110TH CONGRESS
1st Session
HOUSE OF REPRESENTATIVES
REPORT
110–238

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2008

JULY 18, 2007.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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

R E P O R T

together with

MINORITY VIEWS

[To accompany H.R. 3074]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008.

INDEX TO BILL AND REPORT

MAJOR CHALLENGES FACING TRANSPORTATION AND HOUSING OVER THE NEXT DECADE

Earlier this year, the Committee held a series of hearings to explore the emerging challenges facing our nation's transportation and housing programs over the next decade. The testimony the Committee received from housing and transportation experts made clear that demographic changes and growth patterns in the United States will continue to have a major impact on transportation networks and the need for affordable housing.

Some areas of the nation are losing population and as a result, lack an adequate tax base or the necessary resources to make investments in transportation and housing.

Other areas of our nation are growing dramatically. For example, the population of the United States recently reached 300 million, and is expected to grow by another 65 million by the year 2030. The 30 largest metropolitan statistical areas as defined by the U.S. census bureau now represent close to half (45 percent) of the country's total population. From 1990 to 2005, the population of 15 of the 30 largest metropolitan areas grew by over 20 percent, with some metro areas in Florida, Arizona, California, and Georgia growing by over 50 percent.

Each region has its own unique set of challenges in managing population growth. The existing transportation networks in older metropolitan areas in the Northeast and Midwest will continue to have increasing repair and maintenance needs, as well as demand for new transit service. The metropolitan areas that have seen the most explosive growth, mostly in the South and West, will continue to require new investments in highway, transit, and aviation to keep up with traveling demand.

Explosive population growth, combined with the rise of households with two automobiles and increasingly decentralized and unplanned patterns of growth present significant challenges for the nation's transportation, housing, and energy policies on the federal, state, and local level.

Increasing congestion has become the most noticeable consequence of these demographic changes. As residential communities become more separated from employment areas, traffic congestion has become a part of everyday life for many families.

Vehicle-miles traveled on our nation's highways have grown nearly 94 percent from roughly 1.53 trillion miles in 1980 to nearly 3 trillion miles in 2005. According to the Texas Transportation In-

stitute, in 2003 drivers in the 85 most congested urban areas in the United States experienced 3.7 billion hours of travel delay, an annual average delay of 47 hours per commuter. Furthermore, congestion caused travelers to use 2.3 billion extra gallons of fuel for a total cost of $63,100,000,000 or $794 per commuter.

Increased travel demand will continue to deteriorate existing transportation networks and put pressure on states to build more capacity. The Department of Transportation estimates that $53,600,000,000 per year will be required to sustain the nation's highways, bridges, and transit systems. A far higher level of investment, $74,800,000,000 would be required each year to improve these systems. With regard to transit, it is estimated that an annual investment of $24,000,000,000 would be necessary to improve the condition and performance of our nation's public transportation systems.

In addition, while Amtrak, our nation's intercity passenger rail system, has made some progress in increasing ridership and revenues, much work remains ahead before higher speed rail is realized in corridors outside the Northeast.

Our nation's transportation challenges are not just limited to surface transportation. Our aviation system also continues to grow. For example, from 1995 to 2005, the number of airline passengers grew by 36 percent from 545 million per year to 739 million. By 2015, our aviation system is expected to transport as many as one billion passengers. Additionally, our nation's air traffic control system is aging and is in need of modernization in order to accommodate the growth in air traffic and the expected changes in the aviation fleet.

Our nation also faces great challenges in the area of housing. Providing adequate affordable housing near employment opportunities and public transportation will be daunting. Currently, there are nearly 14 million households with incomes below 50 percent of adjusted median income (AMI) which are eligible for federal housing assistance, however, only 25 percent of these eligible households actually receive federal housing assistance.

As such, the Committee recognizes that a great unmet need exists for affordable housing throughout the country. For example, only 2.1 million Section 8 vouchers are authorized despite the fact that an estimated 8 million families and individuals are eligible for this assistance.

In public housing, the situation is no better. Public housing is home to 2.6 million people, including seniors, persons with disabilities, and low-income families. In 2005, the median income of families in the public housing program was $10,738, only 23 percent of the national median household income of $46,326. Public housing is a valuable social and economic asset that cannot be created or sustained by the private market. In fact, it would cost an estimated $162,000,000,000 to replace the existing stock of 1.2 million public housing units, yet the budget request for public housing is perennially too low to support annual capital needs, much less address the $18 billion backlog in capital needs. More than half of public housing units were constructed prior to 1970 and are in need of rehabilitation and serious capital investment. The Committee recognizes that public housing is an irreplaceable asset and that it will

require significant capital investment to continue to provide its 2.6 million residents with safe and affordable homes.

The Committee is cognizant of the fact that it must begin to address the shortage of affordable housing for families, seniors and the disabled immediately. It is also incumbent upon the Department of Housing and Urban Development to explore new means of financing and innovative methods of partnering with nonprofits and with the private sector to spur more housing production.

In addition to the budgetary challenges presented above, the Committee strongly believes that transportation, housing, and energy can no longer be viewed as completely separate spheres with little or no coordination throughout the different levels of government. To that effect, the Committee has included provisions in this report requiring the Departments of Transportation and Housing and Urban Development to better coordinate public transportation and housing policies and programs. Better planning and coordination on the federal, state, and local level can ensure that affordable housing is located closer to public transportation and employment centers.

Finally, as the United States continues to grapple with the catastrophic effects of global warming and other environmental hazards, the Committee strongly believes that federal policies must be instituted to reduce the amount of energy consumed by the transportation and housing sectors. Taken together, transportation (28 percent) and residential housing (21 percent) produce almost 50 percent of total U.S. energy consumption. (Source 2004 Energy Data Book, DoE). To this end, the Committee has included a number of key investments for public transit and intercity rail. The Committee has also included language urging HUD to incorporate stronger sustainability standards into HUD's housing programs.

PROJECTS

Congress has made significant reforms in the way it reviews funding for the Federal government; reforms which the Committee takes very seriously as it executes its constitutional authority. Earmarking or directed spending of Federal dollars does not begin with Congress. It begins with the Executive Branch. For example, the Administration requests funding for specific projects within the Federal Transit Administration's Capital Investment Grant account and within the Federal Aviation Administration's Facilities and Equipment account. The Administration, in selecting these projects, goes through a process that is the functional equivalent of earmarking. When the Committee reviews the budget request, it goes through a process of rigorous review and may alter or modify this list to reflect additional priorities.

In addition, there are designated projects or earmarks embedded in the surface transportation authorization legislation. For example, the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA–LU) includes designated projects or earmarks during each year of its authorization. For example, in fiscal year 2008 alone, SAFETEA–LU directs $2,966,400,000 to 5,091 specific projects under the "High Priority Projects" program; $487,000,000 to 33 specific projects under the "National Corridor Infrastructure Improvement Program"; $444,750,000 to 25 specific projects under the "Projects of National and Regional Significance"

program; $638,809,000 to 466 specific projects under the "Transportation Improvements" program; and $100,000,000 to nine specific projects under the "Bridge Program" set-aside. Similarly, in the transit program, SAFETEA–LU directs $492,167,593 to 662 specific bus and clean fuel bus projects and $22,225,000 to 24 specific transit research projects.

The Executive Branch also engages in another practice which steers or directs money to specific entities or purposes through a process of contracting out various activities and services. In many work locations, the number of people working for contractors exceeds the number of Federal employees in the same building or location. Many of these, in fact, are non-competitive or sole-sourced. When added together, the Executive Branch steers or directs far greater spending to specific projects or corporations than is directed or earmarked by Congress. And the practice of non-competitive contracting has exploded in the past five years.

For example:

In Fiscal Year 2005, the Department of Transportation awarded 225 sole-source contracts totaling more $140 million.

From FY2002–2006, HUD awarded contracts worth over $4.2 billion dollars, but only had a full and open competition on approximately 46 percent of their contract awards.

HUD awarded more than $500,000 in no-bid contracts to the executive director of the Virgin Islands PHA to improve that PHA's operations.

On February 1, 2005, the FAA awarded a $1.8 billion, 5–year, fixed-price incentive contract to operate 58 flight service stations in the continental United States, Puerto Rico, and Hawaii. However, the contract has been plagued with technical and operational problems with the program, which include system outages, computer glitches, lost flight plans, excessive hold times, dropped calls, and poor quality service.

The Committee believes that the extensive use of noncompetitive contracts increases the potential for waste, fraud, and abuse of federal dollars. Each of the above examples reaffirms the importance of sound internal controls and fraud deterrence measures in federal contracting. The Committee urges both the Department of Transportation and HUD to improve its contract policies to better protect taxpayer dollars. The Committee intends to carefully monitor the contracting practices of the agencies within the Committee's jurisdiction.

SOLVENCY OF THE HIGHWAY TRUST FUND

The Committee is greatly concerned about the status of the Highway Trust Fund. Both the Treasury Department and the Congressional Budget Office are projecting that the Highway Account of the Highway Trust Fund (HTF) will have a negative cash balance by the end of fiscal year 2009. The Mass Transit Account of the Highway Trust Fund faces a similar fate, however, at a slightly slower pace. The Mass Transit Account is expected to reach a negative balance by fiscal year 2011. The Committee was disappointed that, despite the precarious financial state of the Highway Trust Fund, the budget request did not include any serious proposals to address the looming shortfall.

It is well documented that our nation's transportation infrastructure is aging and, as noted above, the investment needs of our nation's highway and transit systems are significant. Unfortunately, in each of the last six years (2001–2006), expenditures have exceeded receipts into the Highway Trust Fund. The highway guarantees were based upon the principle that the highway program would be funded solely from a dedicated revenue source financed by user fees. However, that funding source was overcommitted by the authorizing legislation and the principles behind the guarantees have been undermined.

Without additional revenues for transportation investment, the nation will be unable to reduce congestion, maintain aging bridges and highways, or expand capacity. In short, the looming crisis in the HTF will hinder the nation's ability to meet the transportation challenges outlined above. The Committee believes that there will be sufficient resources in the HTF to meet the guaranteed highway and transit funding levels required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) in fiscal year 2008. However, the Committee will continue to carefully monitor the balances in the HTF to determine whether the guaranteed funding levels are sustainable.

In addition, the Committee understands that SAFETEA–LU established two commissions to examine the investment needs and revenue options for our nation's surface transportation system. The Committee anxiously awaits the recommendations of these commissions and expects the authorizing committees of jurisdiction to take prompt action to restore the solvency of the Highway Trust Fund to ensure that much needed transportation investments can continue to occur in the years ahead.

THE EFFECT OF GUARANTEED SPENDING

Nearly a decade ago, in 1998, the Transportation Equity Act for the 21st Century (TEA–21) amended the Budget Enforcement Act and created, over the objections of the Appropriations and Budget Committees, two new additional spending categories or 'firewalls', the highway category and the mass transit category. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA–LU) extended the highway and mass transit firewalls through fiscal year 2009. Similar treatment was provided for certain aviation programs with the passage of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR–2l) and were later extended in the Vision–l00 Century of Aviation Reauthorization Act. As the Committee noted during deliberations on these bills, the Acts fundamentally established mandatory spending programs within the discretionary caps. This undermines Congressional flexibility to fund other equally important programs within the Committee's jurisdiction not protected by funding guarantees and to address emerging priorities. This year, with a more focused jurisdiction, the funding for critical housing programs for low-income families must compete for scarce federal resources with transportation programs that enjoy a funding guarantee. In addition, funding guarantees skew transportation priorities inappropriately by providing increases to highway, transit, and airport spending while leaving safety-related operations in the Federal Aviation Administration, Federal Railroad Administration

and Amtrak to scramble for the remaining resources. As in past years, the Committee has done all in its power, considering this environment, to produce a balanced bill providing adequately for all modes of transportation as well as all non-transportation programs under the jurisdiction of this bill.

OPERATING PLAN AND REPROGRAMMING PROCEDURES

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

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

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

RELATIONSHIP WITH BUDGET OFFICES

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

TABULAR SUMMARY

A table summarizing the amounts provided for fiscal year 2007 and the amounts recommended in the bill for fiscal year 2008 compared with the budget estimates is included at the end of this report.

COMMITTEE HEARINGS

In addition to the hearings noted above, the Committee also conducted extensive hearings on the programs and projects provided for in this bill. Pursuant to House rules, each of these hearings was open to the public. The Committee received testimony from cabinet officers, agency heads, inspectors general, and other officials of the executive branch in areas under the bill's jurisdiction. In addition, the Committee has considered written material submitted for the hearing record by Members of Congress, private citizens, local government entities, and private organizations. The bill recommendations for fiscal year 2008 have been developed after careful consideration of all the information available to the Committee.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2008, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms 'program, project, and activity' shall mean any item for which a dollar amount is contained in an appropriations Act (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to capital investment grants within the Federal Transit Administration. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment within the Federal Aviation Administration shall be applied equally to each budget item that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations Acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, fiscal year 2007	$84,553,000
Budget request, fiscal year 2008	96,197,000
Recommended in the bill	90,678,000
Bill compared with:	
Appropriation, fiscal year 2007	+6,125,000
Budget request, fiscal year 2008	−5,519,000

COMMITTEE RECOMMENDATION

The bill provides $90,678,000 for the salaries and expenses of the various offices comprising the office of the secretary. The Committee's recommendation includes individual funding for all of the offices within the office of the secretary, as has been done in past years, rather than consolidating them as proposed in the budget request. The Committee notes that the fiscal year 2008 budget requested a 14 percent increase above the fiscal year 2007 enacted level for the salaries and expenses of the office of the secretary. The Committee understands that as of March 31, 2007, there were as many as 120 vacancies throughout the various secretarial offices. Given these vacancies and other budgetary constraints, the Committee recommendation includes a more modest increase in each of the offices. However, the Committee will continue to closely monitor the Department's progress in filling staff vacancies to determine whether additional resources will be needed. The following table compares the fiscal year 2007 enacted level to the fiscal year 2008 budget estimate and the Committee's recommendation by office:

	Fiscal year 2007 enacted	Fiscal year 2008 estimate	House recommended
Immediate office of the secretary	$2,197,000	$2,314,000	$2,305,000
Office of the deputy secretary	697,000	737,000	724,000
Office of the executive secretariat	1,441,000	1,535,000	1,498,000
Office of the under secretary of transportation for policy	11,635,000	12,374,000	12,100,000
Board of contract appeals	696,000	—	—
Official of small and disadvantaged business utilization	1,264,000	1,335,000	1,314,000
Office of the chief information officer	11,801,000	12,587,000	12,273,000
Office of the assistant secretary for governmental affairs	2,291,000	2,384,000	2,382,000
Office of the general counsel	15,148,000	16,219,000	15,753,000
Office of the assistant secretary for budget and programs	8,465,000	10,417,000	8,903,000
Office of the assistant secretary for administration	21,880,000	26,008,000	23,568,000
Office of public affairs	1,908,000	1,988,000	1,984,000
Office of intelligence and security	2,027,000	2,737,000	2,737,000
Office of emergency transportation	3,103,000	5,562,000	5,137,000
Total [1]	84,553,000	96,197,000	90,678,000

[1] Numbers don't add due to rounding.

Immediate office of the secretary.—The Immediate Office of the Secretary has the primary responsibility to provide overall planning, direction, and control of departmental affairs. The Committee recommends an appropriation of $2,305,000 for expenses of the immediate office of the secretary, which represents an increase of $108,000 above the fiscal year 2007 enacted level and $9,000 below the level assumed in the budget request.

Immediate office of the deputy secretary.—The Immediate Office of the Deputy Secretary has the primary responsibility to assist the Secretary in the overall planning, direction and control of the departmental affairs. The Deputy Secretary serves as the chief operating officer of the day to day operations of the Department of Transportation. The Committee recommends $724,000 for expenses of the immediate office of the deputy secretary, which is an increase of $27,000 above the fiscal year 2007 enacted level and $13,000 below the budget request.

Executive secretariat.—The Executive Secretariat assists the Secretary and Deputy Secretary in carrying out their management

functions and responsibilities by controlling and coordinating internal and external written materials. The Committee recommends an appropriation of $1,498,000 for expenses of the executive secretariat, which is $57,000 more than the fiscal year 2007 enacted level and $37,000 below the level assumed in the budget request.

Office of the under secretary of transportation for policy.—The Office of the Under Secretary of Transportation for Policy serves as the Department's chief policy officer responsible for international standards development and harmonization; aviation and other transportation-related trade negotiations; coordination and development of departmental policy and legislative initiatives; the performance of policy and economic analysis; and the execution of the essential air service program. The Committee provides a total of $12,100,000 for the office of the under secretary of transportation for policy which represents an increase of $465,000 above the fiscal year 2007 enacted level and a reduction of $274,000 below the requested level. The Committee denies the budget request to move two FTEs from the Office of Intelligence and Security into the policy office.

Deny transfer of two FTEs	−$250,000

Office of small and disadvantaged business utilization.—The Office of Small and Disadvantaged Business Utilization is responsible for promoting small and disadvantaged business participation in the department's procurement and grants programs. The Committee recommends an appropriation of $1,314,000 for the office of small and disadvantaged business utilization, which represents an increase of $50,000 above the fiscal year 2007 enacted level and $21,000 below the level requested in the budget request.

Office of the chief information officer.—The Office of the Chief Information Officer (CIO) serves as the principal advisor to the Secretary on matters involving information resources and information systems management. The Committee recommends an appropriation of $12,273,000 for the office of the chief information officer, which is an increase of $472,000 above the fiscal year 2007 enacted level and $314,000 below the level assumed in the budget request.

Office of the assistant secretary for governmental affairs.—The Office of the Assistant Secretary for Governmental Affairs is responsible for coordinating all Congressional, intergovernmental, and consumer activities of the department. The Committee recommendation includes $2,382,000 for the office of the assistant secretary for governmental affairs, which represents an increase of $91,000 above the fiscal year 2007 enacted level and $2,000 below the budget request.

In addition, the bill continues a provision (sec. 187) that requires the department to notify the House and Senate Committees on Appropriations not less than three business days before any discretionary grant award, letter of intent, or full funding grant agreement in excess of $1,000,000 is announced by the department or its modal administrations from: (1) any discretionary program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; and (3) any program of the Federal Transit Administration program other than the formula grants and fixed guideway modernization programs. Such notification shall include

the date on which the official announcement of the grant is to be made and no such announcement shall involve funds that are not available for obligation.

Office of the general counsel.—The Office of the General Counsel provides legal services to the Office of the Secretary and coordinates and reviews the legal work of the chief counsels' offices of the operating administrations. The Committee recommends $15,753,000 for the office of general counsel, which represents an increase of $605,000 from the fiscal year 2007 enacted level, and $466,000 less than the budget request.

Office of the assistant secretary for budget and programs.—The Assistant Secretary for Budget and Programs is responsible for developing, reviewing and presenting budget resource requirements for the department to the Secretary, Congress and the Office of Management and Budget. The Committee recommends an appropriation of $8,903,000 for the office of the assistant secretary for budget and programs, which represents an increase of $438,000 over the fiscal year 2007 enacted level and $1,514,000 below the level requested in the budget.

Office of the assistant secretary for administration.—The Office of the Assistant Secretary for Administration is responsible for coordinating, overseeing and conducting various accounting, procurement, personnel management, and automatic data processing operations of the department. The Committee recommends an appropriation of $23,568,000 for expenses of the office of the assistant secretary for administration, which represents an increase of $1,688,000 from the fiscal year 2007 enacted level and $2,440,000 below the level assumed in the budget request.

Office of public affairs.—The Office of Public Affairs is responsible for news releases, articles, fact sheets, briefing materials, publications, and audio-visual materials of the department. The Committee recommends an appropriation of $1,984,000 for expenses of the office of public affairs, which represents an increase of $76,000 above the fiscal year 2007 enacted level and $4,000 below the level assumed in the budget request.

Office of intelligence and security.—The Office of Intelligence and Security serves as the Department's primary point of contact with the Homeland Security Counsel and the Department of Homeland Security. The office provides intelligence and security oversight of the operating administrations to increase the safety and security of the traveling public, and to provide the Secretary and Deputy Secretary with current intelligence and security information, with special emphasis on potential or actual terrorist threats to transportation interests. The Committee recommends an appropriation of $2,737,000 for expenses of the office of intelligence and security, which is an increase of $710,000 above the fiscal year 2007 enacted level and the same level assumed in the budget request. The Committee denies the transfer to two FTEs to the policy office and reduces the requested increase for contract services by a similar amount.

Deny transfer of two FTEs to the Policy Office	+$250,000
Reduce contract services	−250,000

Office of emergency transportation.—The Office of Emergency Transportation coordinates the Department's participation in National and Regional exercises; conducts training for emergency per-

sonnel; administers the Continuity of Government and Continuity of Operations programs; and coordinates DOT's role in contingency planning and response activities. In light of the hurricane disasters in 2005, the Department of Transportation has been charged with the expanded responsibility of coordinating mass evacuations when disasters overcome the capabilities of state and local governments. Given these new responsibilities, the Inspector General has noted that the Department must ensure that roles and responsibilities are carefully defined and that there is effective communication and coordination with other Federal agencies. The Committee recommendation includes $5,137,000 for the office of emergency response, which is $2,034,000 above the fiscal year 2007 enacted level and $425,000 below the budget request. Within the amounts provided, the Committee includes $305,000 for two additional FTEs for the manager and assistant manager positions for the DOT Emergency Transportation Center. The Committee provides half-year funding for three additional FTEs to assist with emergency preparedness planning, training and response. The Committee denies the request for $150,000 for additional contract and consultant support and encourages the office to leverage the expertise available in the modal administrations.

Reduce funding for emergency transportation staff	−$275,000
Reduce contract and consultant services	−150,000

Congressional budget justifications.—The Committee directs the department to include the same level of detail that was provided in the congressional justifications presented in fiscal year 2003. Some of the budget documents submitted for fiscal year 2008 did not adhere to that standard. Further, the department is directed to include in the budget justification funding levels for the prior year, current year, and budget year for all programs, activities, initiatives, and program elements. Each budget submitted by the department must also include detailed justification for the incremental funding increases and additional FTEs being requested above the enacted level, by program, activity, or program element.

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

Operating plan.—The Committee directs the department to submit an operating plan for fiscal year 2008, signed by the secretary for review by the Committees on Appropriations of both the House and Senate within 60 days of the bill's enactment. The operating plan should include funding levels for the various offices, programs and initiatives detailed down to the object class or program element covered in the budget justification and supporting documents or referenced in the House and Senate appropriations reports, and the statement of the managers.

Department of defense schools.—The Committee understands that there may be differing views within the Department regarding payments to the Department of Defense for the education of dependent children of those Federal Aviation Administration employees in Puerto Rico and Guam if they meet the eligibility requirements of

Section 2164(c) of title 10, United States Code. The Committee encourages the Secretary as chief executive of the Department to render a final decision regarding these payments that is consistent with the law and is in the best interest of the affected children.

General provisions.—The Committee reiterates its direction to the Department to provide a detailed explanation for each and every general provision requested in the budget. The Committee expects each of the modal administrations to provide a similar justification for each requested general provision.

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

OFFICE OF CIVIL RIGHTS

Appropriation, fiscal year 2007	$8,528,000
Budget request, fiscal year 2008	9,140,900
Recommended in the bill	9,140,900
Bill compared with:	
Appropriation, fiscal year 2007	+612,900
Budget request, fiscal year 2008	– – –

The office of civil rights is responsible for advising the secretary on civil rights and equal opportunity matters and ensuring full implementation of civil rights opportunity precepts in all of the department's official actions and programs. This office is responsible for enforcing laws and regulations that prohibit discrimination in federally operated and federally assisted transportation programs. This office also handles all civil rights cases related to Department of Transportation employees.

COMMITTEE RECOMMENDATION

The Committee provides $9,140,900 for the office of civil rights, which represents a $612,900 increase above the fiscal year 2007 enacted level and the same as the budget request.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, fiscal year 2007	$14,893,000
Budget request, fiscal year 2008	9,115,000
Recommended in the bill	8,515,000
Bill compared with:	
Appropriation, fiscal year 2007	−6,378,000
Budget request, fiscal year 2008	−600,000

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $8,515,000 for transportation planning, research and development, a decrease of $6,378,000 below the fiscal year 2007 enacted level and $600,000 below the budget request.

