia Road Bypass, MS	1,000,000
Bergen County Specialized Bus Transit, NJ	1,000,000
Blair Bypass—South Corridor, NE	1,000,000
Bonneville Clark Couplet, NV	500,000
Bossier Parish Congestion Relief Plan, Bossier Parish, LA	850,000
Brett Way Extension, OR	300,000
Broad Street Parkway/Nashua River Bridge Enhancements, NH	500,000
Broadway Bridge Replacement Project, WA	3,200,000
Brush Creek-Troost Avenue Streetscape Improvements, MO	1,000,000
Byram-Clinton/Norrell Parkway, MS	1,500,000
Cannon AFB BRAC County Road Improvements, NM	1,000,000
Cape Girardeau Riverwalk Trail, MO	1,600,000
Carson City Freeway—Phase II, NV	800,000
Central City, Trinity River Vision, Fort Worth, TX	500,000
Church Street Marketplace and Side Streets Improvements, VT	1,000,000
City of Hines Street Rehabilitation Project, OR	300,000
City of Providence Street Paving, RI	800,000
City of Tuscaloosa Streetscape, AL	2,000,000
Coalfields Expressway, WV	2,000,000
Collins Road Improvements, Cedar Rapids, IA	1,000,000
Construction of Four Lane Highway on US 69 in Crawford, Bourbon, and Cherokee Counties, KS	1,500,000
Countywide Regional Loop Trail, Mount Clemens, MI	2,000,000
Defense Access Road, MS	1,000,000
Denali Commission Transportation Program, AK	1,000,000
East Chester Street Improvement, TN	785,000
East Loop, Brownsville, TX	500,000
East Metropolitan Corridor, MS	2,000,000
Emergency Access Ramp to Interstate 84, NY	1,000,000
Fairfax County Parkway Interchange Improvements at Fair Lakes Boulevard and Monument Drive, VA	600,000
FNSB Road and Bridge Improvements, AK	1,000,000
Gluckstadt Road and Interchange, MS	1,500,000
Golden Gate Bridge Seismic Retrofit Construction Project, CA	2,000,000
Greensboro Greenway, NC	500,000
Hardy County Complex Access Road, WV	1,500,000
Hastings Bridge/Highway 61 Right-of-Way and Construction, MN	1,000,000
Hattiesburg Longleaf Trace Rails to Trails, MS	500,000
Henry Avenue Bridge Reconstruction, WI	1,000,000
High Bridge Renovation, MT	300,000
Highway 167: Louisiana State Line to Sheridan, AR	1,400,000
Highway 226: Highway 67 to Highway 49, AR	1,000,000
Highway 63: Interchange Improvements, AR	2,000,000
Hogan Road Traffic Improvements, ME	550,000
Holly Springs Road, MS	1,500,000
Hutchins Street Reconstruction, Berlin, NH	800,000
Hybrid Composite-Concrete Bridges, ME	2,000,000
I-40 Boulevard Construction, OK	1,000,000
I-44 Range Line Road Interchange, MO	1,000,000
I-69, TX	500,000
Improvement of the South Connector Street, SD	1,250,000
Improvements to 159th Street, KS	2,000,000
Indian River Inlet Bridge, DE	800,000
Infrastructure Improvement at Height of Land, ME	2,900,000
International Railway Station/Intermodal Transportation Center, NY	800,000
Interstate 69/Great River Bridge: Highway 65—MS Highway 1, AR	2,000,000
Iowa Highway 14—57 Complete Streets Corridor Improvements in Parkersburg, IA	2,000,000