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

Advanced freight locomotive safety and monitoring system, MA ..	$1,000,000
Ballast water research, UW–Superior, WI	1,000,000
Center for commercial deployment of transportation technologies, CA	250,000
Commercial vehicle rollover prevention technology demonstration, MI	1,000,000
Great lakes maritime research institute, WI	1,000,000
National center for manufacturing sciences (NCMS), MI	750,000

WORKING CAPITAL FUND

Limitation, fiscal year 2007	($118,014,000)
Budget request, fiscal year 2008 [1]	– – –
Recommended in the bill	(128,094,000)
Bill compared with:	
Limitation, fiscal year 2007	(+10,080,000)
Budget request, fiscal year 2008	(+128,094,000)

[1] Proposed without limitation.

The working capital fund (WCF) was created to provide common administrative services to the various modes and outside entities that desire those services for economy and efficiency. The fund is financed through negotiated agreements with the department's operating administrations and other governmental elements requiring the WCF's capabilities.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $128,094,000 on the working capital fund. The budget request proposed a limitless program level for the fund in fiscal year 2008. The Committee's recommendation is appropriate considering the funding levels of the operations and administrative accounts.

Modal usage of working capital fund.—Consistent with past practice, the Committee directs the department, in its fiscal year 2009 congressional justifications for each of the modal administrations, to account for increases or decreases in WCF billings based on planned usage requested or anticipated by the modes rather than anticipated by WCF managers.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

	Appropriation	Limitation on guaranteed loans
Appropriation, fiscal year 2007	$893,000	($18,367,000)
Budget request, fiscal year 2008	891,000	(18,367,000)
Recommended in the bill	893,000	(18,367,000)
Bill compared to:		
Appropriation, fiscal year 2007	– – –	(– – –)
Budget request, fiscal year 2008	+2,000	(– – –)

The minority business resource center of the office of small and disadvantaged business utilization provides assistance in obtaining short-term working capital and bonding for disadvantaged, minority, and women-owned businesses. The program enables qualified businesses to obtain loans at prime interest rates for transportation-related projects.

COMMITTEE RECOMMENDATION

The Committee recommends $893,000 for the minority business resourse center which is the same as the fiscal year 2007 enacted level and $2,000 above the budget request. The Committee provides $370,000 to cover the subsidy costs for the loans and $523,000 for the program's administrative expenses. In addition, the Committee recommends a limitation on guaranteed loans of $18,367,000, the same as the budget request and the fiscal year 2007 enacted level.

MINORITY BUSINESS OUTREACH

Appropriation, fiscal year 2007	$2,970,000
Budget request, fiscal year 2008	2,970,000
Recommended in the bill	2,970,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	– – –

This appropriation provides contractual support to assist minority business firms, entrepreneurs, and venture groups in securing contracts and subcontracts arising out of projects that involve federal spending. It also provides grants and contract assistance that serves DOT-wide goals.

COMMITTEE RECOMMENDATION

The Committee provides $2,970,000 for this program, equal to both the fiscal year 2007 funding level and the budget request.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2007	$59,400,000
Budget request, fiscal year 2008	– – –
Recommended in the bill	60,000,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+60,000,000

The Essential Air Service (EAS) program was originally created by the Airline Deregulation Act of 1978 as a temporary measure to continue air service to communities that had received federally mandated air service prior to deregulation. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The Federal Aviation Administration Reauthorization Act of 1996 (Public Law 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off from, nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated these fees for authorized expenses of the FAA and stipulated that the first $50,000,000 of annual fee collections must be used to finance the EAS program. In the event of a shortfall in fees, the law requires FAA to make up the difference from other funds available to the agency.

The fiscal year 2008 budget proposes to fund the EAS program at a total of $50,000,000, solely from new overflight fee collections credited to the Airport and Airway Trust Fund and changes the program to require communities share in the cost of air service. In addition, the budget proposes bill language which would result in

the elimination of air service to nearly a third of the communities that currently receive service.

COMMITTEE RECOMMENDATION

The Committee recommends a total program level of EAS in fiscal year 2008 of $110,000,000, the same level provided in fiscal year 2007. This funding consists of an appropriation of $60,000,000 and $50,000,000 to be derived from overflight fee collections. Based on current estimates from the Department of Transportation, the Committee believes that this funding level is sufficient to maintain air service to all communities currently served by the Essential Air Service program. However, in the event that there is a shortfall, the bill continues language allowing the Secretary to transfer up to $10,000,000 to the EAS program from the small community air service development program if necessary.

The bill does not include the legislative reforms to the essential air service program as proposed in the budget. However, the Committee continues language (sec. 101) to ensure prompt availability of funds for obligation to air carriers providing service under the EAS program. The Committee has also continued language that allows the secretary to take into consideration the subsidy requirements of carriers when selecting between carriers competing to provide service to a community.

The bill includes a provision (sec. 104) prohibiting the use of funds to implement an essential air service pilot program that requires local cost-share participation.

COMPENSATION FOR AIR CARRIERS

(RESCISSION)

Rescission, fiscal year 2007	−$50,000,000
Budget request, fiscal year 2008	−22,000,000
Recommended in the bill	−22,000,000
Bill compared with:	
Rescission, fiscal year 2007	+28,000,000
Budget request, fiscal year 2008	− − −

The Air Transportation Safety and System Stabilization Act (Public Law 107–42) provided $5,000,000,000 to compensate air carriers for direct losses incurred during the federal ground stop of civil aviation after the September 11, 2001 terrorist attacks, and for incremental losses incurred between September 11 and December 31, 2001. To date, of the $5,000,000,000 appropriated, $4,603,452,933 of direct compensation payments have been made and a total of $375,000,000 has been rescinded by Congress.

COMMITTEE RECOMMENDATION

The Committee includes language that rescinds the remaining $22,000,000 from the compensation for air carriers, consistent with the budget request. The Committee understands that there is one remaining claim that is currently in administrative processing. Although the Committee has been informed that this claim is expected to be resolved in 2007, the Committee requests that the Secretary keep the House and Senate Committees on Appropriations informed as to the status of this final claim.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

Section 101. The Committee continues a provision allowing the Secretary of Transportation to transfer unexpended sums from "office of the secretary, salaries and expenses" to "minority business outreach".

Section 102. The Committee continues the provision prohibiting the Office of the Secretary of Transportation from approving assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

Section 103. The Committee continues the provision prohibiting the use of funds to implement an essential air service local cost share participation program.

FEDERAL AVIATION ADMINISTRATION

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

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

Aviation trends and challenges.—The aviation industry has emerged as one of the largest industries in the world, as air travel has facilitated economic growth, world trade, international investment and tourism. Both commercial aviation and cargo service have experienced significant growth. In the ten year period from 1995 to 2006, the number of passengers grew from 545 million per year to 740 million. This number is expected to grow to 1 billion passengers by 2015. In addition, the air freight industry has expanded from 23 billion tons in 1995 to 40 billion tons in 2006, a 74 percent boost in total goods transported due in part to the large

rise in express delivery services. In 2002, the value of the goods transported via commercial aviation surpassed $8,483 billion testifying to the industry's value to international and domestic business. Based on the demands of a growing, global economy which relies on quality goods delivered on a "just-in-time" basis, the tonnage and value of goods transported via aviation means are expected to increase.

However, the aviation industry is continuing to change and FAA is facing some serious challenges. The increase in traffic levels has resulted in congestion and delays. Operational performance of the National Airspace System (NAS) slipped slightly in 2006 with one in four flights arriving late. This is the worst level since 2000 when aviation gridlock dominated the aviation agenda. The Committee notes that the average length of flight delays has increased from 51 minutes in 2000 to 53 minutes in 2006. Increased travel has also produced more emissions and noise problems. While technological advances in aircraft design have resulted in quieter planes with lower emissions, civilian aviation reportedly contributes approximately 3.5 percent of the total emissions that negatively impact air quality. Advances in equipment and capital programs are expected to reduce congestion and emissions but more work in these areas is necessary to cope with the increasing demand for aviation transportation.

Although no legacy airlines are currently in bankruptcy, they continue to struggle financially. Over the last several years, they have received intense competition from an increasing number of low-cost carriers. The declining airfares that benefit consumers have contributed to the financial difficulties of network carriers. High fuel costs continue to undermine the financial improvement of network carriers and are also cutting into the low-cost carriers' bottom lines.

In addition, the nation's fleet mix now runs the gamut from very light jets to the A–380, which completed its first flights to the U.S. this year. The complexity in the system is increasing—the smaller more efficient jets are flying point-to-point rather than through expensive network hub airports. These changes have resulted in workload increases for FAA.

These workload increases are occurring just when the FAA is facing a large wave of controller retirements. FAA has seen an increase in retirements over projections in 2006 linked to its imposed work rules, and it must ensure that enough controllers are hired and trained to replace those that are retiring. In addition, the workload on safety inspectors and engineers is increasing as the industry continues to outsource and as the FAA transitions to the safety management system (SMS).

Since the current air traffic system, which is largely ground-based infrastructure, is not sufficient to meet the anticipated demand for air travel or to address the changes in the industry, FAA is undertaking the development and implementation of the Next Generation Air Transportation System (NextGen). The Committee notes that FAA has had a history of problems managing modernization projects in the past. NextGen is a complex, multibillion modernization project, and FAA must establish effective controls and oversight to ensure the FAA delivers new capabilities on-time and within budget.

If our aviation system does not proactively respond to these challenges, there will be severe economic and social consequences. If we fail to capitalize on the opportunities to improve the industry then congestion, higher consumer prices, deteriorating air quality and an increased risk to aviation safety are all foreseeable repercussions. The Committee strongly urges the FAA to aggressively pursue solutions to these problems to ensure that the United States remains at the forefront of aviation safety and efficiency.

FAA funding proposal.—The Federal Aviation Administration's funding and programs expire in October of this year. In its reauthorization proposal submitted on February 14, the FAA transforms the aviation financing structure from tax-based to cost-based. As the foundation of its proposal, the FAA would impose new user-fees and issue bonds to finance air traffic control modernization. Bondholders would be repaid with these user fees.

The Committee continues to have serious concerns about the impact of user fees and bonding on the oversight of FAA programs. In the past, the agency's large capital projects experienced massive cost growth and schedule slippage. A May 2005 IG report stated that 11 major FAA acquisitions experienced cost growth of $5.6 billion and delays from 2 to 12 years. Although some progress has been made, more needs to be done. This Committee has ensured that the FAA strengthens its program management and contractor oversight.

However, user fees and bonding would create a new fiduciary responsibility between the agency and the bondholder. Essentially, FAA's allegiance would transfer from the American taxpayer to the bondholder, and oversight responsibilities of this Committee also would be substituted by bondholders. Financial discipline would erode as these programs would exist outside of the budget process.

The Committee firmly believes that now is not the time to decrease its oversight role, especially as FAA is developing and soon will implement NextGen, a multi-billion effort that will dominate FAA's F&E account. The Committee's oversight of FAA's capital programs is and will be vitally important to protect tax dollars and to ensure projects are completed on-time and within budget.

FAA program structure.—In its fiscal year 2008 budget request, the FAA proposed to change FAA's program account structure. The request would create two new accounts, Air Traffic Organization and Safety and Operations, which would be composed of a mix of elements from two eliminated accounts, Operations and Facilities and Equipment. The FAA states that this structure would align FAA's lines of businesses with its reauthorization proposal, which includes user fees in fiscal year 2009.

The Committee notes that FAA's proposed new accounts are not authorized, and the Senate's Aviation Investment and Modernization Act of 2007 does not adopt the proposal. Therefore, the Committee continues funding FAA under the existing account structure. In addition, the Committee presents all charts and figures in this format.

Justification of general provisions.—The Committee notes that FAA has not provided any justification for, nor has it addressed, the general or administrative provisions it proposes in the President's budget. The Committee directs FAA to justify each provision

proposed in a section of each subsequent fiscal year's congressional budget justification.

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2007	$8,374,217,000
Budget request, fiscal year 2008 [1]	8,725,783,000
Recommended in the bill	8,716,606,000
Bill compared with:	
Appropriation, fiscal year 2007	+342,389,000
Budget request, fiscal year 2008	−9,177,000

[1] Reflects requested funding in existing account structure.

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

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

COMMITTEE RECOMMENDATION

The Committee recommends $8,716,606,000 for FAA operations, an increase of $342,389,000 above the level provided in fiscal year 2007, and $9,177,000 below the budget request.

A comparison of the fiscal year 2008 budget request to the Committee recommendation by budget activity is as follows:

Budget activity	Fiscal year 2007 enacted	Fiscal year 2008 request [1]	Committee recommended
Air traffic organization	$6,739,761,000	$6,964,813,000	$6,958,413,000
Aviation safety	1,003,410,000	1,056,103,000	1,076,103,000
Commercial space transportation	11,696,000	12,837,000	12,549,000
Financial services	76,289,000	103,849,000	100,593,000
Human resources	85,738,000	91,214,000	89,101,000
Region and center operations	275,797,000	290,872,000	286,848,000
Staff offices	175,000,000	166,543,000	162,349,000
Information services	36,002,000	39,552,000	38,650,000
Adjustments			−8,000,000
Total	8,374,217,000	8,725,783,000	8,716,606,000

[1] Reflects requested funding in existing account structure.

TRUST FUND SHARE OF FAA BUDGET

The bill derives $12,572,000,000 of the total appropriation from the airport and airway trust fund. The balance of the appropriation ($2,399,606,000) will be drawn from the general fund of the Treasury. Under these provisions, 85 percent of the FAA's costs will be

borne by air travelers and industries using those services. The remaining 15 percent will be borne by the general taxpayer, regardless of whether they directly utilize FAA services.

STATE OF THE AIRPORT AND AIRWAY TRUST FUND

According to Administration estimates, fiscal year 2008 will continue the recent trend where necessary outlays for FAA programs outstrip the revenues from aviation users deposited into the airport and airway trust fund. The following table compares trust fund revenue to trust fund outlays for the past three fiscal years. As the table indicates, under current estimates the Federal Government is not only spending all the revenues coming into the trust fund, it is going beyond that, and spending down the cash balance. The Administration estimates that, at the end of fiscal year 2008, the uncommitted cash balance in the trust fund will be approximately $3,134,000,000.

	Fiscal year 2006	Fiscal year 2007	Fiscal year 2008
Trust fund revenue [1]	$11,194,000,000	$12,131,000,000	$12,623,000,000
Trust fund outlays	12,148,000,000	12,308,000,000	14,154,000,000
Difference	−954,000,000	−177,000,000	−1,531,000,000

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

BASE TRANSFERS

The budget proposes to transfer several activities and related personnel among offices within the operations appropriation. The Committee agrees that these transfers will properly align functions and positions among these offices, resulting in efficiencies.

AIR TRAFFIC ORGANIZATION

The bill provides $6,958,413,000 for air traffic services, a reduction of $6,400,000 from the budget request. These resources are managed by FAA's air traffic organization. The recommended level reflects a $211,452,000 increase from the fiscal year 2007 enacted level, primarily due to mandatory adjustments for pay raises and inflation for on-board personnel, including air traffic controllers; costs associated with hiring and training 1,420 new air traffic controllers; and national airspace system (NAS) hand-off costs. NAS hand-off costs are associated with additional training for maintenance, engineering, telecommunications and other personnel on facilities and equipment acquisitions as they become operational. Recommended adjustments to the budget estimate are listed and described below:

	Amount
Contract tower base program	+$3,600,000
NAS handoff	−10,000,000

Contract tower program.—The bill includes $103,000,000, an increase of $3,600,000 above the budget estimate of $99,400,000, to continue the contract tower base program. This will fund the 10 non-towered airports that are expected to enter the program during fiscal year 2008.

In addition, the bill provides $8,500,000, equal to the budget estimate, to continue the contract tower cost-sharing program. The

Committee continues to believe this is a valuable program that provides safety benefits to small communities.

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

National airspace system handoff.—The Committee recommends a reduction of $10,000,000 below the budget estimate of $127,873,000 for a total of $117,400,000 in NAS handoff funding to training on newly deployed F&E systems.

Controller staffing.—The Committee believes that the FAA's leadership should proactively work to reach a mutual agreement with its controller workforce. The Committee is extremely concerned about controller staffing levels both on-board and in the training and hiring "pipeline", as controllers are crucial to the safety of the flying public. The FAA estimates that over the next 10 years, 72 percent of its controllers will become eligible to retire as they reach the mandatory retirement age of 56. To address the retirement bubble, FAA states that it plans to hire and train 15,000 new air traffic controllers over that time-frame. In December 2004, it submitted to Congress its first air traffic controller workforce plan outlining its hiring plan for the next 10 years.

In March 2007, the agency provided the second update to its air traffic controller workforce plan. As with the prior update, it refined the methodology, incorporated new estimates of future traffic and retirement projections, and included recent productivity gains. In addition, it includes facility-specific controller staffing ranges, consistent with the Inspector General's recommendation, which the FAA states is based on actual and forecasted traffic demands. Although the Committee agrees that facility-specific levels are important to ensure an adequate number of controllers are in each facility, it is concerned that the lower level of the staffing ranges represent a significant reduction in some facilities as compared to facility staffing agreements reached with the National Air Traffic Controllers Association in 1998.

In addition, the Committee is concerned that retirements have increased over projections. It is clear that the sudden escalation in retirements is directly related to the collapse of labor negotiations in May 2006. The FAA projected 467 retirements for fiscal year 2006, and actual retirements were tracking close to projections until May when the FAA declared an impasse. By the end of the fiscal year, a total of 116 additional air traffic controllers retired over projections. FAA responded by increasing new hires in fiscal year 2007 (by 250) and raising retirement projections for the future (by 57 in 2007). FAA states that it is primarily focused on reaching its end of year staffing target each year and adjusts new hiring goals to meet end of year targets.

However, the increased retirements translate into a less experienced workforce. This less experienced workforce is responsible for providing on-the-job training for the new Academy graduates. This

coupled with the recent reduction in training time from 3–5 years to 2–3 years, could result in negative safety implications.

Consistent with the fiscal year 2008 budget request, the Committee includes $15,899,000 to support salaries, benefits, training and ancillary support costs associated with 1,420 new controllers. The agency estimates that the new hires will be offset by expected losses of 1,276 controllers, resulting in a net increase of 144. The Committee will continue to closely monitor the various aspects of the controller issue, including retirements and training, to ensure that there are enough trained controllers to replace those that are retiring. Further, the Committee will continue to monitor the safety of the system by reviewing data, including runway incursion and operational error statistics.

Controller diversity plan.—The Committee notes that the current controller workforce does not reflect the rich diversity of this nation. Given that 72 percent of the more than 14,000 controllers will retire over the next 10 years, now is the opportune time for FAA to reach-out to minorities and females to expand their numbers in the controller ranks.

The Committee directs the FAA to develop a plan that will attract a controller workforce that more closely resembles this nation. The plan should include new methods to increase lower than anticipated participation rates and include a current controller workforce baseline with metrics to measure the plan's effectiveness. The Committee requires the FAA to provide the controller diversity plan to the House and Senate Committees on Appropriations by January 1, 2008, and to provide updates to the Committee annually thereafter on new activities undertaken on the plan's effectiveness.

Automated external defibrillators.—The Committee believes that automated external defibrillators (AEDs) can serve as a critical lifesaving device for FAA employees that experience cardiac arrest. Therefore, the Committee directs the FAA to study the issue of installing AEDs in its facilities and encourages the FAA to develop a policy on AEDs. The study should include the cost of an AED; other costs, such as installation, training, and maintenance; a review of OSHA and any other applicable guidelines or requirements; a review of liability risks; an accounting of FAA facilities that currently have defibrillators; and a review of other federal agencies' policies on providing AEDs. The Committee directs FAA to provide the study to the House and Senate Committees on Appropriation within 60 days of enactment of this Act.

Flight service stations.—The Committee is troubled by the technical and operational problems associated with the flight service station consolidation and modernization. These problems include system outages, lost flight plans, excessive hold times, dropped calls, and poor quality service with specialists incapable of briefing on important weather and safety information. The Committee remains concerned the operational needs of the users are not being met thus affecting safety. Therefore, the Committee directs the FAA to develop and implement management controls to ensure that the contractor has sufficient specialists certified in a particular service area to meet user need, consistent with the recommendation included in the Inspector General's May 2007 report. The FAA shall report to the House and Senate Committees on Ap-

propriations, no later than December 31, 2007, on the status of these controls.

AVIATION SAFETY

The bill provides $1,076,103,000 for aviation safety, an increase of $20,000,000 above the budget request. Recommended adjustments to the budget are described below.

Annualize on-board safety inspectors and engineers	+$16,000,000
Hire additional critical safety staff	+4,000,000

Critical safety staff.—The Committee has been concerned for some time about the level of critical safety personnel. To address delinquencies in the office of flight standard and aircraft certification, the 2006 Act provided an additional $12,000,000 above the fiscal year 2006 budget request for 238 new safety personnel, of which $8,000,000 was for aviation flight standards (AFS) inspectors, and $4,000,000 for aircraft certification safety inspectors, engineers, pilots, and scientists. After accounting for the fiscal year 2006 across the board cut and mandatory pay raise, only 87 new safety staff, 55 for AFS and 32 for AIR, could be hired. The Committee took care to ensure that the entire 238 positions originally envisioned could be hired in fiscal year 2007, and provided funding for 43 AFS positions and 14 AIR positions in House Joint Resolution 20.

Although the fiscal year 2008 budget request provides increases to several critical safety staff offices, including 84 in AFS and 28 in AIR, it does not include the necessary funding to annualize the 57 AIR and AFS staff hired in fiscal year 2007. Therefore the committee provides $16,000,000 for these purposes, in addition to the requested funding level.

Further, the Committee provides another $4,000,000 to hire critical safety staff. The Committee expects that these funds will allow FAA to hire up to 60 AVS personnel. Within this $4,000,000, the Committee provides $2,000,000 for AVS inspectors, $750,000 for AIR, $250,000 for aviation medicine, $750,000 for Air Traffic Safety Oversight, and $250,000 for quantity, integration, and executive services.

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

The Committee directs the Secretary to provide annual reports beginning March 1, 2008 regarding the use of the funds provided, including, but not limited to the total full-time equivalent staff years in the offices of aircraft certification and flight standards, total employees, vacancies, and positions under active recruitment to the House and Senate Committees on Appropriations.

AVS safety workforce plan.—The FAA delivered its first aviation safety workforce plan to Congress on May 10, 2007. The purpose of the plan was to ensure that the FAA sustains sufficient oversight of a dynamic and growing industry given its highly-trained and technically-skilled workforce with a historic and expected annual attrition rate of 5 to 7 percent. The plan assumes an overall staffing growth of .05 to 2 percent per year over attrition in AVS

overall. It also addresses the need to attract the right mix of new skills as FAA transitions the current AVS workforce to a safety management system culture. However, the plan does not indicate the number of inspectors required to meet its mission, nor does it provide information on additional training needs for on-board staff. To accomplish the former, the FAA must produce a staffing model, and the Committee understands the FAA currently is working with the National Academy of Sciences to develop such model.

In addition the report states FAA will expand the use of designees. The Committee notes that the IG has had serious safety concerns associated with the use of designees. The Committee shares the IG's concerns regarding any expansion of the use of designees for critical safety oversight activities. The Committee directs FAA to provide more detail on overall staffing needs, its expected use of designees and how that will impact safety, as well as staffing requirements at its office and field locations. Further, the Committee directs the FAA to submit updates to this plan annually.

AVS diversity.—The Committee is interested in attracting a diverse safety workforce to ensure that the AVS workforce more closely resembles this Nation. Therefore, the Committee directs the FAA to submit the House and Senate Committees on Appropriation an AVS diversity plan. The plan should include new methods to increase lower than anticipated participation rates and include a current AVS workforce baseline with metrics to measure the plan's effectiveness. The Committee requires the FAA to provide the AVS diversity plan to the House and Senate Committees on Appropriation by January 1, 2008, and to provide updates to the Committee annually thereafter on new activities undertaken and on the plan's effectiveness.

COMMERCIAL SPACE TRANSPORTATION

Fiscal year 2007 related reduction	−$288,000

The Committee recommends $12,549,000 for the office of commercial space transportation, a reduction of $288,000 from the budget request for funding requests associated with fiscal year 2007. This funding level assumes four new FTEs for space launch safety. The commercial space launch industry is expanding to include the transportation of humans as well as satellites and other payloads into space and the use of inland as well as coastal launch sites. As a result, FAA's workload and safety oversight responsibilities will continue to grow. GAO noted in its October 2006 report that the FAA needs sufficient expertise to continue to provide timely license approvals and monitoring and to address the serious safety implications of the industry's expansion for people both on the ground and in the launch vehicles.

FINANCIAL SERVICES

Fiscal year 2007 related reduction	−$1,256,000
Delphi reduction	−2,000,000

The Committee recommends $100,593,000 for the office of financial services, a reduction of $3,256,000 from the budget request. The Committee provides $14,483,000 for Delphi maintenance and operation costs, FAA's portion of the complex, department-wide, financial management system. In addition, the Committee provides

a total of $984,000 to support 5 new positions for expanded contract oversight for the program. The Committee reduces funding by $1,256,000 for funds requested associated with the fiscal year 2007 request. Within the funds provided, the Committee provides 8 FTEs to establish new functions and controls to address the material weakness and qualified opinion it received on its fiscal year 2006 financial statements and other problems identified in prior years. This will allow the FAA to effectively manage the capitalization of assets (representing a $14 billion portfolio) identified by both the IG and the GAO as a longstanding problem. The funding level also includes $7,000,000 in base transfers associated with penalty mail.

HUMAN RESOURCES

Fiscal year 2007 related reduction ..... −$2,113,000

The Committee recommends $89,101,000, a reduction of $2,113,000 from the budget request for funding associated with the fiscal year 2007 request.

REGION AND CENTER OPERATIONS

Fiscal year 2007 related reduction ..... −$4,024,000

The Committee recommends $286,848,000 for the region and center operations, a reduction of $4,024,000 from the request. Increases from fiscal year 2007 include increases associated with facilities management, and $7,827,000 associated with the Washington flight program hanger 6 base transfer from ATO.

STAFF OFFICES

Fiscal year 2007 related reduction ..... −$5,049,000

The Committee provides $200,999,000 for staff offices, including information service, a reduction of $5,049,000 below the budget request. The reduction is associated with funding requested for fiscal year 2007. Within the total, information services is provided $38,650,000.

ACCOUNT-WIDE ADJUSTMENTS

Unfilled executive positions.—The recommendation includes a reduction of $8,000,000 in agency-wide personnel compensation and benefits reflecting the unfilled roster of 15 executive positions in the agency, including 6 which were not under active recruitment. Past hearing records indicate that, at any given time, the agency is likely to have between 10 and 20 unfilled executive positions. For an agency with 159 executive positions, this level of openings may not be problematic. However, it does indicate excess costs are being budgeted for positions that are not likely to be filled in the entirety of the fiscal year.

BILL LANGUAGE

Second career training program.—Once again this year, the bill includes a prohibition on the use of funds for the second career training program. This prohibition has been in annual appropriations Acts for many years, and is included in the President's budget request.

Sunday premium pay.—The bill retains a provision begun in fiscal year 1995 which prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday. The statute governing Sunday premium pay (5 U.S.C. 5546(a)) is very clear: "An employee who performs work during a regularly scheduled 8-hour period of service which is not overtime work as defined by section 5542(a) of this title a part of which is performed on Sunday is entitled to * * * premium pay at a rate equal to 25 percent of his rate of basic pay." Disregarding the plain meaning of the statute and previous Comptroller General decisions, however, in Armitage v. United States, the Federal Circuit Court held in 1993 that employees need not actually perform work on a Sunday to receive premium pay. The FAA was required immediately to provide back pay totaling $37,000,000 for time scheduled but not actually worked between November 1986 and July 1993. Without this provision, the FAA would be liable for significant unfunded liabilities, to be financed by the agency's annual operating budget. This provision is identical to that in effect for fiscal years 1995 through 2007.

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

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

Store gift cards and gift certificates.—The bill maintains the limitation in effect since fiscal year 2004 prohibiting FAA from using funds to purchase store gift cards or gift certificates through a government-issued credit card. This provision responds to abuses documented by the U.S. Government Accountability Office.

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

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2007	$2,516,920,000
Budget request, fiscal year 2008 [1]	2,462,000,000
Recommended in the bill	2,515,000,000
Bill compared with:	
Appropriation, fiscal year 2007	−1,920,000
Budget request, fiscal year 2008	+53,000,000

[1] Reflects requested funding in existing account structure.

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

Next generation air transportation system (NextGen).—The Committee is fully supportive of development and transition to NextGen and agrees that it is critical to accommodate the projected increases in air travel and air freight. In 2006 there were 740 passengers and the FAA forecasts that airlines will carry more than 1 billion passengers by 2015. DOT predicts a tripling of passengers, cargo, and operations by 2025.

Congress established the joint planning and development office (JPDO) to manage work related to the NextGen, which will be a highly complex, expensive, high-risk endeavor. The FAA estimates that $4,600,000,000 will be required for the NextGen initiative over the next five years, and much more is required in the out-years. In its February 2007 report, the IG identified a number of actions that are needed to reduce risk with NextGen.

The report stressed that FAA needs to keep its major acquisitions on track. A May 2005 IG report stated that 11 major FAA acquisitions experienced cost growth of $5.6 billion and experienced schedule slips from 2 to 12 years. Although FAA has made some progress, it needs to continue strong oversight of these programs, particularly since many serve as platforms for NextGen.

In addition, the JPDO must ensure that it is a multi-agency effort. It must coordinate diverse agency research efforts underway at the National Aeronautics and Space Administration, Department of Commerce, Department of Defense, and Department of Homeland Security. The JPDO continues to develop an enterprise architecture and an integrated budget document, and has been working on memorandum of understandings with participating agencies. However, questions remain over which entities will fund and conduct some of the necessary research and development (R&D) projects. The IG recommends that the JPDO develop an R&D plan to guide agency research efforts over the next several years.

In addition, the IG recommends that FAA shift from NextGen planning to implementation. FAA needs to develop realistic cost estimates for development, including adjustments to existing project and costs for new initiatives; quantify expected benefits; develop a strategy for technology transfer; and conduct sufficient human factors research to support NextGen changes.

The Committee directs FAA to continue working to mitigate the risks involved in the development of NextGen to ensure that the NAS can meet expected traffic demands safely and efficiently. Further, FAA shall keep the Committee fully appraised of any circumstance which may impact the cost or schedule of the NextGen deployment.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,515,000,000 for this program, a decrease of $1,920,000 below the level provided for fiscal year 2007 and $53,000,000 above the budget estimate. The bill provides that of the total amount recommended, $2,055,027,000 is available for obligation until September 30, 2010, and $459,973,000 (the amount for personnel and related expenses) is available until September 30, 2008. These obligation availabilities are consistent with past appropriations Acts.

Program increases for critical safety programs.—The National Transportation Safety Board (NTSB) has included the "reduction of runway incursions" as one of its top priorities. In fact, the issue has been on NTSB's "most wanted transportation improvement" list since the list began in 1990. Although the FAA has made significant progress in reducing these incidents, the risks remain serious. Therefore, the Committee continues to target funding at specific technologies that will help prevent runway incursions now and in the future as well as other safety programs.

ENGINEERING, DEVELOPMENT, TEST AND EVALUATION

Runway Incursion Reduction Programs (RIRP).—The Committee provides $8,000,000 for the RIRP, an increase of $2,000,000 over the budget request to accelerate the development of safety technologies that mitigate factors and reduce the likelihood of runway incursions. This funding level will accelerate development and testing of runway intersection lights logic for intersecting runways; development of audible runway conflict alerts to the cockpit, especially important in low visibility conditions; and development of ground-based runway safety alerting visual aids for small and medium airports where ASDE–X technology is not available.

Automatic Dependent Surveillance-Broadcast (ADS–B).—The ADSB program is an important foundation for the next generation air traffic control system. It provides an advanced surveillance technology which will result in greater positional accuracy and better utilization of airspace. In addition, it will reduce congestion, increase capacity, increase safety and provide greater predictability in departure and arrival times.

The Committee provides $90,650,000, $5,000,000 above the request of $85,650,000 to accelerate ADSB. With the additional funds, the Committee directs the FAA to examine frequency congestion issues associated with the ADSB signal (expected to be used by large commercial aircraft) and accelerate the effort to determine how existing aircraft separation standards (based on radar technology) can be safely reduced. Resolution of these issues is essential for realizing the full benefits of this promising technology.

MODERNIZATION OF AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT

Advanced technology and oceanic procedures (ATOP).—The Committee understands that ATOP service problems are resulting in the loss of data-link communication with aircraft and aircraft position jumps. Not only does this pose a serious safety issue, but also these problems directly limit the potential capacity and productivity benefits from the new automation system. Further, the Committee is concerned that ATOP cannot serve as a platform for NextGen if the service is not corrected. Therefore, the Committee directs the FAA to implement a solution that corrects the problems.

ENROUTE PROGRAMS

Airport surface detection system—model X (ASDE–X).—The Committee provides $45,600,000 for ASDE–X, for an increase of $7,700,000 over the budget request. The additional funds will enable FAA to expedite site implementation and commission ASDE–

X systems earlier than currently planned. Deploying ASDE–X earlier at these sites will make it possible to realize safety and efficiency benefits sooner, including better controller situational awareness in all weather conditions and reduced risk of category A and B runway incursions.

Runway status lights.—The Committee provides $20,000,000 for runway status lights (RWSL), an increase of $14,700,000 over the budget request. Implementation of RWSL will reduce the likelihood of runway accidents, particularly during take-off and landing, when most accidents take place. This program will help establish an international standard for this type of safety technology and help maintain FAA's international leadership. Further, this program responds to continued calls from both the operational community and the NTSB to deploy technology that provides direct warning to pilots.

Integrated control and monitoring system.—The Committee recommends $2,000,000 for the continued procurement and installation, including site preparation, of the integrated control and monitoring system (ICMS) and expects the DOT to install systems at airports with the highest need.

TERMINAL PROGRAMS

Terminal air traffic control facilities replacement.—The Committee provides a total of $155,100,000 for this program, an increase of $4,500,000 over the budget request.

Project	*FY 2008 budget estimate*	*Recommendation*
Abilene, TX	$2,200,000	$2,200,000
Palm Springs, CA	500,000	1,500,000
Ft. Lauderdale, FL	1,000,000	1,000,000
Oakland, CA	4,600,000	4,600,000
Orlando, FL	7,000,000	7,000,000
Toledo, OH	1,450,000	1,450,000
Traverse City, MI	1,150,000	1,150,000
Kalamozoo, MI	22,550,000	22,550,000
West Palm Beach, FL	7,590,000	7,590,000
Houston, TX	29,072,000	29,072,000
Boise, ID	9,074,000	9,074,000
Jeffco, CO	2,500,000	2,500,000
Reno, NV	15,223,000	15,223,000
Gulfport, MS	7,497,000	7,497,000
LaGuardia, NY	9,000,000	9,000,000
Pensacola, FL	4,180,000	4,180,000
Dayton, OH	2,300,000	2,300,000
Memphis, TN	4,760,000	4,760,000
Missoula, MT	754,000	754,000
Medford, OR	1,100,000	1,100,000
San Francisco, CA, replacement	– – –	1,500,000

Facility power distribution links.—The Committee understands that a significant number of facilities require upgraded power distribution links. The current electronic configurations have caused power outages and resulted in significant flight delays. The Committee directs that the FAA establish a national program to update the power distribution systems at up to 25 facilities with problems, including the establishment of cost and schedule baselines and adjustment in its capital investment plan to ensure the expeditious solution to this problem.

LANDING AND NAVIGATION AIDS

Instrument landing system establishment.—Within the funds provided, the Committee directs the following distribution:

Completion of ILS at Northeastern Regional Airport, Edenton, North Carolina	$500,000
Completion of ILS at Somerset Airport, Somerset, Kentucky	400,000
Completion of ILS at Saline County Airport, Arkansas	400,000
Continue ILS at Aiken Municipal Airport, South Carolina	300,000
ILS Independence Municipal Airport, Kansas, (meets cost-benefit test)	700,000

Approach lighting system improvement programs.—Within the funds provided, the Committee directs the following distribution:

Continuation of MALSR at Rutland State Airport, Vermont	$700,000
Continuation of runway and centerline lighting, Gulfport-Biloxi Airport, Mississippi	500,000

FLIGHT SERVICE PROGRAMS

Wide area augmentation system (WAAS) and GPS approaches.—The Committee notes that the fiscal year 2008 budget request of $115,900,000 for the wide area augmentation system includes $4,100,000 for the development of additional approaches and flight procedures at the nation's non-part 139 certified airports. The Committee supports this effort, and has provided $120,900,000 for WAAS, an increase of $5,000,000 above the budget request. Additional funds are provided to publish WAAS approaches at airports at non-Part 139 airports without an existing ILS approach.

Loran C.—The Coast Guard has proposed terminating the Loran C program in the President's budget because it believes this system is no longer necessary for a secondary means of navigation. The Committee understands that a decision to terminate Loran C is dependent upon agreement by DOT, which has not occurred. The Committee also understands that in late 2006, DOT convened an independent assessment team, in cooperation with DHS, to complete yet another evaluation of Loran C. The team concluded that Loran C should be retained and modernized to serve as a long-term back-up for GPS. The Committee assumes continuation of Loran C in fiscal year 2008.

Terminal air modernization replacement (TAMR phase II).—The FAA has not, despite the tremendous attention, prodding, and funding from this Committee, completed contract negotiations for the display upgrades at the Chicago, Denver, Minneapolis, and St. Louis sites. Since these sites are large and critical to the national airspace system, these aging controller displays have particular safety implications. In fact, the IG identified these four sites as critical in November 2004, due to their significant reliability problems, insufficient computer memory, and insufficient data processing capability.

In the fiscal year 2006 Act, the Committee noted its concern regarding FAA's estimated timeline to award the contract to update the displays and complete the project. However, the Committee was encouraged when the two viable contractors came together in January 2006 with a single proposal for all sites. The promise and expectation was that the alliance would allow these facilities to be updated up to 10 months earlier and at a cheaper price.

However, the project has been plagued by delays apparently associated with intracontractual issues between the contractors as well as with FAA's technical solution which assumed minimal software changes. In order to motivate the contractors to reach a cost agreement, the FAA was forced to limit funding provided under the "not to exceed" contract.

On May 31, the parties reached a cost agreement. A definitized contract is expected to be executed by June 30, and project completion is slated for July 2008. Clearly, the Committee is disappointed that any savings in time and money associated with the project has evaporated and remains concerned that critical upgrades to large sites with a history of failures will not be complete for over a year.

MISSION SUPPORT

Center for advanced aviation systems development (CAASD).—The Committee provides $81,000,000 for CAASD, an increase of $6,800,000 above the budget estimate, and equal to the fiscal year 2007 enacted level. This funding level will continue CAASD's valuable contributions to many of FAA's programs, but particularly the critical input to NextGen and runway safety programs.

CAASD's ability to simulate NextGen capabilities is vital to FAA's success now and in the future. This increase will fund simulation and evaluations of future concepts that are part of NextGen and the evolution to NextGen (including changes in roles and responsibilities for controllers, pilots and both aircraft and ground system automation; new concepts in airspace management; and use of procedures based on required navigation performance). It will allow CAASD to develop requirements and perform alternatives analysis for the operational and system architecture evolution of the NAS toward NextGen.

Further, regarding runway safety programs, this funding level will allow CAASD to conduct simulation of runway incursion encounters similar to the 2005 Boston Logan near miss and 2006 Chicago O'Hare near miss and prepare evaluation plans for experimental deployment at a selected major airport. It will fund human-in-the-loop simulations for design and evaluation of a runway incursion warning system that resides in each aircraft and is not dependent on airport ground infrastructure. A flight-deck-based system would be applicable to a large number of mid-sized and smaller airports that don't have expensive surface surveillance systems.

PERSONNEL AND RELATED EXPENSES

The Committee recommends $459,973,000 for personnel and related expenses. This appropriation finances the installation and commissioning of new equipment and modernization of FAA facilities.

Collaboration with collective bargaining units.—The Committee notes that participation by FAA's users and servicers and their respective collective bargaining unit organizations is vitally important to ensure the best capital products and solutions for both the FAA and the flying public. History has shown the early and continuous inclusion of subject matter experts can prevent seemingly subtle problems that could have challenging and expensive consequences. This lesson was very clear in the middle 1990s during the development of the standard terminal automation replacement

system (STARS). The FAA severely limited controller input, which resulted in significant cost overruns and schedule delays. These relationships are critical, particularly as the FAA plans and develop the Next Generation Air Transportation System (NextGen).

The Committee understands that the FAA's imposed work rules have caused confusion about collective bargaining unit participation in capital program development. In a May 23 letter to the National Air Traffic Controllers Association (NATCA), FAA clarified that the relationship would continue. The FAA states that the imposed work rules define a process for establishing workgroups for technology and procedural changes, and that NATCA can submit a list of individuals to FAA to assist in the NextGen Activities. It also explains that the President of NATCA has an existing seat on two primary traffic advisory committees, the joint program and development office's institute management counsel, and the operational evolution partnership (OEP) associates team. In a May 24 letter, the FAA invites NATCA to continue to take part on the OEP, and in a separate letter, invites PASS to participate on the OEP.

The Committee is encouraged that the FAA appears to understand the importance of collective bargaining participation in air traffic modernization projects, and directs the FAA to continue this spirit of cooperation so fundamental to the success of the agency.

BILL LANGUAGE

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

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2007	$130,234,000
Budget request, fiscal year 2008	140,000,000
Recommended in the bill	140,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+9,766,000
Budget request, fiscal year 2008	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends $140,000,000, an increase of $9,766,000 above the fiscal year 2007 enacted level and equal to the President's budget estimate.

A table showing the fiscal year 2007 enacted level, the fiscal year 2008 budget estimate, and the Committee recommendation follows:

RESEARCH, ENGINEERING AND DEVELOPMENT

Program	Fiscal year 2007	Fiscal year 2008	Committee recommendation
Improve Commercial Aviation Safety	$88,231,780	$91,256,000	$91,256,000
Fire research and safety	6,638,000	7,350,000	7,350,000
Propulsion and fuel systems	4,048,000	4,086,000	4,086,000
Advanced materials/structural safety	2,843,000	2,713,000	2,713,000
Atmospheric hazards/digital system safety	3,848,000	3,574,000	3,574,000
Aging aircraft	18,621,000	14,931,000	14,931,000
Aircraft catastrophic failure prevention	1,512,000	2,202,000	2,202,000
Flightdeck safety/systems integration	7,999,000	9,651,000	9,651,000
Aviation safety risk analysis	5,292,000	9,517,000	9,517,000
ATC/AF human factors	9,654,000	10,254,000	10,254,000
Aeromedical research	7,031,780	6,780,000	6,780,000
Weather research	19,545,000	16,888,000	16,888,000
Unmanned aircraft system	1,200,000	3,310,000	3,310,000
Improve Efficiency of the ATC System	21,166,000	28,676,000	28,676,000
Joint program and development office	18,100,000	14,321,000	14,321,000
Wake turbulence	3,066,000	10,755,000	10,755,000
GPS Civil Requirements	0	3,600,000	3,600,000
Reduce Environmental Impacts	16,017,410	15,469,000	15,469,000
Environment and energy	16,017,410	15,469,000	15,469,000
Mission Support	4,818,450	4,599,000	4,599,000
System planning and resource mgmt	1,388,450	1,184,000	1,184,000
Technical laboratory facilities	3,430,000	3,415,000	3,415,000
Total	130,233,640	140,000,000	140,000,000

Helicopter emergency medical services weather tool.—The Committee notes that the air ambulance industry improves the survival of trauma victims and other critical patients. Air ambulance flights are subject to greater risks than other helicopter operations because they often fly at night, in a variety of weather conditions, and to remote sites to provide medical attention. The Committee notes that the FAA research budget increases funding for the helicopter emergency medical services weather tool and the national ceiling visibility research from the fiscal year 2007 level. The Committee supports this program which provides weather information for low altitude, off-airport operations and helps ensure safety.

Flight data and cockpit voice recorders.—The Committee understands that the Transportation Security Administration (TSA) plans to evaluate the safety and security benefits of deployable flight data and cockpit voice recorders equipped with emergency locator transmitters. The Committee encourages FAA to coordinate with TSA to test such technologies on civilian passenger aircraft in order to identify those that would improve the survivability of flight data and cockpit voice recorders following civil aviation disasters.

Flight attendant fatigue.—The Committee directs FAA to continue to study the phenomenon of flight attendant fatigue. The Civil Aerospace Medical Institute's September 2005 report stated that "flight attendant fatigue appears to be a salient issue warranting further evaluation". It recommended continued study on incident reports, field research on fatigue, improving models for assessing flight attendant fatigue, review of international policies and practices, and development of training material.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2007	$4,399,000,000	($3,514,500,000)
Budget request, fiscal year 2008	4,300,000,000	(2,750,000,000)
Recommended in the bill	4,399,000,000	(3,600,000,000)
Bill compared with:		
Appropriation, fiscal year 2007	——	(+85,500,000)
Budget request, fiscal year 2008	+99,000,000	(+850,000,000)

The bill includes a liquidating cash appropriation of $4,399,000,000 for grants-in-aid for airports, authorized by the Airport and Airway Improvement Act of 1982, as amended. This funding provides for liquidation of obligations incurred pursuant to contract authority and annual limitations on obligations for grants-in-aid for airport planning and development, noise compatibility and planning, the military airport program, reliever airports, airport program administration, and other authorized activities. This is $99,000,000 above the amount requested in the President's budget and equal to the fiscal year 2007 enacted level.

LIMITATION ON OBLIGATIONS

The bill includes a limitation on obligations of $3,600,000,000 for fiscal year 2008. This is $850,000,000 above the President's budget and $85,500,000 over the fiscal year 2007 level.

ADMINISTRATION AND RESEARCH PROGRAMS

The bill provides that, within the overall obligation limitation, $80,676,000 is available for administration of the airports program by the FAA. In addition, $10,000,000 is for the airport cooperative research pilot program, and up to $18,712,000 for the airport technology research. These levels are consistent with the request.

HIGH PRIORITY PROJECTS

Of the funds covered by the obligation limitation in this bill, the Committee directs FAA to provide not less than the following funding levels, out of available resources, for the following projects in the corresponding amounts. The Committee agrees that state apportionment funds may be construed as discretionary funds for the purposes of implementing this provision. To the maximum extent possible, the administrator should work to ensure that airport sponsors for these projects first use available entitlement funds to finance the projects. However, the FAA should not require sponsors to apply carryover entitlement to discretionary projects funded in the coming year, but only those entitlements applicable to the fiscal year 2007 obligation limitation. The Committee further directs that the specific funding allocated above shall not diminish or prejudice the application of a specific airport or geographic region to receive other AIP discretionary grants or multiyear letters of intent.