SURFACE TRANSPORTATION PRIORITIES—Continued

Project name	Committee recommendation
Jenny Barker Rd./K-156/Mary St Reconfiguration, KS	500,000
Kettering Gateway Project, Flint, MI	1,200,000
King Coal Highway, WV	2,000,000
Kittitas Highway Safety Improvements, WA	2,000,000
Knoxville Road Reconstruction, Mercer County, IL	500,000
LA 1 Goldenmeadow to Port Fourchon, Lafourche Parish, LA	1,000,000
Lafayette Interchange, MO	1,000,000
Lake Harbour Drive, MS	1,500,000
Lake Merritt Improvement Project, CA	850,000
Lesner Bridge Replacement, VA	500,000
Lewis and Clark Legacy Trail, ND	700,000
Longfellow Bridge Approach and Gateway, MA	1,000,000
Lower Main Street Infrastructure Project, Claremont, NH	500,000
Lowry Avenue Bridge Replacement, MN	600,000
Mahoning Road Infrastructure and Economic Development Project, OH	1,000,000
MD 404 Improvements in Caroline, Talbot, and Queen Anne's Counties, MD	400,000
Missouri River Freight Corridor Development Study, MO	900,000
MLK-Lincoln Avenue Railroad Grade Separation, WA	2,000,000
MO-13 and MO-82 Interchange, MO	1,000,000
Naugatuck River Greenway, CT	1,000,000
Nevada Pacific Parkway, NV	550,000
New York State Route 12, NY	500,000
Newberg-Dundee Transportation Improvement Project, OR	400,000
Newport Cliff Walk Restoration, RI	500,000
North Broad Street Redevelopment Project, NJ	500,000
Northern Avenue Bridge Rehabilitation, MA	1,300,000
Northwest 66th Avenue Reconstruction, IA	600,000
Ohio Hub Plan, OH	700,000
Oktibbeha County Southern Bypass, MS	500,000
Old Taylor Road Roundabouts, MS	500,000
Ontario Oregon Railroad Underpass Rehabilitation and Reconstruction, OR	300,000
Park Road Bridge Replacement and Dubuque Street Elevation Project, Iowa City, IA	1,500,000
Pioneer Street Rail Overpass Safety Improvement Project, WA	1,000,000
Pony Express Boulevard Extension, Herriman, UT	1,000,000
Port of Everett Infrastructure Improvement Project, WA	1,200,000
R-170 Landslide Road Replacement, WA	2,000,000
Reconstruction and Upgrade of 2300 West between 1900 South and the Interstate 15 West Frontage Road in Lehi, UT	1,500,000
Regional East-West Trail and Bikeway, Albuquerque, NM	1,000,000
Remediation and Reuse of Reclaimed Port Land, DE	750,000
Replacement and Rehabilitation of Municipal Bridges and Trestles, City of Ketchikan, AK	500,000
Reunion Interchange, MS	1,500,000
Rickenbacker Intermodal East-West Connector, OH	2,000,000
Road Improvements from 57th Street North to 1,000ft South of 26th Street, Sioux Falls, SD	1,500,000
Route 1/Route 123 Interchange Improvements, VA	600,000
Route 160 and Route 60 Interchange Improvements, MO	1,000,000
Route 27 Renaissance 2000 Project, NJ	1,000,000
Route 60/422 Interchange, PA	500,000
Rutland Center Street Marketplace Improvements, VT	1,000,000
San Bernardo Avenue Restoration, Laredo, TX	500,000
San Jose Boulevard Improvements (Carlsbad), NM	750,000
Sellwood Bridge Replacement Project, OR	1,300,000
Sitka Waterfront Development, AK	500,000
South Street Reconstruction and Streetscape Improvements, NY	1,000,000
Southeast Connector, IA	2,000,000
Southwest Arterial Project, IA	400,000
St. John's Heritage Parkway Interchanges, Cities of Melbourne and Palm Bay, Brevard County, FL	2,000,000
State Route 24/48, MS	1,900,000
Sue Ann Big Crow and Oglala Trail and Bike Path Enhancement, Pine Ridge Indian Reservation, SD	500,000
Thetford Village Pedestrian Improvements, VT	450,000
Tupelo Thoroughfare Northern Loop, MS	1,500,000
University of Kentucky Academy for Community Transportation Innovation, KY	1,000,000
Urban Collector Road, MS	2,000,000

SURFACE TRANSPORTATION PRIORITIES—Continued

Project name	Committee recommendation
US 16B Improvements near US 16 to near SD 79, SD	500,000
US 195 Safety Improvements—Cheney-Spokane Road Interchange, WA	2,000,000
US 395 from Moana to Stead, NV	700,000
US 63, MO	1,000,000
US 70 Bridge Repairs, TN	1,500,000
US 93 Corridor and Kalispell Bypass, MT	3,000,000
US Highway 97 and J Street Intersection Project, OR	700,000
US Route 17/Dominion Boulevard, VA	500,000
US Route 35, WV	2,000,000
US Route 422 Westbound Off-Ramp Improvements at the Oaks Interchange, PA	1,300,000
Vidalia Port Access Road, Vidalia, LA	1,500,000
Wadhams Road Bridge over Black River, St. Clair, MI	3,000,000
Waterfront Redevelopment Access Project, WA	2,000,000
West County Line Road, MS	1,500,000
West Haven Rail Passenger Station, CT	1,000,000
West Virginia Route 10, WV	2,000,000

Section 123 appropriates an additional \$1,400,000,000 for highway infrastructure. Of this total additional funding, \$500,000,000 is provided for the Transportation Infrastructure Finance and Innovation Act [TIFIA] program, which offers credit assistance for significant transportation projects. This total additional investment also includes \$900,000,000 for a portion of the Federal-Aid Highway program called the Surface Transportation Program [STP]. Funding provided for STP would be distributed to the States in the same proportion as the fiscal year 2010 obligation limitation in order to increase the investment in essential transportation infrastructure throughout the States. These targeted funding increases will make possible the large-scale transportation projects that address the bottlenecks, congestion, and deterioration that riddle our transportation system, and it will also fund transportation projects on a smaller scale to help maintain the infrastructure that support our communities.

Section 124 provides requirements for any waiver of Buy American requirements.

Section 125 continues a provision prohibiting tolling in Texas, with exceptions.

Section 126 clarifies funding for a previously funded project in Rhode Island.

Section 127 clarifies funding for a previously funded project in Florida.

Section 128 clarifies funding for a previously funded project in California.

Section 129 clarifies funding for a previously funded project in Kansas.

Section 130 clarifies funding for a previously funded project in Alabama.

Section 131 clarifies funding for a previously funded project in Nevada.