Project Name	Recommended Amount
Airport Improvements, Stanly County, NC	$500,000
Akron-Canton Regional, OH parking apron construction	$500,000
Albert Whitted Airport improvements, FL	$1,000,000
Alliance Airport runway extension, Fort Worth, TX	$800,000
Altus/Quartz Mountain Regional Airport, OK	$600,000
Andrews-Murphy Airport, Murphy, NC expansion	$1,500,000
Atlantic City International Airport, NJ terminal apron	$500,000
Augusta Bush Field terminal expansion, GA	$1,500,000
Austin Straubel International Airport, WI runway 6/24 pavement reconstruction	$1,500,000
Bemidji Regional Airport, MN termial modernization/expansion	$500,000
Brunswick County Airport, NC runway extension	$400,000
Buffalo-Niagra International, NY, subsurface engineered wetland water quality project	$400,000
Burlington-Alamance County Regional Airport, NC runway taxiway extension	$1,000,000
Capital City Airport, MI phase II runway extension	$500,000
Chattanooga, TN airport taxiway relocation & reconstruction	$400,000
Cincinnati Northern Kentucky International Airport, rehabilitation, Boone County, KY	$500,000
Clark County, IN runway extension	$1,000,000
Concord Regional Airport improvements, NC	$400,000
Connellsville Airport, Fayette County PA expansion	$1,150,000
Cuyahoga County Airport, OH pavement maintenance and rehabilitation	$500,000
Dane County Regional Airport improvements, Madison, WI	$400,000
Danville Regional Airport improvements, VA	$500,000
Denver International Airport, CO pavement rehabilitation	$400,000
Detroit Metro-Wayne County Airport, MI taxiway kilo rehabilitation	$1,000,000
Eagle County Regional Airport, CO runway extension	$350,000
Edinburg International Airport, Hidalgo County, TX improvements	$600,000
Franklin County Airport, NC runway extension, land acquisition, improvements	$250,000
Gainesville Regional Airport, FL taxiway rehabilitation	$400,000
George Bush Intercontinental, Houston, TX noise mitigation	$500,000
Georgetown Airport, SC runway extension	$1,000,000
Glynn County Airport Commission, GA improvements	$1,000,000
Grand Forks Airport, Grand Forks, ND improvements	$350,000
Huntingburg, IN airport upgrades	$150,000
Jackson Evers International Airport airfield infrastructure improvements, MS	$500,000
Kalamazoo Battle Creek Airport terminal, MI	$500,000
Lafayette Regional Airport, LA airport upgrades	$1,500,000
Louisville International Airport, KY runway widening/improvments, KY	$1,250,000
Manhattan Airport, KS runway safety improvements	$1,000,000
Meadows Field Airport, CA expansion	$650,000
Middle Georgia Regional Airport, GA improvements	$750,000
Monroe Regional Airport, LA new terminal	$400,000
Montgomery County Regional Airport improvements, NC	$400,000
Nantucket Municipal Airport, MA facility replacement	$500,000
New Bedford, MA safety upgrades (PAPI)	$100,000
New Richmond Regional Airport, WI improvements	$600,000
New River Valley Airport, VA runway and taxiway rehabilitation	$400,000
Niagra Falls International Airport improvements, NY	$500,000
Niagra Falls International Airport, NY, cargo apron-phase 1B	$650,000
Norwood Airport, MA reconstruction	$200,000
Oakland County International Airport, MI improvement and noise mitigation programs	$1,000,000
Ogden Hinckley Airport taxiway project, Ogden, UT	$900,000
Ohio University Airport Improvements, OH	$800,000
Outagamie County Regional Airport, WI improvements	$500,000
Paulding County Airport, GA land acquisition, site preparation and construction	$600,000

Project Name	Recommended Amount
Pellston Regional Airport, MI improvements	$600,000
Philadelphia International Airport, PA runway rehabilitation (9R/27L)	$650,000
Rowan County Airport, NC land acquisition (runway protection zone)	$600,000
Scottsboro Municipal Airport, AL improvements	$550,000
Sky Harbor, Phoenix, AZ taxiway improvements	$1,250,000
Springfield-Branson National Airport, MO midfield replacement terminal construction	$1,000,000
St. Clair County, MI Airport improvements	$300,000
St. Lucie County International, FL new parallel runway construction	$500,000
Statesville Regional Airport improvement, NC	$1,000,000
Sugar Land Airport, TX expansion	$1,750,000
Taylor County Airport, Medford, WI improvements	$2,000,000
Toledo Express Airport, OH improvements	$750,000
Turner County Airport, GA renovations	$150,000
Tuscaloosa Regional Airport Masterplan, AL	$100,000
Upper Cumberland Regional Airport, TN improvements	$500,000
W.K. Kellogg Airport, Battle Creek, MI runway	$500,000
Walker Field Grand Junction, CO runway resurfacing	$600,000
Williams Gateway Airport, AZ taxiway B construction	$1,300,000

(RESCISSION)

Rescission, fiscal year 2007	−$25,000,000
Budget request, fiscal year 2008	— — —
Recommened in the bill	−$185,500,000
Bill compared with:	
Appropriation, fiscal year 2007	−160,000,000
Budget request, fiscal year 2008	−185,500,000

The Committee recommendation includes a rescission of contract authorization of $185,500,000 from contract authority in fiscal year 2007 above the obligation limitation provided in that year. Therefore, this rescission has no effect on any grants-in-aid program.

BILL LANGUAGE

Runway incursion prevention systems and devices.—Consistent with the provisions of Public Law 106–181 and the fiscal year 2004 through 2007 Appropriations Acts, the bill allows funds under this limitation to be used for airports to procure and install runway incursion prevention systems and devices.

Small community air service development program.—The bill specifies that $10,000,000 of the total amount limited is available to continue the small community air service development program.

Administration and research programs.—The bill provides that, within the overall obligation limitation, $80,676,000 is available for administration of the airports program by the FAA. The Committee also provides $10,000,000 for the airport cooperative research pilot program, and up to $18,712,000 for the airport technology research program.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110. The Committee retains a provision requiring FAA to accept landing systems, lighting systems, and associated equipment procured by airports, subject to certain criteria.

Section 111. The Committee retains, without modification, a provision limiting the number of technical workyears at the Center for Advanced Aviation Systems Development to 375 in fiscal year 2008.

Section 112. The Committee retains a provision prohibiting FAA from requiring airport sponsors to provide the agency "without cost" building construction, maintenance, utilities and expenses, or space in sponsor-owned buildings, except in the case of certain specified exceptions.

Section 113. The Committee continues a provision allowing reimbursement for fees collected and credited under 49 U.S.C. 45303.

Section 114. The Committee retains a provision allowing reimbursement of funds for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 115. The Committee continues a provision extending the current terms and conditions of FAA's aviation insurance program, commonly known as the "war risk insurance" program, for one additional year, from December 31, 2007 to December 31, 2008. This will extend provisions relating to premium price caps, which were set to expire at the end of this calendar year. In addition, it also extends the underlying program from March 2008 to December 31, 2008. The Committee recommendation preserves the status quo under this program, a savings of $164,000,000 from the budget es-

timate. Savings accrue because the bill's provisions result in additional revenue from insurance premiums, which were assumed to be zero in the budget estimate for fiscal year 2008.

Section. 116. The Committee retains a provision prohibiting funds to change weight restrictions or prior permission rules at Teterboro Airport, Teterboro, New Jersey.

FEDERAL HIGHWAY ADMINISTRATION

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

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), enacted August 10, 2005, provides for increased transportation infrastructure investment, strengthens transportation safety and environmental programs, and continues core research activities. SAFETEA–LU also amended the Budget Enforcement Act to continue two discretionary spending categories, one of which is the highway category. This category is comprised of all federal-aid highways funding, the Federal Motor Carrier Safety Administration's motor carrier safety funding, the National Highway Traffic Safety Administration's (NHTSA) highway safety grants funding and NHTSA's highway safety research and development funding. If appropriations action forces highway obligations to exceed this level, the resulting difference in outlays is charged to the discretionary spending category. In addition, in fiscal year 2008, if receipts into the highway account of the highway trust fund exceed levels specified in SAFETEA–LU, automatic adjustments are made to increase or decrease obligations and outlays for the highway category accordingly. Additional resources provided by this automatic spending mechanism are called revenue-aligned budget authority (RABA).

SUMMARY OF FISCAL YEAR 2008 PROGRAM

SAFETEA–LU caps the highway category obligations at $40,824,075,404 in fiscal year 2008 and, within that amount, limits federal-aid highway obligations to $39,585,075,404. In addition, the provisions of SAFETEA–LU require an increase of $630,975,955 in fiscal year 2008 in federal-aid highway funding due to RABA. This combined total highway funding level of $40,216,051,359 represents a 3.2 percent increase over the fiscal year 2007 enacted level of $38,965,232,253. The Committee's recommendation is consistent with the levels guaranteed by SAFETEA–LU, as adjusted for RABA. The following table summarizes the program levels within the FHWA for fiscal year 2007 enacted, the fiscal year 2008 budget request and the Committee's recommendation:

Program	Fiscal year 2007 enacted	Fiscal year 2008 request	Recommended in the bill
Federal-aid highways	[1] $38,122,978	$39,585,075	$39,585,075
Revenue aligned budget authority (RABA)	842,254	—	630,976

Program	Fiscal year 2007 enacted	Fiscal year 2008 request	Recommended in the bill
Subtotal	38,965,232	39,585,075	40,216,051
Exempt contract authority	740,737	739,000	739,000
Subtotal	39,705,969	40,324,075	40,955,051
Appropriation for pay raise (Sec. 111, P.L. 110–5)	2,794	—	—
Appalachian development highway system (GF)	19,800	—	—
Emergency relief program—P.L. 110–28 (GF)	871,022	—	—
Rescission of contract authority	−4,342,604	−1,999,976	−3,385,286
Rescission of budget authority	—	−409,469	−4,765
Total	36,256,981	37,914,630	37,565,000

[1] Reflects transfer of funds to NHTSA.

LIMITATION ON ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2007	($360,991,620)
Budget request, fiscal year 2008	(384,556,000)
Recommended in the bill	(384,556,000)
Bill compared with:	
Appropriation, fiscal year 2007	(+23,564,380)
Budget request, fiscal year 2008	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $384,556,000, consistent with the budget request and $23,564,380 above the fiscal year 2007 level.

Full-time equivalent staff years (FTE).—The funding level provided by the Committee includes the resources necessary for the FHWA to fill 215 vacancies in order to hire up to the FTE ceiling of 2,430 FTE in fiscal year 2008.

Unobligated balances in miscellaneous accounts.—The Committee has once again included several provisions in the bill that rescinds unobligated balances of contract authority that are either no longer needed because the projects have been completed or cannot be spent due to limitations on obligations set in this Act or prior Acts, such as SAFETEA–LU. The Committee continues to encourage the FHWA to identify unneeded balances, especially related to unobligated highway project funds which have been designated for specific purposes and geographic locations and cannot be used for another project without legislative action and which would otherwise remain unobligated indefinitely. Therefore, the Committee directs the FHWA to submit a report to the House and Senate Committees on Appropriations by February 1, 2008, detailing how the agency is reviewing unobligated project funds and the processes it has for notifying Congress of those projects where legislative action is needed. In addition, the Committee understands that Section 1603 of SAFETEA–LU addresses the use of excess funds and funds for inactive projects that were allocated before fiscal year 1991. The Committee directs the FHWA to include with the fiscal year 2009

budget submission a description of any action taken under that section in fiscal year 2007.

LIMITATION ON TRANSPORTATION RESEARCH

Appropriation, fiscal year 2007	($425,502,000)
Budget request, fiscal year 2008	(429,800,000)
Recommended in the bill	(429,800,000)
Bill compared with:	
Appropriation, fiscal year 2007	(+4,298,000)
Budget request, fiscal year 2008	– – –

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

COMMITTEE RECOMMENDATION

The recommendation includes an obligation limitation for transportation research of $429,800,000 in fiscal year 2008 for the following transportation research programs:

Surface transportation research	$196,400,000
Training and education	26,700,000
Bureau of transportation statistics	27,000,000
University transportation research	69,700,000
Intelligent transportation systems research	110,000,000
Total	$429,800,000

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2007	$36,032,343,903	($38,965,232,253)
Budget request, fiscal year 2008	38,000,000,000	(39,585,075,404)
Recommended in the bill	40,955,051,359	(40,216,051,359)
Bill compared to:		
Appropriation, fiscal year 2007	+4,922,707,456	(+1,250,819,106)
Budget request, fiscal year 2008	+2,955,051,359	(+630,975,955)

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

All programs included within FAH are financed from the highway trust fund and most are distributed via apportionments and

allocations to states. The FAH program is funded by contract authority in SAFETEA–LU and liquidating cash appropriations are subsequently provided to fund outlays resulting from obligations incurred under contract authority.

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of $40,955,051,359. This is the amount required to pay the outstanding obligations of the highway program at levels provided in this Act and prior appropriations Acts.

LIMITATION ON OBLIGATIONS

The bill includes language limiting fiscal year 2008 federal-aid highways obligations to $40,216,051,359, consistent with the SAFETEA–LU highway funding guarantees as adjusted for RABA. Of the amount provided under RABA, an amount to be calculated is available to the Federal Motor Carrier Safety Administration (FMCSA) for the motor carrier safety grant program and bill language is included to transfer this funding to FMCSA.

The Committee has also included bill language that allows the Secretary to charge and collect fees from the applicant for a direct loan, guaranteed loan, or line of credit to cover the cost of the financial and legal analyses performed on behalf of the Department. These fees are not subject to any obligation limitation or the limitation on administrative expenses set for the transportation infrastructure finance and innovation program under section 608 of title 23, United States Code.

Although the following table reflects an estimated distribution of obligations by program category, the bill includes a limitation applicable only to the total of certain federal-aid spending. The following table indicates estimated obligations by program within the $40,216,051,359 provided by this Act and additional resources made available by permanent law:

FEDERAL-AID HIGHWAYS ESTIMATED OBLIGATION LIMITATION BY PROGRAM

[In thousands of dollars]

Programs	FY 2006 limitation	FY 2007 limitation	FY 2008 est. limitation
Subject to limitation:			
Surface transportation program	5,139,465	5,621,419	5,998,864
National highway system	4,879,210	5,337,589	5,696,201
Interstate maintenance	3,994,609	4,370,819	4,664,604
Bridge program	3,412,935	3,734,641	3,985,720
Congestion mitigation and air quality improvement	1,393,288	1,523,840	1,626,137
Highway safety improvement program	866,641	931,854	994,124
Equity bonus	5,858,197	7,500,737	8,495,718
Surface transportation research program	169,159	180,829	188,155
University transportation research and training and education	83,029	88,757	92,353
ITS standards, research and development	94,743	101,279	105,382
Bureau of Transportation Statistics	26,730	27,469	27,401
Federal lands highways	701,440	815,623	913,951
High priority projects	2,554,960	2,731,212	2,841,869
Projects of national and regional significance	306,451	409,488	426,079
National corridor infrastructure improvement program	335,562	448,389	466,555
Transportation improvements	440,165	588,162	611,991
Appalachian development highway system	395,296	423,820	443,680
Transportation, community, and system preservation program	52,755	56,394	58,679
Other programs	4,501,315	3,720,825	2,077,154

FEDERAL-AID HIGHWAYS ESTIMATED OBLIGATION LIMITATION BY PROGRAM—Continued

[In thousands of dollars]

Programs	FY 2006 limitation	FY 2007 limitation	FY 2008 est. limitation
Transportation infrastructure finance and innovation (TIFIA)	105,079	112,327	116,878
Administration	360,992	360,992	384,556
Total subject to obligation limitation	35,672,020	39,086,465	40,216,051
Emergency relief program	100,000	101,737	100,000
Equity bonus	639,000	639,000	639,000
Total exempt programs	739,000	740,737	739,000
Emergency relief supplements	[1] 3,452,363	[1] 871,022	—
Grand total, Federal-aid highways (direct)	39,863,383	40,698,224	40,955,051

[1] General Fund appropriation (FY 2006: P.L. 109–148, P.L. 109–234; FY 2007: P.L. 110–28).

The following table reflects the estimated distribution of the federal-aid limitation by state:

ESTIMATED FY 2008 OBLIGATION LIMITATION

[In thousands of dollars]

State	Formula Obligation Limitation	Formula Obligation Limitation RABA	Equity Bonus	Appalachian Development Highway System	Total
Alabama	574,512	10,556	53,532	27,598	666,198
Alaska	243,543	4,885	44,021	0	292,449
Arizona	597,127	10,415	50,328	0	657,870
Arkansas	380,533	6,684	27,463	0	414,679
California	2,691,034	46,479	160,315	0	2,897,828
Colorado	418,986	6,962	17,656	0	443,604
Connecticut	389,789	6,870	31,802	0	428,461
Delaware	125,382	2,104	4,119	0	131,605
District of Columbia	132,556	2,093	0	0	134,649
Florida	1,530,876	27,251	157,052	0	1,715,180
Georgia	1,035,159	18,773	110,253	16,915	1,181,100
Hawaii	131,046	2,157	4,473	0	137,676
Idaho	222,907	3,918	20,314	0	247,139
Illinois	1,028,307	17,608	69,938	0	1,115,853
Indiana	770,454	13,637	75,058	0	859,149
Iowa	354,165	5,698	5,433	0	365,296
Kansas	326,680	5,194	1,858	0	333,733
Kentucky	475,864	9,082	28,023	64,727	577,697
Louisiana	483,954	8,228	16,224	0	508,406
Maine	147,535	2,329	957	0	150,822
Maryland	502,661	8,534	25,576	6,054	542,824
Massachusetts	526,252	8,485	8,976	0	543,713
Michigan	921,922	15,850	66,475	0	1,004,257
Minnesota	478,810	8,462	36,600	0	523,871
Mississippi	371,396	6,378	15,495	5,005	398,273
Missouri	715,227	12,406	44,431	0	772,064
Montana	285,830	5,062	27,966	0	318,858
Nebraska	239,274	3,869	4,626	0	247,769
Nevada	219,343	3,677	10,889	0	233,909
New Hampshire	140,319	2,332	5,941	0	148,592
New Jersey	843,506	14,362	53,217	0	911,085
New Mexico	290,791	5,062	17,988	0	313,841
New York	1,380,978	23,097	48,816	21,309	1,474,199
North Carolina	840,850	15,287	73,519	30,095	965,751
North Dakota	200,631	3,280	5,726	0	209,637
Ohio	1,079,562	19,401	85,826	19,373	1,204,163
Oklahoma	469,938	8,022	30,723	0	508,683

ESTIMATED FY 2008 OBLIGATION LIMITATION—Continued

[In thousands of dollars]

State	Formula Obligation Limitation	Formula Obligation Limitation RABA	Equity Bonus	Appalachian Development Highway System	Total
Oregon	363,870	6,010	7,656	0	377,536
Pennsylvania	1,281,461	23,021	63,759	97,623	1,465,865
Rhode Island	162,579	2,606	0	0	165,184
South Carolina	516,420	8,974	39,625	2,742	567,762
South Dakota	205,494	3,538	10,899	0	219,932
Tennessee	637,864	11,767	47,726	33,012	730,369
Texas	2,588,489	45,211	221,331	0	2,855,031
Utah	230,993	3,843	9,971	0	244,807
Vermont	137,108	2,204	0	0	139,312
Virginia	792,638	14,545	63,741	31,562	902,486
Washington	554,232	8,968	11,085	0	574,286
West Virginia	252,516	5,692	17,342	81,664	357,214
Wisconsin	582,621	10,308	56,565	0	649,495
Wyoming	205,914	3,596	8,689	0	218,199
Subtotal	30,079,897	524,781	2,000,000	443,680	33,048,358
High priority projects	2,797,815	44,054	0	0	2,841,869
Allocated programs	4,263,684	62,140	0	0	4,325,824
Total limitation	37,141,395	630,976	2,000,000	443,680	40,216,051

Federal-aid highways and bridges are managed through a federal-state partnership. States and localities maintain ownership and responsibility for maintenance, repair and new construction of roads. State highway departments have the authority to initiate federal-aid projects subject to FHWA approval of plans, specifications, and cost estimates. The federal government provides financial support for construction and repair through matching grants, the terms of which vary with the type of road.

There are almost four million miles of public roads in the United States and approximately 594,000 bridges. The federal government provides grants to states to assist in financing the construction and preservation of about 971,000 miles (24 percent) of these roads, which represents the National Highway System plus key feeder and collector routes. Highways eligible for federal aid carry about 85 percent of total U.S. highway traffic. Under SAFETEA–LU, federal-aid highways funds are made available through the following major programs:

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

National highway system (NHS).—The NHS program provides funding for a designated National Highway System consisting of roads that are of primary federal interest. The NHS consists of the current Interstate, other rural principal arterials, urban freeways and connecting urban principal arterials, and facilities on the De-

fense Department's designated Strategic Highway Network, and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995 and the Transportation Equity Act for the 21st Century (TEA–21) added to the system the highways and connections to transportation facilities identified in the May 24, 1996, report to Congress. The federal share for the NHS program is generally 80 percent, subject to the sliding scale adjustment, with an availability period of four-years.

Interstate maintenance (IM) program.—The IM program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction that increases capacity, other than HOV lanes, is not eligible for IM funds. The federal share for the IM program is 90 percent, subject to the sliding scale adjustment, and funds are available for four years.

Funds provided for the IM discretionary program in fiscal year 2008 shall be available for the following activities in the corresponding amounts:

Project Name	Recommended Amount
Boca Raton, Florida I-95 Interchange	$500,000
Bridge Replacement I-75 at M-21/Corunna Rd Flint, MI	$500,000
Byram-Clinton Norrell Corridor Project, MS	$500,000
Columbia River Crossing, Portland Oregon	$250,000
Galbraith Road Interchange (exit) northbound I-75, OH	$500,000
Heckscher Drive and Bridge Replacement, FL	$500,000
Henderson Starr Road Interchange, NV	$500,000
Highway 55 Hurricane Evacuation Corridor Study, AL	$250,000
Highway N Improvements , Platte County, MO	$500,000
I -44 Arkansas River East to Yale Avenue, Tulsa, OK	$500,000
I-10 Improvements, Western Maricopa County, AZ	$500,000
I-15 Dixie Drive Interchange, UT	$500,000
I-195 Relocation in Providence, RI	$1,500,000
I-20 Transp. Corridor Program-Lincoln Parish, LA	$500,000
I-225 Corridor Improvements, CO	$500,000
I-235 Storm Water Management Improvements, IA	$1,000,000
I-235/US 54 & I-235/Central Ave Interchange, KS	$500,000
I-25 / SH 16 (Fort Carson Interchange), CO	$500,000
I-25 Mesa del Sol Interchange, Albuquerque, NM	$500,000
I-25 North of SH 66, CO	$500,000
I-270 at MD 85, Frederick County MD	$500,000
I-280 Veterans Glass City Skyway Lighting Enhancement, OH	$500,000
I-29/52nd Ave S Interchange Reconstruction, Fargo, ND	$500,000
I-35 / MN TH 95, MN	$1,500,000
I-35W Reconstruction Design, New Brighton, MN	$900,000
I-40 in McDowell County Raleigh, NC	$1,000,000
I-5/SR18/SR161 - Triangle Project, Federal Way, WA	$500,000
I-5/Wilsonville Interchange, OR	$500,000
I55 Noise Abatement Project (North), Woodridge, IL	$400,000
I-670/Stelzer Road Interchange, OH	$500,000
I-695 (Baltimore Beltway) NE, Baltimore County, MD	$750,000
I-70 Stapleton Interchange, Denver	$500,000
I-71 Corridor Access Improvements at MLK, OH	$400,000
I-71/Rt 665 Interchange PE, Grove City, OH	$500,000
I-75 / Griffin Road Interchange, FL	$1,500,000
I-75/Collier Blvd/SR 84 Interchange Improvements, FL	$500,000
I-75/Everglades Blvd. Interchange Study, FL	$250,000
I-76 (Colorado's NE Gateway), CO	$500,000
I-77 in Mecklenburg County, North Carolina	$500,000
I-84, Curtis Road to Broadway IC Widening, ID	$300,000
I-90 Exit 8 Phase 2 Connector, Rensselaer, NY	$500,000
I-91 Fiber and Conduit Project, MA	$1,000,000
I-93 P&D Const. Andover, Tewksbury, Wilmington, MA	$400,000
I-94/I-275 Interchange Ramp Reconstruction, MI	$500,000
I-95 and SC 327 Interchange Improvement Project	$500,000
I-95 in Cumberland, Harnett, and Johnston Counties, NC	$500,000
I-95 Interchange at Yamato Road&Spanish River Boca	$1,000,000
I-95/SC 301 Interchange Improvement Project, SC	$1,500,000
Interstate 25 reconstruction, Glenrock to Hat Six, WY	$500,000
Interstate 40 Crosstown Expressway, Oklahoma City, OK	$500,000
Interstate 44 at State Route 5--Laclede Co., MO	$500,000
Interstate 49 North LA, I-220 to AR State Line, LA	$500,000
Interstate 69 (Texas Portion)	$1,000,000
Interstate 70 Viaduct Realignment, Topeka, KS	$1,000,000
Interstate 75 in Manatee County, FL	$500,000
Interstate-10, Pepper Ave., San Bernardino, CA	$500,000
Interstates 430/630 Interchange Modifications, AR	$500,000
Kapolei Interchange Complex, HI	$1,000,000
KY Ohio River Bridges Project, Louisville, KY	$1,000,000
La Canada Flintridge, CA I-210 Soundwall, CA	$250,000
Lane expansion of RM 1431, TX	$500,000

Project Name	Recommended Amount
Lathrop Road/Interstate 5 Interchange Improvements, CA	$500,000
Latson Road interchange at I-96 in Livingston City, MI	$500,000
Lee Highway Corridor Improvement Project, VA	$500,000
Lighting along Interstate 85 at Exits 77 and 70, AL	$125,000
Meadowood Interchange Complex, Reno, NV	$500,000
Monroe County Tennessee High Mast Lighting, TN	$500,000
Pennsylvania Turnpike/I-95 Connection	$700,000
Ranchero Road Corridor Project, Hesperia, CA	$750,000
Rancho Cucamonga, CA I15/Baseline Rd. Interchange, CA	$500,000
Recontruct Interstate 80, Johnson County, IA	$500,000
Red Gate Road Bridge, St. Charles, IL	$500,000
Rehabilitation of I-696 from M-53 to I-94, MI	$500,000
Route 266 & Interchange with I44 Springfield, MO	$425,000
Route 495 Southbound Ramp (Mansfield & Norton, MA)	$750,000
Rte 295/42/I-76,Direct Connection,Camden County NJ	$500,000
San Diego Freeway (I-405) Widening and Improvement, CA	$500,000
SR-56 Connectors and I-5 Widening, CA	$500,000
State of Delaware Turnpike Improvements Project, DE	$300,000
State Route 76 widening and realignment, CA	$250,000
Study for improvm, I-270 at I-44, StLouis Cnty, MO	$250,000
U.S. 34 Bridge Mills County, IA	$250,000
University of Texas at El Paso, Reconstruction of Off -Ramp	$500,000
US 287 Ennis Bypass from BU 287 to South of SH 34, TX	$500,000
US 98 Six Lane Widening, FL	$500,000
US Route 35, WV	$400,000
Widen Lee Road bridge at I-20, Georgia	$500,000

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

There is a set-aside of $100,000,000 from the fiscal year 2008 funding for the bridge program that is designated for specific projects listed in SAFETEA–LU.

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

The Committee strongly disagrees with the FHWA's proposal to change its longstanding policy regarding the use of CMAQ funds for operating assistance for new start projects. The previous policy established under TEA–21 allowed CMAQ funds to be used for operating assistance to help support the initiation of new rail and bus service for up to three years. The FHWA's proposed guidance continues to permit the use of CMAQ for bus service but unfairly denies fixed guideway projects needed funds for new transit operations. The Committee believes that new rail systems have a beneficial effect on air quality and congestion which is the very purpose of the CMAQ program. Furthermore, there is no evidence to suggest that SAFETEA–LU required any change to the existing standard in this regard. Finally, with the Administration's announcement on May 31, 2007, regarding a "new international climate change framework" and its related goal of reducing greenhouse gases, the Committee believes it is timely and appropriate to direct the Secretary to revisit this proposed policy and reinstitute CMAQ eligibility regarding operating assistance for new start projects for up to three years.

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

Appalachian development highway system.—This program makes funds available to construct highways and access roads under section 201 of the Appalachian Regional Development Act of 1965. Under SAFETEA–LU, funding is authorized at $470,000,000 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.

Equity bonus program.—The equity bonus (replaces TEA–21's minimum guarantee) provides additional funds to states to ensure that each state's total funding from apportioned programs and for

high priority projects meets certain equity considerations. Each state is guaranteed a minimum rate of return on its share of contributions to the highway account of the highway trust fund, and a minimum increase relative to the average dollar amount of apportionments under TEA–21. Certain states 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.

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

The authorization for the ER program has been set at $100,000,000 per year since 1972. However, the number of disasters and the expense associated with the damages caused by these disasters has far exceeded this annual authorization for a very long time. In fact, a GAO report issued in February 2007 noted that ER allocations have averaged over $730,000,000 per year from fiscal year 1998 through fiscal year 2006 and the additional needs for this program have been met by supplemental funding measures provided by this Committee. During consideration of the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007, the Committee once again worked to address the needs of the ER program. However, during this process, it came to the Committee's attention that there were inconsistencies with regard to how projects were placed on the FHWA's ER backlog list and how pending ER requests were being communicated to Congress. In light of this, the Committee directs the FHWA to undertake a review of the ER program and update the policy and procedures manual used by the FHWA, state Departments of Transportation (DOTs), and local transportation agencies to apply and administer ER funds. The review should address and make appropriate improvements to the process used by the FHWA to approve and process ER funding requests; the process and documentation required to establish eligibility; the process used to encourage states to expeditiously submit formal requests, and other issues identified during the review by the FHWA or state DOTs. The Committee directs the FHWA to provide a report to the House and Senate Committees on Appropriations by December 1, 2007, on the results of the review.

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

Funds provided for the federallands program in fiscal year 2008 shall be available for the following activities in the corresponding amounts:

Project Name	Recommended Amount
14th Street Bridge/GW Memorial Parkway	$3,000,000
APG Highway Access, Aberdeen Proving Ground, MD	$500,000
Bald Hill Slide Mitigation and Repair Project, CA	$1,000,000
Baptist and Brighton Road Intersection, PA	$200,000
Blue Ridge Parkway, Asheville, NC	$500,000
BRAC Related Improvements, Harford County, MD	$500,000
BRAC–MD 355 - Transportation Analysis, Bethesda, MD	$1,000,000
Carson Freeway, Phase 2, Carson City, NV	$1,000,000
Chesapeake and Delaware Canal Recreation Trail, DE	$700,000
City of Rocks Back Country Byway, ID	$900,000
Craig Road Grade Separation/Overpass, NV	$500,000
Discovery Trail - Long Beach to Port of Ilwaco, WA	$375,000
FH-24, Banks to Lowman, ID	$500,000
Forest Highway 171 Widening, Butte County, CA	$1,000,000
Fort Drum Connector Road, NY	$800,000
Golden Gate National Park Conservancy, Park Access and Trails, San Francisco, CA	$3,000,000
Granger Road/Transportation Boulevard Improvement, OH	$1,000,000
Halchita Bridge, San Juan County, UT	$500,000
Highway Improvements in Sells, AZ	$1,000,000
Hoover Dam Bypass Bridge, AZ	$1,000,000
Hudson Valley Welcome Center, Hyde Park, NY	$1,725,000
I-15 Corridor Study, NV	$250,000
I-84 Sandy River Delta Project, Salem, OR	$1,000,000
Improved Access to Cuyahoga Valley National Park, OH	$500,000
MD 175 Improvements, Anne Arundel County, MD	$500,000
MD 4 at Suitland Parkway, Prince George's County, MD	$2,500,000
MN TH 38 Improvements, MN	$500,000
Montana Secondary 323 from Ekalaka to Alzada, MT	$1,500,000
NC 143 in Graham County Raleigh, NC	$250,000
Needles Highway, Needles, CA	$2,300,000
Pacific Way Bridge, Marin County, CA	$500,000
Paving of FS 512 (Young Road), AZ	$750,000
Reconstruction of K-20 between US75 and Horton, KS	$250,000
Riverwalk Construction Phase 2 Section 3, Lowell, MA	$1,000,000
Road from Hardrock to Pinon, AZ (Navajo Reservation)	$750,000
Route 1/619 Traffic Circle at Quantico, VA	$500,000
Sequoyah Refuge Road, Sequoyah, OK	$500,000
SH 115, CO	$500,000
SH 13 from Wyoming State Line South through CO	$500,000
SH150 in Alamosa, CO	$500,000
SH9, Frisco to Breckenridge, CO	$1,000,000
Sharpes Ferry Bridge Replacement, Marion County, FL	$1,000,000
South Access to Golden Gate Bridge - Doyle Drive, CA	$1,500,000
Southern Nevada Beltway Interchanges	$500,000
SR 601 from I-10 to SR 26, MS	$1,000,000
State Route 374 from SR 149 to 77 Montgomery Co,TN	$500,000
State Route 92, Lehi to Highland, UT	$500,000
Stones River National Battlefield Tour Route, TN	$1,000,000
Three Affiliated Tribes Wells Road, ND	$1,000,000
Tupelo Thoroughfare Corridor, Tupelo, MS	$500,000
U..S 491, Montezuma County, CO	$500,000
U.S. 15 at Monocacy Boulevard, Frederick, MD	$250,000
U.S. 93/ Interstate 15 interchange, NV	$700,000
U.S. Forest Highway 4, Winston County, Alabama	$1,000,000
United Keetowah Band Tribal Roads, Tahlequah, OK	$500,000
Valentine National Wildlife Refuge Roads, NE	$300,000
Welcome Center on SR 410, WA	$750,000
Western Maryland Welcome Center Frederick Co MD	$250,000

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

Baltimore Washington Parkway feasibility study.—The Committee directs the FHWA's Office of Federal Lands Highways to work with the National Park Service and the Maryland State Highway Administration to determine the feasibility of adding a third northbound and a third southbound lane for Maryland Route 295/ Baltimore Washington Parkway from the intersection with Interstate 695 to New York Avenue in the District of Columbia. The FHWA shall prepare a report which must be submitted to the House and Senate Committees on Appropriations, not later than one year after the date of enactment of this Act, on the feasibility of such a widening. The feasibility study shall include an assessment of the impact of the Base Realignment and Closure process on traffic throughout the Maryland Route 295 corridor between Baltimore, MD, and Washington, DC.

Ferry boats and ferry terminal facilities.—SAFETEA–LU reauthorized funding for the construction of ferry boats and ferry terminal facilities and requires that $20,000,000 from each of fiscal years 2005 through 2009 be set aside for marine highway systems that are part of the National Highway System for use by the states of Alaska, New Jersey and Washington. In fiscal year 2008, SAFETEA–LU provides $65,000,000 for the ferry boat program.

Funds provided for the ferry boats and ferry terminal facilities program in fiscal year 2008 shall be available for the following activities in the corresponding amounts:

Project Name	Recommended Amount
Bemus-Stow Ferry and Facilities Upgrades, NY	$500,000
Berkeley/Albany Ferry Service, CA	$750,000
City of Medford, MA - Water Taxi/Ferry Service	$825,000
Engineering & construction of Glen Cove Ferry, NY	$900,000
Excursion Vessel Project, OH	$500,000
Ferry Boats, USVI	$500,000
Ferry in Wahkiakum County, WA	$200,000
Ferry infrastructure, NY	$750,000
Ferry Maintenance Facility in Vallejo, CA	$1,000,000
Green River Ferry Rehabilitation, KY	$364,000
Kitsap Transit, purchase a low-wake passenger-only, WA	$1,525,000
Landing Craft for Mackinac Island, MI	$300,000
Mayport Ferry Replacement Vessel, Jacksonville, FL	$500,000
Mukilteo, WA Multimodal Terminal Redevelopment	$750,000
New Ferry Boat Construction, WA	$500,000
Oak Bluffs Ferry Terminal Reconstruction, MA	$1,350,000
Ocean Beach Ferry Terminal Enhancement	$1,300,000
Parking Expansion, Dobbs Ferry, NY	$250,000
Port Aransas Ferryboat Expansion, TX	$750,000
Port of New Bourbon, Ste. Genevieve, Missouri	$500,000
Put-In-Bay Ferry Terminal Improvements, OH	$500,000
Vashon Island Passenger Only Ferry, WA	$750,000

National scenic byways program.—This program provides funding for roads that are designated by the Secretary of Transportation as All American Roads (AAR) or National Scenic Byways (NSB). These roads have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. In fiscal year 2008, SAFETEA–LU provides $40,000,000 for this program.

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

Funds provided for the TCSP program in fiscal year 2008 shall be available for the following activities in the corresponding amounts:

Project Name	Recommended Amount
1/2 Street, Town of Turtle Lake, WI	$350,000
118th Avenue Expressway - Pinellas County, FL	$250,000
159th Street bridge replacement, Andover, KS	$500,000
16th Street, San Miguel Railroad Crossing Safety, CA	$250,000
18th Street Corridor and Railroad Crossing Project, Logansport, IN	$350,000
19th Street Extension at Deschutes Junction, OR	$500,000
19th Street SW Grade Separation Mason City, IA	$500,000
Airport Boulevard/Highway 101 Interchange, Monterey, CA	$250,000
Algonquin Road Extension, McHenry County, IL	$250,000
Alsbury Boulevard Extension, Burleson, TX	$600,000
Antelope Valley Transportation Improvements, NE	$500,000
Arnold Bridge Improvement, Willimantic, ME	$250,000
Atlantic Rail Underpass and Road Realignment Project, CT	$250,000
Atmore, Alabama Road Improvement	$250,000
Austin Intelligent Transportation Systems, TX	$250,000
Beaudry Road Crossing and Pathway, Yakima Co. WA	$200,000
Beckett Bascule Bridge Alternative Analysis, FL	$100,000
Bella Vista Bypass, AR	$500,000
Belleview Bypass, Marion County, FL	$250,000
Belleville Road/Ecorse Road Intersection, Wayne County, MI	$500,000
Blackstone River Canal Replication Project, Worcester, MA	$500,000
Blossom Hill/Monterey Highway Crossing, San José, CA	$100,000
Boulder City Bypass Project, NV	$250,000
Brannon Stand Bridge, Al	$250,000
Brazos Valley Transportation Management Center, TX	$600,000
Brentwood Boulevard/SR 4 Improvements, Brentwood, CA	$500,000
Bridge Over Brandywine Creek, Downingtown, PA	$500,000
Bridge Street, Clay Street, Jackson Street Bridges, Essex County, NJ	$500,000
Brush Creek Beautification, Kansas City, MO	$250,000
Burnt Store Road: Evacuation Route Widening, FL	$200,000
Butterfield Road, Illinois Route 60/Canadian National Railroad Grade Separation, Lake County, IL	$250,000
Calumet Avenue and 45th Street Grade Separation, Munster, IN	$1,100,000
Cambridge-Isanti Bike/Walk Trail, MN	$250,000
Campus Perimeter Transportation, Vanderburgh, IN	$350,000
Central Expressway Auxiliary Lanes, Santa Clara County, CA	$250,000
Chesapeake By-Pass, Lawrence County, OH	$500,000
Chicora Bridge Safety Improvements, Butler, PA	$250,000
Chocorua Village Safety Improvement Project, Tamworth, NH	$500,000
Church Street Overpass, Huntsville, AL	$500,000
Citracado Parkway Project, CA	$250,000
City of Miami Beach Atlantic Corridor Greenway, FL	$500,000
City of Northwood, OH Wales Road Grade Separation	$500,000
Collard Street Reconstruction, Madisonville, TX	$200,000
College Avenue Bridge Project, Appleton, WI	$500,000
Columbus Viaduct Replacement, NE	$500,000
Commack Road Bypass Study, Suffolk County, MD	$200,000
Community Transportation Association of America, Nationwide Joblinks	$900,000
Construct Four Lane Highway 20 West of U.S. 71, IA	$500,000
Construction of Riverside Multi-use Trailways, Parkland, FL	$250,000
Construction/Enhancement of Motts Lane, Penfield, NY	$100,000
County Highway C Road Improvements, Bayfield County, WI	$1,500,000
County Highway F Reconstruction, Douglas County, WI	$1,500,000
CR 172 Improvements, Grimes County, TX	$400,000
Crisfield County Dock, Somerset County, MD	$100,000
Dallas Woodall Rodgers Freeway Deck Plaza, TX	$100,000

Project Name	Recommended Amount
Del Rio Roadway Construction, Val Verde County, TX	$1,000,000
Depot Street Bridge Revitalization, Beacon Falls, CT	$1,600,000
Design & construction of Glen Cove Connector Road, NY	$100,000
Diley Road Widening, City of Pickerington, OH	$500,000
Dorsey Drive Interchange in Grass Valley, CA	$500,000
Downtown Development Authority District Streetscap, GA	$100,000
Downtown Franklin Revitalization, Franklin, NH	$800,000
Downtown Parking Improvements, Ossining, NY	$175,000
Downtown Revitalization Project, Lawton, OK	$250,000
Downtown Streetscape Improvements, Framingham, MA	$500,000
Downtown Streetscape Project, New Providence, NJ	$100,000
Downtown Transit Circulator Streetscapes, Broward County, FL	$250,000
East Market Street Widen/Improve Design, Akron, OH	$250,000
East Metropolitan Corridor - Rankin County, MS	$250,000
Eastern Hills Corridor, Clarence, NY	$250,000
Eastgate Area Improvements, OH	$250,000
Edwards Street Improvement, Springfield, MA	$500,000
Engineering Project for NFDL Railyard Crossing, WI	$500,000
Expands SR 46 to 4-lanes, Sanford, FL	$500,000
Expansion of County Line Road - Hernando County FL	$500,000
Extension of the Cobb Parkway, Marietta, GA	$250,000
Fairfield Ranch Road, Chino Hills, CA	$250,000
Fairmont Gateway Connector, WV	$1,450,000
Fall Mountain Water Road Paving, Plymouth, CT	$500,000
FAST Corridor Grade Separations, WA	$500,000
Flats Eastbank Project, City of Cleveland, OH	$250,000
FM 3503 Relocation Improvements, TX	$500,000
Forest City Southeast Federal Center and Anacostia Waterfront Improvements, DC	$250,000
Fort Wayne Clinton Street Bridge Replacement, IN	$500,000
Four Lane State Road 87 Santa Rosa County, FL	$500,000
Freedom Crider Road Upgrade, Beaver County, PA	$625,000
Friant Road Widening, CA	$500,000
Friends of Cheat Rails-to-Trails program, WV	$300,000
Fruit Belt Redevelopment Plan, Buffalo, NY	$1,600,000
Ft. Lee Access Points, Prince George, VA	$250,000
Fullerton, CA-State College/BNSF Grade Separation, CA	$500,000
Fulton Dr. and Wales Ave. Intersection Improvement, OH	$400,000
Geneva RD & Provo Center ST, UT	$250,000
Glenwood Road Pedestrian Safety Improvements, DeKalb County, GA	$500,000
Golden Gate Bridge Moveable Median Barrier, CA	$250,000
Grade Separations in Riverside, CA	$500,000
Grand Avenue Improvements, City of Poughkeepsie, NY	$600,000
Grand Lagoon Bridge Replacement and Thomas Drive Widening Project, Bay County, FL	$250,000
Granite Street Widening and Reconstruction, Manchester, NH	$200,000
Greater Ouachita Port and Intermodal Facility, LA	$500,000
Greene Street/Williams Street connector, SC	$250,000
Greenway Path and Bridge, Southgate, Wayne County, MI	$250,000
Harrison County Road 29, OH	$750,000
Highland Park Streetscape, Los Angeles, CA	$250,000
Highway 118 Corridor Study, CA	$250,000
Highway 14 from North Mankato, MN to New Ulm, MN	$350,000
Highway 14 from Waseca, MN to Owatonna, MN	$350,000
Highway 165 Overpass, Stuttgart, AR	$250,000
Highway 217, Beaverton-Hillsday Highway to Allen Boulevard, Washington County, OR	$250,000
Highway 241 Improvement, MN	$500,000

Project Name	Recommended Amount
Highway 610 Corridor, MN	$500,000
Highway 71/Future Interstate 49 Development and Construction between Louisiana Line and Doddridge, AR	$350,000
Highway 77 Rail Grade Separation, Marion, AR	$500,000
Highway-Rail Grade Crossing Bypass, Silver Springs, NY	$300,000
Holmes County Trail: Phase 5 Holmes County, OH	$500,000
Holy Cross Road Safety Project, Worcester, MA	$500,000
Houghton Road Corridor Bridge Replacement, Tucson, AZ	$625,000
Hugh White State Park Access Road, Grenada, MS	$500,000
Hurricane Evacuation Route Signalization, FL	$250,000
Hwy 27 Hurricane Evacuation Route, MS	$100,000
Hylan Drive, Henrietta, NY	$350,000
I-540 Western Wake Freeway, NC	$750,000
I-555 Access Road, Poinsett County, AR	$500,000
I-75/Bruton Smith Pkwy Interchange Improvement, GA	$250,000
IH30 Interchange at Monty Stratton Pkwy-Greenville, TX	$250,000
Illinois Route 120 Corridor, Lake County, IL	$500,000
Implementing Red Mountain Area Plan, Benton Co. WA	$300,000
Improve bike trails in Highland, IN	$400,000
Indian Bend Road Improvements, Scottsdale, AZ	$500,000
Indian Street Bridge, Martin County, FL	$750,000
Interchanger at Interstate and University Parkway, FL	$500,000
Interstate 66 Pike County, KY	$500,000
Interstate 66 Somerset to London, KY	$500,000
Jack Dame Road Extension, City of Rochelle, IL	$250,000
Kentucky River Palisades Land Preservation, Lexington, KY	$400,000
LA 675 Lane Improvements, Iberia Parish, LA	$250,000
LA-42; Ascension Parish, LA	$250,000
Lake Ridge Parkway Extension in Grand Prairie, TX	$500,000
Lexington Traffic Movement and Revitalization Study, Lexington, KY	$500,000
Library Lane-Coles Lane Improvements, Bronx, NY	$1,000,000
Lincoln Bypass on SR65 in Placer County, CA	$500,000
Lincoln Center Corridor Redevelopment Project, NY	$500,000
Lincoln/Belmont/Ashland Streetscape Project, Chicago, IL	$1,000,000
Little Neck Quiet Zone, NY	$125,000
Mahoning Avenue Improvements, Youngstown, OH	$250,000
Main Street Streetscape, Haverstraw, NY	$175,000
Maple Rd. SCATS signals; Bloomfield Twp. 6 miles, MI	$500,000
Maple Rd. widening; 1.5 Miles; Walled Lake City, MI	$250,000
Martinsburg Borough Streetscape Project, PA	$100,000
Massachusetts Avenue Design and Recontruction, Arlington, MA	$500,000
Massachusetts Landscape Connectivity Study, MA	$100,000
McGinnis Ferry Road - Gwinnett County, GA	$250,000
MD 237, Pegg Road to MD 235, St. Mary's County, MD	$500,000
MD 246/MD 235 to Saratoga Drive, Lexington Park, MD	$250,000
Meacham Road Tollway Access Ramp, Schaumburg, IL	$250,000
Mehring Way Street Grid East, Cincinnati, OH	$200,000
Memorial Drive Feasibility Study, Beverly Hill, Texas	$300,000
Memorial Park Drive in Upper Moreland Township, PA	$125,000
Miller Road Widening, McHenry County, IL	$250,000
Milwaukee Avenue Reconstruction Project, Chicago, IL	$1,000,000
Mission Road Beautification Project, Alhambra, CA	$250,000
Mission Street Pedestrian Improvements, South Pasadena, CA	$250,000
MO 740 (Stadium Boulevard) Extension, MO	$300,000
Montclair, CA Ramona Ave grade separation, CA	$250,000
Monterey Bay Sanctuary Scenic Trail, CA	$250,000
Morgan Street Improvments, City of Elmwood, IL	$250,000

Project Name	Recommended Amount
Murray Athletic Center, NY	$100,000
Mystic River Bridge Rehabilitation, CT	$600,000
Nash Road/Route AB, Cape Girardeau County, MO	$250,000
Naugatuck River Greenway Design Study, CT	$300,000
New interchange & road relocation, I-85 & CR 98, GA	$250,000
New York State Routes 5,8,12 Viaduct and Route 5A and 5S, Utica, NY	$700,000
North Main Street Corridor Master Plan, Freeport, NY	$250,000
North Second Street Corridor Upgrade, Memphis, TN	$500,000
North Seminary Street Railroad Grade Separation Bridge, Galesburg, IL	$500,000
Northeast Inner Loop intersection improvements, TX	$200,000
Northern Avenue Bridge Revitilzation, MA	$750,000
Northwestern Corridor Roundabouts; ROW and Construction, MI	$900,000
Oak Ridge Cemetery, Springfield, IL	$250,000
Ocmulgee Heritage Trail, Bibb County, GA	$300,000
Palm Bay Parkway, Palm Bay, FL	$500,000
Park Place Extension and Railroad Grade Separation, El Segundo, CA	$250,000
Phase 2 road improvements for Tri-County Technical, SC	$300,000
Pittsfield Downtown Streetscape, MA	$1,000,000
Port of Orange Intermodal Project, Orange, Texas	$500,000
Port Road Expansion and Improvements, TX	$250,000
Potrero Boulevard/SR 60 Interchange, Beaumont, CA	$750,000
Prospect and Gowanus Expressways ITS Deployment, NY	$500,000
PUP Ride Share Program, Philadelphia, PA	$500,000
Quadral Drive extension, Wadsworth, OH	$400,000
Rails to Trails/Civic Center Project, Covington, GA	$400,000
Raleigh Street Extension, WV	$500,000
Reconstruct French Camp/I-5 interchange and Sperry Road Connection, San Joaquin County, CA	$750,000
Reconstruct Route 6, Town of Cortlandt, NY	$1,750,000
Reconstruction of Commonwealth Avenue, Boston, MA	$1,000,000
Reconstruction of Long Point Road in Houston, TX	$500,000
Reconstruction of the Wood Dale and Irving Park Rd, IL	$500,000
Regional Telecommunications System on Pennsylvania Turnpike, PA	$250,000
Rehabilitation of the Martin's Mill Covered Bridge, PA	$250,000
Repair of San Tomas Expressway Box Culvert, Santa Clara County, CA	$250,000
Replacement of the Big River Bridge on US-77, KS	$500,000
Resurfacing and Reconstruction of Pacific Boulevard, Huntington Park, CA	$250,000
Reyes Adobe Road/U.S. 101 Interchange Reconstruction, Agoura Hills, CA	$250,000
RI Bridge and Tunnel Authority EZPass Project for Claiborne Pell Bridge, RI	$250,000
Rice Avenue Interchange at U.S. Highway 101, Ventura County, CA	$250,000
Rickenbacker Rail Spur, Pickaway and Franklin Counties, OH	$500,000
Roger Snedden Drive Grade Separation Boone, IA	$250,000
Ronald Reagan Parkway, Hendricks County, Indiana	$500,000
Route 10 Upgrade from I-64 to Corridor G, WV	$250,000
Route 116 and Bay Road Intersection and Road Improvements, Amherst, MA	$900,000
Route 195/Coggeshall Street Interchange, New Bedford, MA	$250,000
Route 22 Sustainable Corridor, Somerset County, NJ	$1,000,000
Route 221, St. Francois and Iron Counties, MO	$250,000
Route 24 Additional Lanes Project Between Routes 495 and 140, MA	$250,000
Route 29 Boulevard Conversion Project, Trenton, NJ	$250,000
Route 5 Overpass and River Center, St. Mary's County, MD	$500,000
Route 537/State Route 34 Intersection Monmouth, NJ	$250,000
Route 60/422 Interchange, Union Township, PA	$625,000
Route 63, Howell/Oregon Counties, MO	$250,000
Route Y, Stoddard County MO	$250,000
Rt. 47 and Warrior Ave., Warrenton, MO	$200,000

Project Name	Recommended Amount
Safety and Drainage Improvements on Route 46, Lodi, NJ	$250,000
Safety and Traffic Improvements, Ardsley, NY	$150,000
Safety improvments to Highway 69, AZ	$250,000
San Juan County Road Bridge #567, NM	$250,000
Sandoval County Northwest Loop Access Road, NM	$250,000
Santa Clarita Cross Valley Connector, CA	$500,000
SC 9 Improvements, SC	$500,000
School Zone Safety Improvements, Chula Vista, CA	$250,000
Scioto Mile River Level Park Project, Columbus, OH	$500,000
Scott Community College Campus Access Road, Davenport, IA	$500,000
SFgo Market Street improvements, San Francisco, CA	$250,000
SH66 from SH205 to FM 549, Rockwall TX	$250,000
Sheila Street at Commerce Way Improvements, Commerce, CA	$500,000
Sheridan Crossing improvements, North Chicago, IL	$250,000
Shoal Creek Pedestrian Bridge, CA	$250,000
Sidewalk Construction in Ashland/Cherryland, CA	$250,000
Silver Comet Trail Atlanta Road Connector, GA	$250,000
Slauson Avenue Corrider Improvement Project, Maywood, CA	$800,000
Snelling Avenue/University Avenue Intersection Redesign, St. Paul, MN	$250,000
Somerset Street Extension, Portland, ME	$250,000
South Airport Connector Road, Boone County, KY	$250,000
South Bronx Greenway, Hunts Point Landing, NY	$250,000
South Bronx Greenway, Randall's Island Connector, NY	$500,000
South Capitol Street Corridor Improvements, DC	$500,000
South Orange Avenue Roadway Improvements, Essex County, NJ	$250,000
Southside bridge replacement, Etowah County, AL	$500,000
SR 151 at CR 162/Colbert Hollow Road, Catoosa County, GA	$150,000
SR 304/Bremerton Transportation Center Project, WA	$500,000
SR 8/US 29 Plsnt. Hl/Lester Rd., Gwinnett Co., GA	$250,000
SR 9 south of Cumming from SR 141 to SR 20, GA	$250,000
State Highway 53 Improvements, Barron County, WI	$1,000,000
State Road 39/State Road 91 and US 84 Improvements, Donalsonville, GA	$450,000
State Road 62/337 Construction, Harrison County, IN	$1,250,000
State Road 982/Talbotton Road Improvements, Columbus, GA	$450,000
State Road 9B, St. Johns County, FL	$500,000
State Route 198 Expressway Widening, Kings County, CA	$400,000
State Route 21 Improvements and Upgrades, Fayette County, PA	$1,250,000
State Route 21 Intersection at Junction Deli, Green County, PA	$500,000
State Route 218 Extension, Henry County, TN	$250,000
State Route 24 Widening, Sandersville, Washington County, GA	$350,000
State Route 67 Widening from I-16 to Statesboro bypass, GA	$350,000
State Route 794 Relocation Initiative, OH	$250,000
Stony Run Township Road in Yellow Medicine County, MN	$100,000
Street extension, Champaign, IL	$500,000
Street improvements in Burnham, IL	$250,000
Street improvements in Thornton, IL	$250,000
Streetscape Improvement Project, Bennington, VT	$300,000
Streetscape Improvements, Eastchester, NY	$300,000
Streetscape Project - Town of Scottsville, VA	$400,000
Study Improvements to 109th Avenue, Winfield, IN	$250,000
Suitland Road Gateway Project, Prince George's County, MD	$250,000
TECO Line Streetcar System Extension, Tampa, FL	$500,000
Tenth St. Connector, Greenville, NC	$250,000
Terry Creek Bridge Widening, GA	$500,000
Thomas Road Project, McAllen, TX	$250,000
Torrington Gateway, CT	$240,000

Project Name	Recommended Amount
Trenton, NJ Route 29 Boulevard Conversion, NJ	$250,000
Trinity River Vision Bridges, Ft Worth, TX	$1,000,000
Twin Bridge Road, Decatur, IL	$500,000
Twin Peaks Corridor Project, Marana, AZ	$625,000
U.S. 17 in Craven County, NC	$250,000
U.S. 17-92-US 192, Kissimmee, FL	$500,000
U.S. 190/Collin Blvd. Widening, LA	$500,000
U.S. 20 Southwyck Corridor Improvements, OH	$500,000
U.S. 278 Corridor, Beaufort County, SC	$500,000
U.S. 290/S.H. 36 Improvements, TX	$250,000
U.S. 301 Improvement in Charles and Prince George's County, MD	$500,000
U.S. 31 Freeway Upgrade Project in Marshall, Fulton, Miami and Tipton Counties, IN	$350,000
U.S. 395, North Spokane Corridor, WA	$500,000
U.S. 41 Enhancements, Charlotte County, FL	$500,000
U.S. 422 River Crossing Complex Projects, PA	$500,000
U.S. 44 Improvements, Avon, CT	$610,000
U.S. 441/SR7 Interchange at 11th Street, Lauderhill, Broward County, FL	$250,000
U.S. 550 Improvements, Bernalillo, NM	$500,000
U.S. 69 Improvements, Crawford County, KS	$250,000
U.S. 74 Interchange at NC 211, Brunswick County, NC	$250,000
U.S. 85 (Highlands Ranch to Castle Rock), CO	$500,000
U.S. Highway 10 Improvements between Marshfield and Stevens Point, WI	$2,000,000
U.S. Highway 41 Construction Project from Oconto, WI, to Peshtigo, WI	$500,000
U.S. Highway 90 Widening, Leon County, Tallahassee, Fl	$250,000
U.S. Rt 40 Water St. to Evergreen Ave, Teutopolis, IL	$400,000
U.S.-41 Capacity Improvements in Lee County, FL	$100,000
U.S.-64 - Hardeman/McNairy/Hardin/Wayne Counties, TN	$500,000
U.S.-95, Thorncreek Road to Moscow, ID	$500,000
Union Grove Interchange, Gordon County, GA	$250,000
University Boulevard Widening, Clive, IA	$350,000
University Parkway Construction, Vanderburgh County, IN	$350,000
University Parkway/I-215, San Bernardino, CA	$750,000
Upgrade and partly relocate MO Rt 141, St L County, MO	$250,000
Upgrade MO Rt 94 (Page Ext Ph 2), St Chas Cnty, MO	$250,000
Upgrade S.R. 31 in Mooresburg, Hawkins County, TN	$500,000
Upgrade signalized intersections, Allentown, PA	$500,000
Vienna Sidewalk construction, VA	$100,000
VTA High Occupancy Toll Lane Demonstration Project, Santa Clara County, CA	$250,000
Walden Trail Connection, Town of Montgomery, NY	$300,000
Walker Street Grade Separation, Town of Cary, NC	$1,000,000
Wall Triana Road Project, Madison County, AL	$500,000
Walton Boulevard Bridge widening, MI	$500,000
Warren County, Southwest Connector Interchange, IA	$250,000
West Main Street Streetscape, Meriden, CT	$500,000
West Vista Way widening, CA	$250,000
Westchester Streetscape Improvement Project, CA	$250,000
Westside (Caraway) Overpass, City of Jonesboro, AR	$500,000
White Bluff Intersection Widening Project, White Bluff, TX	$200,000
White County, IL	$100,000
Widen Route 10, Chesterfield, VA	$250,000
Widening Loop 281, Longview, TX	$500,000
Widening of LA 16; Livingston Parish, LA	$250,000
Winchester Road Widening, City of Huntsville, AL	$750,000
Wisconsin State Highway 57 Expansion from Dyckesyill to Sturgeon Bay, WI	$250,000

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

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

High priority projects.—Funds are provided for specific projects identified in SAFETEA–LU. A total of 5,091 projects are identified, each with a specified amount of funding over the five years of SAFETEA–LU.

Projects of national and regional significance.—Provides funding for specific projects of national or regional importance. All the funds authorized for this program from the highway trust fund are designated for projects listed in SAFETEA–LU.

Congestion Reduction Initiative.—The budget requested $175,000,000 to support a new Department-wide effort to tackle congestion in all modes of transportation. The stated goal of this initiative was to improve quality of life and economic growth by spreading demand by route, mode, and time of day, and by more efficient operation of the existing transportation system. The budget proposed to fund this initiative by reprogramming unobligated balances associated with what was described as "inactive" Federal-aid highway program demonstration projects.

The Committee believes that efforts to reduce congestion are a worthwhile objective. However, the Committee cannot support this initiative as proposed by the Administration. First, the Administration did not do a thorough analysis to determine whether the proposed funding source—the reprogramming of inactive project funding—was, in fact, no longer needed by those projects. The Committee also believes that the Administration's congestion proposal should have been more comprehensive in scope and had involved other modal administrations. For instance, the Administration's budget request was a bit disingenuous in that it requested $175,000,000 for a congestion reduction initiative at the same time it also proposed major cuts to Amtrak and transit programs. Clearly, rail and transit should be a major part of any initiatives to re-

duce congestion. The Committee notes that the Administration has significant discretion with regard to selecting projects for the various highway and transit allocated programs in the fiscal year 2007. The Committee will review how the Administration uses these resources to address congestion and determine whether additional funding for the congestion initiative needs to be revisited either later in the fiscal year 2008 process or in next year's budget.

Impacts of Defense Base Realignments on Transportation.—The Committee understands that GAO has an ongoing review of the effects of Department of Defense (DOD) rebasing initiatives on communities and is assessing the economic impacts on communities surrounding DOD bases receiving large numbers of personnel as a result of 2005 Base Realignment and Closure (BRAC), overseas rebasing, and Army modularity actions The Committee directs GAO to include as a part of that review the impacts DOD's base realignments will have on transit and transportation needs in these regions. GAO's analysis should take into account BRAC related traffic projections for the next decade and the associated future planning needs of state and local governments while ensuring the national security needs of these facilities. GAO should coordinate their evaluation with DOT, and with the appropriate state transportation agencies to the extent possible, to include comprehensive and innovative solutions to anticipate and relieve congestion and transportation alternatives that will help reduce carbon emissions.

(RESCISSION)

(HIGHWAY TRUST FUND)

The bill includes a rescission of $3,000,000,000 of the unobligated balances of funds apportioned to the states under chapter 1 of title 23, United States Code, and applies this rescission proportionally to each highway program, including funds set aside for transportation enhancements and within the state of population areas.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

(INCLUDING RESCISSIONS)

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

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

Section 122. The Committee includes a provision that rescinds unobligated balances associated with completed demonstration or high priority projects from the Intermodal Surface Transportation Efficiency Act of 1991, Public Law 102–240. The specific authorizations and amounts to be rescinded were identified in information provided to the Government Accountability Office (GAO) and referenced in a GAO letter to the House and Senate Committees on Appropriations dated May 11, 2006. The FHWA should also look at closing out projects with small balances, such as less than $2,000, in order to achieve the amount rescinded in the bill.

Section 123. The Committee includes a provision that rescinds unobligated balances associated with completed high priority projects from the Transportation Equity Act for the 21st Century,

Public Law 105–178. The specific authorizations and amounts to be rescinded were also identified by GAO in their May 11, 2006, letter.

Section 124. The Committee includes a provision that rescinds unobligated funds authorized for the TIFIA program.

Section 125. The Committee includes a provision that rescinds unobligated contract authority authorized for administrative expenses of the FHWA that will not be available for obligation because of the limitation on administrative expenses imposed in this Act and prior Acts.

Section 126. The Committee includes a provision that rescinds unobligated contract authority authorized for transportation research under title 5 of Public Law 109–59 that will not be available for obligation because of the limitation on obligations imposed on those funds in this Act and prior Acts.

Section 127. The Committee includes a provision that rescinds unobligated balances made available for highway related safety grants in prior appropriations Acts.

Section 128. The Committee includes a provision that rescinds unobligated balances associated with completed demonstration or high priority projects from previous laws. The specific authorizations and amounts to be rescinded were identified in information provided to GAO and referenced in their letter dated May 11, 2006.

Section 129. The Committee includes a provision that provides additional funding to the transportation, community, and system preservation program.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to improve the safety of commercial vehicle operations on our nation's highways. To accomplish this mission, the FMCSA is focused on reducing the number and severity of large truck accidents. Agency resources and activities contribute to ensuring safety in commercial vehicle operations through enforcement, including the use of stronger enforcement measures against safety violators; expedited safety regulation; technology innovation; improvements in information systems; training; and improvements to commercial driver's license testing, record keeping, and sanctions. To accomplish these activities, the FMCSA works closely with federal, state, and local enforcement agencies, the motor carrier industry, highway safety organizations, and individual citizens. In addition, the FMCSA has the responsibility to ensure that Mexican commercial vehicles, entering the U.S. in accordance with the North American Free Trade Agreement (NAFTA), meet all U.S. hazardous material and safety regulations.

The FMCSA's scope was expanded in fiscal year 2003 by the U.S.A. Patriot Act (Public Law 107–56), which called for new security measures. In addition, beginning in fiscal year 2002, Appropriations Acts (Public Law 107–87, Public Law 108–7, Public Law 108–199, and Public Law 108–447) have funded border enforcement and safety related activities associated with implementation of NAFTA, and activities associated with permitting of hazardous materials.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), enacted August 10, 2005,

reauthorizes the motor carrier safety activities of FMCSA through fiscal year 2009 and provides increased funding for many of the agency's programs. Funding for the FMCSA is also included within a highway discretionary spending category in the Budget Enforcement Act that is adjusted annually beginning in fiscal year 2007 based on receipts into the highway account of the highway trust fund. Additional resources provided by this automatic spending mechanism are called revenue-aligned budget authority (RABA) and a portion of this adjustment is added to FMCSA's motor carrier safety grants.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING RESCISSION)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2007	$294,000,000	($294,000,000)
Budget request, fiscal year 2008	300,000,000	(300,000,000)
Recommended in the bill	300,000,000	(300,000,000)
Bill compared to:		
Appropriation, fiscal year 2007	+6,000,000	(+6,000,000)
Budget request, fiscal year 2008	– – –	(– – –)

The FMCSA's motor carrier safety grants program was authorized by the Transportation Equity Act for the 21st Century, amended by the Motor Carrier Safety Improvement Act of 1999, and continued through fiscal year 2009 by SAFETEA–LU. This account provides the necessary resources to the motor carrier safety assistance program (MCSAP) state grants. Grants are used to support compliance reviews in the states; identify and apprehend traffic violators; conduct roadside inspections; and support safety audits on new entrant carriers. Grants are also provided to states for enforcement efforts at both the southern and northern borders to ensure that all points of entry into the U.S. are fortified with comprehensive safety measures; for improvement of state commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs; and for improving the linkage between state motor vehicle registration systems and carrier safety data in order to identify unsafe commercial motor carriers.

COMMITTEE RECOMMENDATION

The Committee recommends $300,000,000 in liquidating cash for this program.

LIMITATION ON OBLIGATIONS

The Committee recommends a limitation on obligations of $300,000,000 for the grant programs of FMCSA. This level is consistent with SAFETEA–LU and is $6,000,000 above the fiscal year 2007 level. In addition, consistent with SAFETEA–LU, the highway funding guarantees are adjusted for RABA in fiscal year 2008. Of the amount provided under RABA, an amount to be calculated

is available to FMCSA for the motor carrier safety grant program and bill language is included under the Federal Highway Administration to transfer this funding to FMCSA.

The bill also provides separate obligation limitations for the following funding allocations:

Motor carrier safety assistance program	($202,000,000)
Commercial driver's license improvements program	(25,000,000)
Border enforcement grants	(32,000,000)
Performance and registration information system management program	(5,000,000)
Commercial vehicle information systems and networks deployment program	(25,000,000)
Safety data improvement program	(3,000,000)
Commercial driver's license information system modernization program	(8,000,000)

New entrant audits.—Section 4107 of SAFETEA–LU provides the Secretary the discretion to deduct up to $29,000,000 of the funds made available for motor carrier safety grants for audits of new entrant motor carriers. The interim final rule for the new entrant safety assurance process was published on May 13, 2002, with an effective date of January 2003. This rule requires all new entrants to pass a safety audit within the first 18 months of operations in order to receive permanent DOT registration. Therefore, the Committee recommendation continues bill language requiring FMCSA to provide $29,000,000 for new entrant audits.

Unobligated balances.—The Committee includes bill language that rescinds unobligated contract authority authorized under this heading that will not be available for obligation because of limitations on obligations imposed on those funds in previous acts.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING RESCISSION)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2007	$223,000,000	($223,000,000)
Budget request, fiscal year 2008	228,000,000	(228,000,000)
Recommended in the bill	228,000,000	(228,000,000)
Bill compared to:		
Appropriation, fiscal year 2007	+5,000,000	(+5,000,000)
Budget request, fiscal year 2008	– – –	(– – –)

This limitation controls spending for salaries and operating expenses and for motor carrier research by the FMCSA. It provides the necessary resources to support motor carrier safety program activities and maintain the agency's administrative infrastructure. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including federal safety enforcement activities at the U.S./Mexico border to ensure that Mexican carriers entering the U.S. are in compliance with Federal Motor Carrier Safety Regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management,

research and technology, safety education and outreach, and the safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends $228,000,000 in liquidating cash for the operations and research activities of the FMCSA, consistent with the amount of contract authority provided under SAFETEA–LU.

LIMITATION ON OBLIGATIONS

The Committee recommends a limitation on obligations of $228,000,000 for the implementation, execution, and administration of the motor carrier safety program, motor carrier safety research, and motor carrier outreach and education programs by the FMCSA. This funding level is consistent with SAFETEA–LU and represents a $5,000,000 increase over fiscal year 2007.

The following table compares the fiscal year 2007 enacted level to the fiscal year 2008 budget estimate and the Committee's recommendation for these specific programs:

	Fiscal year 2007 enacted	Fiscal year 2008 estimate	House recommended
Operating Expenses	$161,176,000	$172,659,000	$169,413,000
Research and Technology	10,296,000	7,550,000	10,296,000
Information Management	34,318,000	33,329,000	33,329,000
Regulatory Development	11,210,000	9,462,000	11,462,000
Outreach and Education	4,000,000	4,000,000	2,500,000
CMV Operating Grants	1,000,000	1,000,000	1,000,000
Total	222,000,000	228,000,000	228,000,000

Operating expenses.—The Committee recommendation includes $169,413,000 for the operating expenses of FMCSA which is an increase of $8,237,000 above the fiscal year 2007 enacted level and a decrease of $3,246,000 below the level requested in the budget. These funds are to be used to support FMCSA's core mission requirements of commercial motor vehicle safety enforcement and compliance; hazardous material enforcement and compliance; hazardous materials security operations and outreach; emergency preparedness; and household goods enforcement and compliance. The Committee approves FMCSA's requested increase of $7,149,000 for personnel pay, compensation and benefits. In addition, the Committee approves FMCSA's request to provide $1,000,000 for the operations of the Performance and Registration Information System Management Program (PRISM). However, the Committee disagrees with FMCSA's proposal to increase the agency's contract services by 33.5 percent above last year's enacted level.

Reduce contract services ..... −$3,246,000

Safety compliance reviews.—Motor carrier safety has been on the National Transportation Safety Board's "Most Wanted Transportation Safety Improvements" list since 2000 due to FMCSA's inadequate standards to identify unsafe vehicles and drivers. In that regard, the Committee continues to be greatly concerned that only a very small percentage of registered motor carriers undergo a safety compliance review each year. According to the agency's own budget documents, FMCSA has not increased the number of compliance

reviews since fiscal year 2005. This is not acceptable. With over 685,000 registered interstate motor carriers, the Committee strongly believes FMCSA should strive to increase the number of compliance reviews each year and not be satisfied with a compliance review rate of less than 1.5 percent. The Committee expects FMCSA to prepare a safety oversight action plan that will achieve significant increases in the number of compliance reviews that the agency completes each year. The Committee directs FMCSA to provide a letter report to the House and Senate Committees on Appropriations within six months of enactment of this Act that compares the agency's compliance review goals to the actual number of completed compliance reviews.

Research and technology.—The Committee recommendation includes $10,296,000 for FMCSA's research and technology programs which is the same level provided in fiscal year 2007 and $2,746,000 above the level requested in the budget. The Committee includes bill language making the funds for the research and technology programs available until September 30, 2009. The research and technology program is utilized to conduct scientific studies of commercial motor vehicle technologies as well as to test and develop commercial motor vehicle driver, carrier, vehicle and roadside best practices and technologies. The Committee disagrees with the budget request to reduce the research and technology efforts of the FMCSA below the levels provided in fiscal year 2007. The Committee believes that advances in commercial motor vehicle research and technology hold promise for improving safety on our nation's highways.

Increase research and technology	+$2,746,000

Information management.—The Committee recommendation includes $33,329,000 for the FMCSA's information management program which is $989,000 below the fiscal year 2007 enacted level and the same level requested in the budget. FMCSA will continue its development and deployment of the creating opportunities, methods, processes, and securing safety (COMPASS) program which will modernize the FMCSA's information technology systems by providing a single sign-on capability to access the FMCSA Motor Carrier Management Information System (MCMIS), the Enforcement Management Information System, and Licensing and Insurance data systems. Future releases of COMPASS will seek to integrate FMCSA's compliance monitoring functions such as new entrant safety audits; hazardous material safety permits; insurance cancellation monitoring; compliance review ratings; driver medical certification and the process of out-of-service orders. Given the importance of the safety data in evaluating the performance of commercial motor vehicle carriers, the Committee directs the FMCSA to provide a spend plan to the House and Senate Committees on Appropriations which details the expected timeline, cost and capability of each release of COMPASS through full deployment. FMCSA is directed to deliver this expenditure plan to the Committees no later than 90 days after enactment.

Regulatory development.—The Committee includes $11,462,000 for FMCSA's regulatory development program which represents an increase of $252,000 above the fiscal year 2007 enacted level and $2,000,000 above the level requested in the budget. The Committee

strongly believes that FMCSA should not reduce its regulatory development efforts at a time when the agency carries a backlog of overdue safety regulations and when the Courts have found other key safety regulations to be inadequate in meeting safety goals. The Committee is concerned that the agency's effort to reduce the backlog of pending regulations may result in rules that are not thoroughly developed. While the Committee expects the FMCSA to produce safety regulations in a timely fashion, the Committee believes that FMCSA must take great care to ensure that rules are constructed to advance the agency's safety goals and not simply rushed to publication only to have them later remanded or vacated by the Courts. The Committee has included an increase for regulatory development with the expectation that FMCSA will utilize these resources to produce quality safety regulations in a timely manner.

Increase regulatory development	+$2,000,000

Entry level truck driver training.—The Committee restates its concern regarding last year's U.S. Court of Appeals unanimous decision remanding the FMCSA's final rule on entry level truck driver training. In their decision, the Court found that FMCSA did not adequately address the recommendations of a DOT contracted adequacy report and independent model curriculum on driver training. According to the Court, FMCSA "entirely failed to consider important aspects of the CMV training problems before it; it largely ignored the evidence in the adequacy report and abandoned the recommendations of the model curriculum without reasonable explanation; and it adopted a final rule whose terms have almost nothing to do with an "adequate" CMV training program." The Committee is concerned that 15 years has elapsed without the issuance of a comprehensive entry-level driver training standard. The Committee is disappointed that FMCSA has yet to reissue its driver training rule and expects the agency to carefully consider the obvious benefits of a comprehensive training requirement that includes on-street, behind-the-wheel skills training for entry-level truck drivers.

Motor coach accessibility.—Last year, the Committee expressed concern over reports that a number of curbside motor coach operators were not in compliance with the Department's regulations requiring accessibility to over-the-road buses for people with disabilities (49 CFR part 37, Subpart H). The Committee is still not convinced that the FMCSA lacks the authority to withhold interstate registration for any motor coach operator that willfully ignores the FMCSA's own regulations in this regard. The Committee does not seek to diminish the FMCSA's primary mission which is safety enforcement of commercial motor vehicles. However, in the agency's normal course of oversight, the Committee believes that FMCSA should incorporate compliance with accessibility regulations. The Committee understands that the Department of Justice has general enforcement authority for violations of the Americans with Disabilities Act (Public Law 101–336) but FMCSA bears a responsibility to enforce its regulations. The Committee urges the Secretary to withhold interstate registration from motor coach operators that are not willing and able to comply with the department's regulations on providing access for the disabled. The Committee also re-

states its direction from last year that the Secretary of Transportation provide a letter report by February 15, 2008 to the House and Senate Committees on Appropriations that details the specific actions Department will to take to improve accessibility for the disabled.

Outreach and education.—The Committee recommendation provides $2,500,000 for FMCSA's outreach and education programs which represents a decrease of $1,500,000 below the fiscal year 2007 enacted level and the level requested in the budget. The Committee notes that the Motor Carrier Safety Assistance grants and the high priority grants can supplement the agency's public awareness and outreach efforts. The Committee also continues bill language that prohibits any funds relating to outreach and education from being transferred to another agency.

CMV operating grants.—The Committee recommendation provides $1,000,000 for commercial motor vehicle operator's grants which is equal to the fiscal year 2007 enacted level and the budget request. The grants, as required by Section 4134 of SAFETEA–LU, are designed to help train operators of commercial motor vehicles in the safe use of such vehicles.

U.S.-Mexico cross-border trucking pilot program.—Section 6901 of Public Law 110–28 established conditions and reporting requirements that the Department must meet prior to the initiation of its pilot program on cross-border trucking between the United States and Mexico. The Committee understands that the Secretary has appointed an independent review board to review the data of any pilot and assess the safety impacts of allowing Mexican-domiciled motor carriers to operate on U.S. roads and highways. The Committee expects that the independent review board will function autonomously and have unfettered access to data on the pilot. In that regard, the Committee directs the Secretary to provide adequate resources for the board's review activities. The Committee remains greatly concerned about the safety implications of the cross-border pilot and will carefully monitor its implementation.

Motor carrier safety goals.—The Committee notes that over the last eight years since the creation of FMCSA, the Department of Transportation has modified its motor carrier safety goals on three occasions. For example, in 1999, DOT announced it would pursue a fifty percent reduction in the number of large truck carrier fatalities in ten years (by the end of 2008). A few years later, FMCSA's safety goals were changed from a goal that measured the overall number of motor carrier-related fatalities to a goal that was measured by comparing the number of fatalities per 100 million truck miles traveled (MTMT). This performance measure resulted in a large truck fatality rate of 2.3 deaths per 100 MTMT which fell far short in meeting FMCSA's own stated goal of 1.65 fatalities per 100 MTMT. The Committee is concerned that FMCSA has now introduced a new performance measure which portrays the grim fatality rate in a more appealing light. This year, FMCSA set a new goal of decreasing the fatality rate by 2011 by comparing commercial motor vehicle crash fatalities against all motor vehicle miles traveled in a given year; this denominator includes truck, bus, motorcoach, passenger vehicles and even motorcycle mileage. Since crashes with large trucks constitute nearly 13 percent of the total number of motor vehicle fatalities each year, the Committee be-

lieves that FMCSA must set aggressive safety goals that strive to not only improve the fatality rate but also reduce the overall number of motor carrier related fatalities. Since DOT first announced its goal of reducing large truck carrier related fatalities, the total number of deaths has been above 5,000 every year except one (2002). The Committee expects FMCSA to establish a rigorous safety goal and to develop a comprehensive strategy to achieve their goal of reducing the actual number of fatalities.

Unobligated balances.—The Committee includes bill language that rescinds unobligated contract authority authorized under this heading that will not be available for obligation because of limitations on obligations imposed on those funds in previous acts.

MOTOR CARRIER SAFETY

(HIGHWAY TRUST FUND)

(RESCISSION)

Appropriation, fiscal year 2007	$– – –
Budget request, fiscal year 2008	– – –
Recommended in the bill	–32,187,720
Bill compared with:	
Appropriation, fiscal year 2007	–32,187,720
Budget request, fiscal year 2008	–32,187,720

COMMITTEE RECOMMENDATION

The Committee includes bill language that rescinds unobligated contract authority authorized for the old "Motor Carrier Safety" account that will not be available for obligation because of limitations on obligations imposed on those funds in previous acts.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(HIGHWAY TRUST FUND)

(RESCISSION)

Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	– – –
Recommended in the bill	–5,212,858
Bill compared with:	
Appropriation, fiscal year 2007	–5,212,858
Budget request, fiscal year 2008	–5,212,858

COMMITTEE RECOMMENDATION

The Committee includes bill language that rescinds unobligated contract authority authorized for the old "National Motor Carrier Safety Program" account that will not be available for obligation because of limitations on obligations imposed on those funds in previous acts.

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130. The Committee continues a provision subjecting funds appropriated in this Act to the terms and conditions of section 350 of Public Law 107–87 and section 6901 of Public Law 110–28, including a requirement that the secretary submit a report on Mexico-domiciled motor carriers.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

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

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

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

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

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

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

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

COMMITTEE RECOMMENDATION

The Committee provides $836,000,000 for NHTSA to maintain current programs and continue its mission to save lives, prevent injuries, and reduce vehicle-related crashes.

The following table summarizes the Committee's recommendations:

	2007 enacted	2008 request	Committee recommendation
Operations and research	$228,982,430	$229,750,000	$232,750,000
National driver register	4,000,000	4,000,000	4,000,000
Highway traffic safety grants	587,750,000	599,250,000	599,250,000
Total	820,732,430	833,000,000	836,000,000

The Committee's recommendation is $3,000,000 above the budget request and fully funds the highway safety programs included within the highway category funding guarantees continued by SAFETEA–LU.

OPERATIONS AND RESEARCH

	(General fund)	(Highway trust fund)	Total
Appropriation, fiscal year 2007 [1]	– – –	$232,982,430	$232,982,430
Budget request, fiscal year 2008	– – –	233,750,000	233,750,000
Recommended in the bill	125,000,000	111,750,000	236,750,000
Bill compared to:			
Appropriation, fiscal year 2007	+125,000,000	−121,232,430	+3,767,570
Budget request, fiscal year 2008	+125,000,000	−122,000,000	+3,000,000

[1] Includes transfer of funds from FHWA.

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

safety programs, and development of improved accident investigation procedures.

COMMITTEE RECOMMENDATION

For fiscal year 2008, NHTSA requested a total of $233,750,000 for operations and research activities to be funded entirely using contract authority from the highway trust fund. This is contrary to current law. Under NHTSA's proposal, SAFETEA–LU would be modified to provide additional contract authority in place of the current general fund authorization. This funding would then be allocated from two different accounts. First, NHTSA requested $229,750,000 of contract authority from the highway trust fund to finance operations and research activities under section 403 of title 23, U.S.C., as well as to carry out the provisions of section 301 of title 49, U.S.C. and part C of subtitle VI of title 49, U.S.C. Under SAFETEA–LU, only section 403 of title 23, U.S.C. is authorized with contract authority out of the highway trust fund. This funding is also included within the budgetary firewall guarantee for highway spending. Second, the budget included $4,000,000 for the national driver register, which is authorized by SAFETEA–LU with contract authority from the highway trust fund and is included within the highway guarantee.

The Committee recommends new budget authority and obligation limitations for a total program level of $236,750,000, less than a two percent increase above fiscal year 2007. Of this total, $125,000,000 is for operations and research from the general fund; $107,750,000 is for section 403 of title 23, U.S.C., activities from the highway trust fund; and $4,000,000 is for the national driver register from the highway trust fund. The funding shall be distributed as follows:

Salaries and benefits	$79,177,000
Travel	1,394,000
Operating expenses	23,481,000
Contract programs:	
Safety performance (rulemaking)	12,768,000
Safety assurance (enforcement)	18,277,000
Highway traffic safety programs	50,396,000
Research and analysis	68,834,000
General administration	673,000
Grant administration reimbursements	−18,250,000
Total	236,750,000

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

ADMINISTRATIVE EXPENSES

The Committee recommends $104,052,000 for salaries and benefits, travel, rent, and other operating expenses of NHTSA, which is $1,500,000 above the budget request. This funding level is sufficient to fund 542 full-time equivalent staff years (FTE), the same as the fiscal year 2007 enacted level and 12 FTE above the budget request.

SAFETY PERFORMANCE (RULEMAKING)

NHTSA's safety performance standards (rulemaking) programs support the promulgation of federal motor vehicle safety standards for motor vehicles and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the new car assessment program. Consistent with the budget request, the Committee provides $12,768,000 for these activities.

New car assessment program (NCAP).—Within the funds provided, the Committee recommends $7,893,000 for NCAP.

Safety-related rulemaking.—SAFETEA–LU required NHTSA to issue or upgrade a number of important motor vehicle safety standards that included rollover prevention, ejection prevention, door locks, roof strength, and side impact protection. While the agency has expressed a commitment to issue these rules in a timely fashion, the Committee is concerned that NHTSA is taking a one-dimensional approach to developing the requirements for each rule whereas most real-world crashes involve a combination of a these issues. For example, a rollover crash often also involves roof crush, door lock strength, and occupant ejection. For this reason, it is imperative that NHTSA not deal with each issue separately but instead takes a comprehensive, systems engineering approach that integrates all aspects of real-world crashes when issuing these standards for motor vehicles, including large passenger-carrying motor vehicles, such as motorcoaches and school buses. The Committee directs NHTSA to submit a report to the House and Senate Committees on Appropriations by May 1, 2008, that explains, for each of the safety rulemakings it must issue in response to SAFETEA–LU, how the agency has taken into account or is addressing the inter-related nature of real-world crashes that involve two or more of the safety standards the agency is required to issue or upgrade under SAFETEA–LU. In preparing this report, NHTSA should also evaluate the need for adopting safety standards for large passenger-carrying motor vehicles to prevent rollover crashes, as well as enhance passenger protection in all types of crashes to prevent severe injuries and deaths from collapsing roofs and passenger ejection from their seats and through motorcoach side windows.

SAFETY ASSURANCE (ENFORCEMENT)

The Committee recommends $18,277,000, as requested, for safety assurance (enforcement) programs to provide support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce federal odometer law, encourage enforcement of state odometer law, and conduct safety recalls when warranted. The Committee expects NHTSA to use these funds as reflected in its budget justification.

HIGHWAY SAFETY PROGRAMS

NHTSA provides research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by state and local governments, the private sector, universities, re-

search units, and various safety associations and organizations. These programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, state and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures. The Committee recommends $50,396,000 for these programs.

Highway fatality rate goals.—Motor vehicle crashes are the leading cause of death for all Americans ages 3 to 33 and Congress has provided increased levels of highway safety funding over the last several years to address this tragic statistic. Although the rate of highway fatalities decreased significantly over the last 20 years, 2005 marked the first increase in the highway fatality rate since 1986, with alcohol-impaired driving accounting for a significant portion of the total fatalities. In 2005, 43,443 people died in motor vehicle crashes representing the highest number of fatalities since 1990. Motorcycle deaths increased for the eighth year in a row to 4,553, an increase of 115 percent since 1997. There also were increases in deaths among pedestrians and bicyclists and rollover deaths are now at a record high of 10,816 fatalities. Unfortunately, the Committee believes that NHTSA is not making adequate progress in addressing this public health crisis and should not be complacent and accept the fact that 43,000 lives a year are lost on the nation's highways.

The Committee is concerned about the fact that NHTSA has drastically changed or revised critical target goals that were set just a few years ago and which the agency now admits cannot be achieved. For instance, in the fiscal year 2008 budget, NHSTA sets a totally new method for measuring motorcycle fatality rate, using 1,000 vehicle registrations instead of 100 million vehicle miles traveled (MVMT). NHTSA has also raised the overall highway fatality rate goal for fiscal year 2008 from 1.0 to 1.37, acknowledging that it will not achieve this goal by 2008 as was originally planned, and has pushed back its target of achieving a 1.0 fatality rate per 100 MVMT to 2011. The actual fatality rate for 2005 is 1.45.

The Committee directs NHTSA to submit a report to the House and Senate Committees on Appropriations by February 1, 2008, that describes what efforts the agency will undertake to make a serious reduction in highway fatalities. The report should describe why the agency failed to achieve its original target goal for 2008 of 1.0 fatalities, as well as specific recommendations focused on reducing motorcyclist fatalities. NHTSA also needs to explain the rationale behind changing these methods for measuring fatality rates.

Impaired driving.—The Committee remains greatly concerned about the high number of alcohol-related fatalities that occur each year. In 2005, 17,525 individuals were killed in alcohol-related crashes and, based on partial year data for 2006, alcohol-related fatalities are projected to increase two percent to the highest level killed since 1992. The Committee continues to believe that a combination of tough laws, aggressive enforcement, increased deployment of interlock technologies and continuation of the national media campaign will save lives. In this regard, the Committee sup-

ports NHTSA's active leadership in the Campaign to Eliminate Drunk Driving which has brought together law enforcement, policymakers, MADD, auto manufacturers and responsible distilled spirits companies with the goal to eliminate alcohol impaired driving. The Committee encourages NHTSA's involvement in the development of vehicle-based technologies, as supported under the Campaign, which will accurately detect if a driver is impaired and prevent that driver from operating the vehicle. The Committee expects NHTSA to provide periodic updates to the House and Senate Committees on Appropriations regarding NHTSA's efforts to reduce the number of alcohol-related fatalities.

RESEARCH AND ANALYSIS

The Committee recommends $68,834,000, which is $1,500,000 above the request, for research and analysis activities to provide motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crashworthiness and crash avoidance, with emphasis on increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improved data systems.

Fatality analysis reporting system (FARS).—The Committee includes $7,922,000 for FARS, an increase of $750,000 above the budget request in order to improve the quality of the data collected by FARS. NHTSA is directed to utilize this increase to conduct quality control workshops and to establish quality control procedures to improve the reporting of restraint usage, blood alcohol concentration levels, fires, rollovers and other important data.

National automotive sampling system (NASS).—The NASS general estimates system data identifies trends of vehicle crashes and the NASS crashworthiness data system provides more in-depth and descriptive data in order to quantify the relationships between the occupants and vehicles in the real-world crash environment. NASS was originally designed to have 75 crash investigation teams collect in-depth information on about 19,000 crashes each year. The Committee is concerned about the relatively low number of crash teams, 24, and cases being collected, about 4,800 annually, and therefore provides $12,980,000, an increase of $750,000 above the budget request, in order to increase the number of cases where data are collected.

National motor vehicle crash causation survey (NMVCCS).—The Committee provides $7,000,000 for the NMVCCS, as requested.

GENERAL ADMINISTRATION

The Committee recommends $673,000, as requested, for the general administration account to provide program evaluation, strategic planning, and economic analysis for agency programs. Objective quantitative information about NHTSA's regulatory and highway safety programs is gathered to measure their effectiveness in achieving objectives. This activity also funds development of methods to estimate economic consequences of motor vehicle injuries in

forms suitable for agency use in problem identification, regulatory analysis, priority setting, and policy analysis.

OPERATIONS AND RESEARCH

Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	– – –
Recommended in the bill	$125,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+125,000,000
Budget request, fiscal year 2008	+125,000,000

COMMITTEE RECOMMENDATION

The Committee recommends a total of $125,000,000 for operations and research funding as an appropriation from the general fund.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2007	$228,982,430	[1] ($228,982,430)
Budget request, fiscal year 2008	229,750,000	(229,750,000)
Recommended in the bill	107,750,000	(107,750,000)
Bill compared to:		
Appropriation, fiscal year 2007	−121,232,430	(−121,232,430)
Budget request, fiscal year 2008	−122,000,000	(−122,000,000)

[1] Includes transfer of funds from FHWA.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation for liquidation of contract authorization of $107,750,000 for payment on obligations incurred in carrying out the provisions of the operations and research program. The Committee's recommendation is consistent with the amount of contract authority provided under SAFETEA–LU.

The Committee recommends limiting obligations from the highway trust fund to $107,750,000 for authorized activities associated with operations and research.

NATIONAL DRIVER REGISTER

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2007	$4,000,000	($4,000,000)
Budget request, fiscal year 2008	4,000,000	(4,000,000)
Recommended in the bill	4,000,000	(4,000,000)
Bill compared to:		
Appropriation, fiscal year 2007	– – –	(– – –)

	Liquidation of contract authorization	Limitation on obligations
Budget request, fiscal year 2008	– – –	(– – –)

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

COMMITTEE RECOMMENDATION

The Committee recommends a liquidation cash appropriation of $4,000,000 from the highway trust fund to pay obligations incurred in carrying out the national driver register program. The Committee's recommendation is consistent with the amount of contract authority provided under SAFETEA–LU.

The Committee also recommends limiting obligations from the highway trust fund to $4,000,000 for operations and research activities associated with the national driver register, of which $2,870,000 is for program activities and $1,130,000 is for salaries and benefits.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2007	$587,750,000	($587,750,000)
Budget request, fiscal year 2008	599,250,000	(599,250,000)
Recommended in the bill	599,250,000	(599,250,000)
Bill compared to:		
Appropriation, fiscal year 2007	+11,500,000	(+11,500,000)
Budget request, fiscal year 2008	– – –	(– – –)

SAFETEA–LU reauthorized three state grant programs: highway safety programs, occupant protection incentive grants, and alcohol-impaired driving countermeasures incentive grants; and authorized five additional state grant programs: safety belt performance grants, state traffic safety information systems improvement grants, high visibility enforcement program, child safety and child booster seat safety incentive grants, and motorcyclist safety grants.

COMMITTEE RECOMMENDATION

The Committee recommends $599,250,000 in liquidating cash from the highway trust fund to pay the outstanding obligations of the various highway safety grant programs at the levels provided in this Act and prior appropriations Acts. The Committee's recommendation is consistent with the amount of contract authority provided for highway traffic safety grant programs under SAFETEA–LU.

The Committee continues language limiting the obligations to be incurred under the various highway traffic safety grants programs. For fiscal year 2008, the Committee has provided limitations on obligations at the level prescribed in SAFETEA–LU, with separate obligation limitations for the following funding allocations:

Highway safety programs	($225,000,000)
Occupant protection incentive grants	(25,000,000)
Safety belt performance grants	(124,500,000)
State traffic safety information systems improvements	(34,500,000)
Alcohol-impaired driving countermeasures incentive grants	(131,000,000)
High visibility enforcement program	(29,000,000)
Motorcyclist safety	(6,000,000)
Child safety and child booster seat safety incentive grants	(6,000,000)

Bill language.—The bill maintains language that prohibits the use of funds for construction, rehabilitation, and remodeling costs or for office furnishings or fixtures for state, local, or private buildings or structures. Language is also continued that limits the amount available for technical assistance to $500,000 under section 410 of title 23, U.S.C. The Committee continues bill language limiting the amount that can be used to conduct the evaluation of the high visibility enforcement program to $750,000 in fiscal year 2008.

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

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

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

State traffic safety information systems improvements.—SAFETEA–LU established a new program of incentive grants under section 408 of title 23, U.S.C., to encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data that is needed to identify priorities for national, state, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these state data systems, including traffic records, with other data systems within the state; and to improve the compatibility of the state data system with national data systems and data systems of other

states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A state may use these grant funds only to implement such data improvement programs.

Alcohol-impaired driving countermeasures incentive grants.—SAFETEA–LU amended the alcohol-impaired driving countermeasures incentive grant program authorized by section 410 of title 23, U.S.C., to encourage states to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. A state may use these grant funds to implement the impaired driving activities described in the programmatic criteria, as well as costs for high visibility enforcement; the costs of training and equipment for law enforcement; the costs of advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age; the costs of a state impaired operator information system, and the costs of vehicle or license plate impoundment.

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

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

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

The Committee is disappointed that NHTSA failed to determine state eligibility in a timely fashion and, as a result, awarded less than half of the authorized funds for this program in fiscal year 2006. The Committee encourages NHTSA to work aggressively to award available Section 2011 funds to all qualified states.

Safe transport of Head Start children.—The Committee understands that NHTSA provided input into the regulations developed

by the Department of Health and Human Services regarding the safe transportation of Head Start children. Since the issuance of the final regulations, some Head Start grantees have reported that their transportation costs have consumed as much as 20 percent of the Head Start budget. The Committee believes that the safe transport of these children is paramount. The Committee once again directs the Secretary of Transportation to work with the Secretary of Health and Human Services to identify strategies to ensure the safe transport of children participating in a Head Start program. In addition, the Committee encourages NHTSA to explore the use of the child safety and child booster seat safety incentive grants as a means of assistance for the transportation of Head Start children.

Grant administrative expenses.—Section 2001(a)(11) of SAFETEA–LU provides funding for salaries and operating expenses related to the administration of the grants programs and supports the national occupant protection user survey and highway safety research programs.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

(INCLUDING RESCISSIONS)

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

Section 141. The Committee includes a provision that 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. The Committee includes a provision that 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. The Committee includes a provision that 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

The Federal Railroad Administration (FRA) is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry, as well as managing the high-speed ground transportation program. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs serving to rehabilitate and improve the railroad industry's physical plant are also administered by FRA.

SAFETY AND OPERATIONS

Appropriation, fiscal year 2007	$150,271,000
Budget request, fiscal year 2008	148,472,000
Recommended in the bill	148,472,000
Bill compared with:	
Appropriation, fiscal year 2007	−1,799,000
Budget request, fiscal year 2008	− − −

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

COMMITTEE RECOMMENDATION

A total of $148,472,000 is recommended for safety and operations, which is a $1,799,000 decrease below the fiscal year 2007 enacted level and the same as the budget request. Of this amount, $12,268,890 is available until expended. The following adjustments have been made to the budget request:

Reduce funding for NDGPS staff	−$163,000
Increase funding for regulatory studies	+163,000

NDGPS staff reduction.—The Committee understands that the administration of the Nationwide Differential Global Positioning System (NDGPS) program has been transferred to the Research and Innovative Technology Administration. The Committee decreases the FRA's safety and operations account by $163,000 to reflect the reduction in the one full-time equivalent employee dedicated to the NDGPS program.

Regulatory studies.—The Committee disagrees with the FRA's proposed reductions to the agency's regulatory studies program. As the FRA continues to implement its National Rail Safety Action Plan, the Committee notes that the FRA plans to update and issue a number of safety rules. For example, FRA is completing a research effort which will be used to develop new federal design standards for hazardous materials tank cars and the agency is developing a proposed rule to facilitate the installation of electronically-controlled pneumatic brake systems that improve train control. The Committee provides an increase of $163,000 to supplement the FRA's regulatory study efforts.

Close call confidential reporting pilot program.—The Committee recommendation includes $2,000,000 as requested in the budget for the Close Call Confidential Reporting Pilot Program. This pilot is intended to provide an avenue for railroad employees to voluntarily and anonymously report "close call" incidents that could have resulted in an accident without fear of sanction or penalty from their employer or the federal government. The FRA intends to conduct this pilot at three sites in fiscal year 2008 and the request includes $1,200,000 for program implementation; $600,000 for program evaluation; and $200,000 for data collection. The Committee intends to monitor this pilot program closely to ensure that FRA's traditional safety oversight and enforcement efforts are not compromised or diminished.

Annualization of safety positions.—The Committee provides $889,000, as requested in the budget, to annualize the twelve new safety positions that were provided in fiscal year 2007.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2007	$34,524,000
Budget request, fiscal year 2008	32,250,000
Recommended in the bill	33,250,000
Bill compared with:	
Appropriation, fiscal year 2007	−1,274,000
Budget request, fiscal year 2008	+1,000,000

The railroad research and development appropriation provides science and technology support for FRA's rail safety rulemaking and enforcement efforts. The objective of this program is to reduce the frequency and severity of railroad accidents and to provide technical support for rail safety rulemaking and enforcement activities. It also stimulates technological advances in conventional and high speed railroads.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $33,250,000, for railroad research and development which is $1,274,000 below the fiscal year 2007 enacted level and $1,000,000 above the budget request. The Committee recommendation includes the following allocation for FRA's research programs:

Railroad system issues	$3,168,000
Human factors	3,616,000
Rolling stock and components	2,871,000
Track and structures	3,861,000
Track and train interaction	3,168,000
Train control	6,100,000
Grade crossings	2,178,000
Hazmat transportation	1,287,000
Train occupant protection	5,120,000
R&D facilities and test equipment	1,881,000

Train control.—The Committee recommendation includes $6,100,000 for the FRA's train control program which is $1,800,000 below the fiscal year 2007 enacted level and $1,000,000 above the budget request. The National Transportation Safety Board has had the implementation of positive train control (PTC) on its "Most Wanted List" since 1990. While there has been some measured progress in the development and implementation of PTC systems, the Committee notes that it could take several years before all rail lines are equipped with train control systems that can prevent train collisions. The Committee provides an increase above the budget request to enable the FRA to initiate a research effort to develop and demonstrate a lower cost train control system that can reduce or eliminate the possibility of train collisions on tracks not equipped with full PTC. In addition, the Committee encourages the FRA to initiate a research effort to assure that train control communications are not available to be interfered with or monitored by unauthorized persons.

Highway crossing hazard elimination on designated high speed rail corridors.—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA–LU) reauthorized the railway-highway crossing hazard elimination in high speed rail corridors program under section 104(d) of title 23, United States Code. In fiscal year 2008, SAFETEA–LU authorizes $12,500,000 for this program of which $2,250,000 was designated

for a specific project within SAFETEA–LU. A limited number of corridors are eligible for these funds.

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

Leucadia boulevard, at-grade safety improvements, CA	$500,000
Quiet zone at Union Pacific grade crossings, Round Rock, TX	500,000
Ventura county, Metrolink grade crossing improvements, CA	500,000
Gulf coast corridor grade crossing hazard elimination, MS and LA	500,000
Grade crossing hazard elimination, Glendale, CA	500,000
Southern California regional rail authority, San Fernando Valley, CA	1,000,000
Hopson road grade separation, Raleigh, NC	500,000
Klumac road grade crossing separation, Salisbury, NC	300,000
Private crossing safety initiative, NC	275,000

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

Public Law 105–178 established the Railroad Rehabilitation and Improvement Financing (RRIF) loan and loan guarantee program. SAFETEA–LU amended the program to allow direct loan and loan guarantees up to $35,000,000,000 and required that not less than $1,000,000,000 shall be reserved for projects primarily benefiting freight railroads other than class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance existing debt; or (3) to develop and establish new intermodal or railroad facilities. No Federal appropriation is required, since a non-Federal infrastructure partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings. The budget request proposed to limit direct loan obligations to $700,000,000 and indicated that the Administration intends to send up legislation to reform the RRIF program.

COMMITTEE RECOMMENDATION

The Committee does not modify the loan limitations established for the railroad rehabilitation and improvement program, as proposed by the President's budget. The Committee continues bill language specifying that no new direct loans or loan guarantee commitments may be made using federal funds for the payment of any credit premium amount during fiscal year 2008. The Committee understands that the RRIF program has been utilized to make improvements to a number of smaller railroads. In that regard, the Committee directs the Secretary to submit a report to the House and Senate Committees on Appropriations by March 14, 2008 that summarizes the capital investment needs of class 2 and 3 railroads and the extent to which such needs are met by sources other than the federal government.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Appropriation, fiscal year 2007	$– – –
Budget request, fiscal year 2008	–9,000,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+9,000,000

The Committee recommendation does not include the $9,000,000 rescission requested in the budget due to a lack of justification.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Appropriation, fiscal year 2007	$– – –
Budget request, fiscal year 2008	– – –
Recommended in the bill	35,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+35,000,000
Budget request, fiscal year 2008	+35,000,000

Section 9002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Public Law 109–59) amends chapter 201 of title 49 of the United States Code to authorize funds for the purpose of funding a grant program to provide financial assistance for local rail line relocation and improvement projects. In order for a State to be eligible for a grant, the project must mitigate the adverse effects of rail traffic on safety, motor vehicle flow, community quality of life, including noise mitigation or economic development.

COMMITTEE RECOMMENDATION

Rail lines that intersect communities across the country are often safety hazards and impediments to economic development. In addition, these rail lines can exacerbate congestion at highway-railroad grade crossings which, in turn, can contribute to increased levels of emissions of air pollutants by idling cars. Since the majority of our nation's rail system was built nearly a century ago, it is often the case that the communities were built around the rail lines. As a result, the financial burden often falls to the State and local government if a community seeks to relocate a rail line in order to facilitate commerce or to address a safety concern. The Committee notes that the FRA issued a notice of proposed rulemaking for the rail line relocation program in January, 2007, and the agency expects to publish a final rule on the program by the end of the year. The Committee recommendation includes $35,000,000 for the rail line relocation and improvement program.

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

Mt. Vernon railroad cut, NY	$250,000
Peco Street grade crossing, Adams County, CO	200,000
Pierre rail improvements, Pierre, SD	200,000
Rail safety upgrades, Coos County, NH	400,000
Rail line relocation, Chester, SC	400,000
Railroad grade separation, Elkhart, IN	450,000
Railroad relocation planning, Terre Haute, IN	450,000
Sacramento intermodal terminal facility track relocation, CA	400,000
Wisconsin west rail transit authority, Barron, WI	2,500,000

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(AMTRAK)

The National Rail Passenger Corporation (Amtrak) was created by the Rail Passenger Service Act (P.L. 91–518) in 1970 to preserve intercity passenger rail in the United States. At the time of Amtrak's creation, private rail companies, which provided both freight and passenger rail, had been running large deficits on their pas-

senger routes for many years and wanted to shed this unprofitable part of the business. Amtrak was established as a non-governmental corporation and began passenger rail operations on May 1, 1971.

Amtrak currently serves more than 500 destinations in 46 states over 21,000 miles of track which is largely owned by the freight railroads. Amtrak owns about 625 miles of track, over half of which is on the Northeast Corridor (NEC) from Washington, DC to Boston. Much like their passenger rail counterparts in the rest of the world, Amtrak has not been able to make a profit. Unlike their counterparts in Europe and Japan, Amtrak has suffered from a lack of national investment in rail infrastructure, including dedicated high speed rail lines and other infrastructure improvements.

STATUS OF AMTRAK

Industrialized countries around the world have long recognized the importance of intercity rail to a balanced transportation program. The Committee believes investments in intercity passenger rail, especially in high density travel corridors, should be considered an integral part of our nation's transportation policy. As stated in the beginning of this report, the United States is undergoing dramatic demographic changes that will make rail a more attractive travel alternative in a number of high density corridors that are between 100 and 500 miles in length. The challenges created by demographic shifts and population growth—congested highways and airspace, increased travel delays, and environmental degradation—could be mitigated by investments in rail. Amtrak, along with the federal and state government, will be important partners in the rejuvenation of the nation's intercity rail system.

In addition, the environmental benefits of rail are frequently overlooked. The 2006 Oakridge National Laboratory's Transportation Energy book, published under the purview of the Department of Energy, reported Amtrak consumed 18 percent less energy per passenger mile than commercial aviation and 17 percent less than automobiles, which, in turn, lowers the production of greenhouse gases.

The last authorization for Amtrak expired in 2002. In the absence of a new authorization, the Committee has continued bill language requiring Amtrak to undertake operational and management reforms to achieve greater efficiency. Additionally, the Committee continuies the requirement that Amtrak prepare an annual comprehensive business plan and submit monthly reports to the House and Senate Committees on Appropriations as to the execution of that business plan. Should an authorization bill for Amtrak become enacted into law, the Committee will evaluate the need to further modify the bill language as the appropriations process moves forward. The Committee, however, is encouraged by the progress that Amtrak has made on a number of fronts as a result of these reforms.

Operational savings.—Amtrak has made noteworthy strides in restoring fiscal discipline to the railroad's operations. For example, in fiscal year 2006, Amtrak achieved $61,300,000 in operational savings. To date, Amtrak has achieved $39,000,000 of the $61,000,000 in operational savings that the railroad committed to achieve in fiscal year 2007. Amtrak has also set a goal to achieve

$82,000,000 in savings in fiscal year 2008. The majority of these savings will come from continued reductions in food and beverage service costs, improving the net operating performance of long distance trains, increasing revenues and other strategic reform initiatives. The Committee urges Amtrak to continue to make every effort to achieve operational savings that improve the railroad's efficiency without compromising its commitment to safety and service.

Reduced debt.—Since fiscal year 2002, Amtrak has reduced its corporate debt by $500,000,000 and has not assumed any new debt for four years in a row. However, despite this progress, Amtrak continues to carry nearly $4,000,000,000 in debt that resulted from the years when Amtrak took on large amounts of private debt financing in order to meet basic system needs.

Record level ridership and revenues.—The Committee also notes that Amtrak experienced record ridership in fiscal year 2006, serving 24.3 million passengers and increased revenues to $1,371,000,000, 10.7 percent higher than the previous year. Amtrak's financial performance led to a slight reduction in the amount requested for operating subsidies.

Growing state commitment to rail passenger service.—Amtrak has also witnessed a significant increase in the resources that States across the nation are willing to commit toward rail passenger service. State investments in capital and operational improvements have grown from $148,300,000 to $254,800,000 or by 72 percent from fiscal year 2000 to fiscal year 2006.

The Committee applauds these positive developments, however, there is sufficient room for improvement. The Committee is greatly concerned about Amtrak's on-time performance on its routes that operate over freight-owned rail lines. While the Acela service on the Northeast Corridor enjoyed an 85 percent on-time performance (which also needs improvement), system-wide on-time performance was only 68 percent. If Amtrak is unable to provide predictable and reliable service on its long distance and corridor routes including the Northeast Corridor, Amtrak will constantly struggle to attract and retain riders. The Committee expects the freight railroads which host Amtrak passenger trains to cooperate with Amtrak to improve on-time performance.

In addition, while Amtrak has been able to make some headway on its backlog of state-of-good repair work, a significant portion of the railroad's rolling stock ranges in age from 25 to 50 years old and is fast approaching the end of its useful life. The Committee believes that Amtrak must continue to make progress in replacing its aging equipment. Amtrak also has much work to do to ensure that its stations and facilities are compliant with the Americans with Disabilities Act. The Committee acknowledges that the Federal Railroad Administration has not yet promulgated final rules on station platform accessibility requirements which will clearly impact the improvements that Amtrak will need to undertake.

Finally, Amtrak's labor workforce, representing nearly 16,000 employees, has been without a bargaining agreement for nearly eight years and as a result, most of Amtrak's employees have not seen an increase in wages other than an annual one percent cost of living adjustment. As a consequence, Amtrak's wages, in many cases, are well below market and many of the Amtrak's skilled workforce are compensated as much as 20 percent below the levels

paid for comparable jobs on the freight railroads. This has an impact on Amtrak's ability to preserve an experienced and skilled labor workforce. The Committee is dismayed that Amtrak may implement premium pay plans that include a 10 percent increase in salary for management, while at the same time most of Amtrak's employees have been without a labor agreement and meaningful cost of living adjustments for eights years. While the Committee is encouraged that Amtrak's management acknowledges the important role that the men and women of Amtrak's workforce play in the railroad's success, the Committee is frustrated that little progress has been made in the railroad's current labor negotiation process which can hardly be characterized as good faith bargaining. The Committee expects both management and labor to work diligently toward an equitable and fair resolution.

COMMITTEE RECOMMENDATION

The combination of continued reform and investment in infrastructure will improve the future viability of Amtrak. Accordingly, the Committee recommends $1,400,000,000 in total funding for Amtrak in fiscal year 2008 which is $106,450,000 above the fiscal year 2007 enacted level and $600,000,000 above the budget request. The Committee provides Amtrak's funding for operating grants and capital and debt service grants. The Committee continues many reporting and grant making provisions contained in prior appropriations Acts.

OPERATING GRANTS

Appropriation, fiscal year 2007	$490,050,000
Budget request, fiscal year 2008	– – –
Recommended in the bill	475,000,000
Bill compared to:	
Appropriation, fiscal year 2007	–15,050,000
Budget request, fiscal year 2008	+475,000,000

The Committee recommends $475,000,000 for operating grants for Amtrak which is $15,050,000 below the fiscal year 2007 enacted level and $475,000,000 above the budget request. The Committee is pleased that Amtrak has improved its financial performance which resulted in a considerable cash balance at the beginning of the last two fiscal years.

The Committee understands that Amtrak provides a daily cash balance report to FRA and a monthly report that measures Amtrak's actual revenues compared to the railroad's projected revenues. The Committee expects FRA to carefully monitor Amtrak's revenues and cash balances. The Committee directs FRA to immediately notify the House and Senate Committees on Appropriations if, at any time, Amtrak's projected cash balance falls below an acceptable level.

Since fiscal year 2006, the Committee has urged Amtrak to institute reforms to its food and beverage operations as well as its sleeper car service. The Committee understands that the food and beverage reforms are expected to yield nearly $19,000,000 in fiscal year 2007. However, the strategic initiative to improve the operating performance of the sleeper car service has been suspended. The Committee hopes that Amtrak will redouble its efforts in this area and urges Amtrak to continue to explore opportunities to

achieve savings in the sleeper service with the eventual goal of subsidy elimination. In that regard, the Committee continues bill language directing the Inspector General to monitor Amtrak's operational reform efforts and to report quarterly to the House and Senate Committees on Appropriations.

In an ongoing effort to increase sustainable business practices, Amtrak is directed to report back to the House and Senate Committees on Appropriations within 60 days of enactment on current recycling efforts and the Corporation's plans to improve recycling throughout its operations.

In order to ensure adequate oversight of Amtrak's business practices, the Committee includes bill language providing $18,500,000 for Amtrak's office of Inspector General.

CAPITAL AND DEBT SERVICE GRANTS

Appropriation, fiscal year 2007	$772,200,000
Budget request, fiscal year 2008	500,000,000
Recommended in the bill	925,000,000
Bill compared to:	
Appropriation, fiscal year 2007	+152,800,000
Budget request, fiscal year 2008	+425,000,000

The Committee notes that the authors of the original Rail Passenger Service Act which created Amtrak in 1970, envisioned significant federal capital investments in high speed rail lines as well as other rail service improvements. The Committee believes that sustained investment in rail infrastructure is critical to the long-term viability of intercity passenger rail service.

Amtrak has invested $1,360,000,000 in the Northeast Corridor since fiscal year 2003 and has replaced aging bridges, upgraded signal equipment, renewed catenary, and improved tunnels and track. Increased capital investments will increase capacity and on-time performance, reduce trip time, lower maintenance costs, and move the rail system toward a state of good repair.

Accordingly, the Committee provides $925,000,000 for capital grants, of which $285,000,000 is provided for Amtrak's debt service. The Committee recommendation is $152,800,000 above the fiscal year 2007 enacted level and $425,000,000 above the budget request. The Committee believes that the capital grants are essential if Amtrak is to continue improving its rail service and help move the system toward a state-of-good repair. The Committee recommendation sets aside $35,000,000 within the capital program to be made available for additional capital improvements if Amtrak demonstrates to the Secretary's satisfaction that the railroad is meeting operational efficiency, revenue and ridership targets. The bill permits FRA to retain up to one-quarter of one percent for the oversight of Amtrak's capital grants. In addition, the bill continues requirements that no capital funds may be used to subsidize operating losses or may be used for capital projects not on Amtrak's business plan. The bill also sets aside $5,000,000 for the continued development of Amtrak's cost accounting system and requires the DOT Inspector General to assess the strengths and weaknesses of the cost accounting system. Additionally, the bill requires the Secretary to develop a definition of "state of good repair" in consultation with Amtrak and the affected Northeast Corridor states. The Committee understands that the Department of Transportation Inspector General plans to initiate a review of Amtrak's five-year cap-

ital plan. The Committee directs the Inspector General to report to the House and Senate Committees on Appropriations by March 14, 2008 the results of that review and to assess how effectively Amtrak prioritizes and coordinates its capital investments to contribute to the overall business goals of the corporation.

EFFICIENCY INCENTIVE GRANTS

Appropriation, fiscal year 2007	$31,300,000
Budget request, fiscal year 2008	300,000,000
Recommended in the bill	– – –
Bill compared to:	
Appropriation, fiscal year 2007	–31,300,000
Budget request, fiscal year 2008	–300,000,000

The Committee notes that a significant portion of the bill language requested for the efficiency incentive grant program mirrors language that has already been included within the Operating Grants portion of the bill. The Committee agrees that Amtrak must continue to achieve operational savings and efficiencies. In that regard, the Committee has included bill language within the Capital and Debt Service Grants that sets aside $35,000,000 for capital improvements that is to be made available if the Secretary determines that Amtrak has achieved operational savings and has met ridership and revenue targets as defined in Amtrak's fiscal year 2008 business plan.

INTERCITY PASSENGER RAIL GRANT PROGRAM

Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	$100,000,000
Recommended in the bill	50,000,000
Bill compared to:	
Appropriation, fiscal year 2007	+50,000,000
Budget request, fiscal year 2008	–50,000,000

The Committee supports the concept of a Federal-State intercity passenger rail grant program and provides $50,000,000 as an initial investment. The Committee recommendation is $50,000,000 below the level requested in the budget. States along the Northeast Corridor, as well as Illinois, California, Oregon and Washington and others have already invested in their intercity rail corridors and improved rail service. The Committee applauds state investments in passenger rail and strongly believes that the federal government should be a partner in this effort just as it is in highway, transit and airport investments. This program matched dollar for dollar will leverage as much as $100,000,000 in additional rail investments. The goal of this program should be to increase the overall investment in state corridors not necessarily replace the resources that States are already committing to rail improvements. The Secretary has made congestion reduction a priority for the Department of Transportation and the Committee believes that a state rail corridor program that serves city-pairs between 100–500 miles with sufficient frequency and reliability can make a positive contribution to reducing congestion.

The bill allows States to apply to FRA for up to 50 percent of the cost of planning and capital investments to support improved intercity passenger rail service. In addition, priority for grants will be given to planning and infrastructure projects that improve safety, reliability and the on-time performance of intercity passenger

trains; reduce congestion on freight railroads; and, work with the freight railroads to achieve an on-time performance of at least 80 percent. The States must also commit financial resources to improve safety at highway-railroad grade crossings and to projects that protect and enhance the environment, promote energy conservation and improve quality of life. The bill also requires that projects must be on the Statewide Transportation Improvement Plan.

ADMINISTRATIVE PROVISION—FEDERAL RAILROAD ADMINISTRATION

Section 150. The Committee continues a provision that allows FRA to purchase promotional items for Operation Lifesaver.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) was established as a component of the Department of Transportation on July 1, 1968, when most of the functions and programs under the Federal Transit Act (78 Stat. 302; 49 U.S.C. 1601 et seq.) were transferred from the Department of Housing and Urban Development. Known as the Urban Mass Transportation Administration until enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Transit Administration administers federal financial assistance programs for planning, developing, and improving comprehensive mass transportation systems in both urban and non-urban areas.

Authorization for programs under the Federal Transit Administration is contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (P.L. 109–59). Annual appropriations acts provide funding by annual limitations on obligations for the formula and bus grants only. FTA's administrative expenses, research programs, and capital investment grants are provided through direct appropriations of budget authority from the General Fund of the Treasury.

ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2007	$85,000,000
Budget request, fiscal year 2008	89,300,000
Recommended in the bill	92,500,000
Bill compared with:	
Appropriation, fiscal year 2007	+7,500,000
Budget request, fiscal year 2008	+3,200,000

COMMITTEE RECOMMENDATION

The Committee recommends $92,500,000 for FTA's salaries and expenses, an increase of $7,500,000 above the fiscal year 2007 funding level and $3,200,000 above the budget request. The Committee's recommendation meets the funding guarantees for FTA's administrative expenses as required by SAFETEA–LU.

The Committee recommendation follows the funding structure that was provided in fiscal year 2007. Rather than appropriating specific amounts for each of the FTA's programmatic offices, the Committee includes a single appropriation for the agency's overall operations. The Committee acknowledges that the FTA is under new leadership and is satisfied that the agency does not intend to reorganize the operating functions of the FTA without proper con-

sultation of the Committee. However, in granting the FTA Administrator additional flexibility in the allocation of resources, the Committee expects the Administrator to use this discretion in a responsible and measured manner. In order to monitor the distribution of the FTA's administrative expenses, the Committee directs that the FTA's operating plan include a specific allocation of administrative expenses resources, including a delineation of full time equivalent employees, for the following offices: Office of the Administrator; Office of Administration; Office of Chief Counsel; Office of Communications and Congressional Affairs; Office of Program Management; Office of Budget and Policy; Office of Research, Demonstration and Innovation; Office of Civil Rights; Office of Planning and Environment; and Regional Offices. In addition, the Committee directs the FTA to notify the House and Senate Committees on Appropriations at least thirty days in advance of any change that results in an increase or decrease of more than five percent from the initial operating plan submitted to the Committees for fiscal year 2008. The accompanying bill specifies that no more than $1,504,000 shall be for the FTA's travel expenses and that no more than $20,719,000 shall be for the central account.

The Committee continues the direction to FTA to submit future budget justifications in a similar format to the fiscal year 2008 budget materials, consistent with the instruction provided in House Report 109–153. With the companion new starts report, FTA has significantly improved the documents and information submitted to the Committees on Appropriations. The Committee has again included language requiring FTA to submit the annual new starts report with the initial submission of the budget request due in February, 2008.

In addition, the bill continues a provision requiring FTA to reimburse the Department of Transportation Office of Inspector General $2,000,000 from funds available for contract execution for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems. The Committee directs the Inspector General to continue such oversight activities in fiscal year 2008.

Transit security.—The Committee reiterates its direction as stated in House Report 108–671 regarding transit security. The Committee's position remains that the Department of Homeland Security is the lead agency on transportation security. As stated on the TSA website: "All new improvements will be coordinated with the Transportation Security Administration (TSA) which has overall responsibility for transportation security among all modes of transportation, including rail and transit lines." As such, the Committee continues bill language prohibiting FTA from creating a permanent office of transit security.

Project oversight.—The Committee does not include bill language requested in the budget which would provide a one percent administrative takedown for the oversight of the Job Access and Reverse Commute program; the New Freedom program and National Research projects. Since the Committee provides sufficient funding to meet the administrative expense guarantees required under SAFETEA–LU, the Committee believes that FTA has adequate resources to conduct oversight of these programs.

Transit oriented development.—The Committee strongly supports efforts to increase transit oriented development (TOD) in public transportation corridors throughout the country. Transit oriented development has the potential to increase the quality of life for millions of American households by creating more densely populated livable communities near transit, recreational parks, and retail centers. The Committee believes that better access to transit can reduce transportation costs for working families and help mitigate the harmful effects of automobile travel on the environment. Despite the benefits of transit oriented development, the Committee is particularly concerned about housing affordability in TOD communities. The Committee believes that the preservation of affordable housing should become an integral part of transit oriented development policies.

The Committee commends both the Federal Transit Administration and Department of Housing and Urban Development (HUD) for jointly sponsoring the recently published study "Realizing the Potential: Expanding Housing Opportunities Near Transit." The Committee believes the study provides a number of valuable recommendations for federal, state, and local policy makers to promote affordable housing near transit. On the federal level, the Committee hopes that the cooperation between FTA and HUD on the study will be the beginning of a new partnership on transit oriented development. Accordingly, the Committee includes $1,000,000 within the funds provided for the FTA and HUD to establish a new interagency working group on transit oriented development and affordable housing. The new working group should follow up on recommendations made in the jointly sponsored HUD and FTA study mentioned above. The working group should also create an action plan with specific recommendations on how HUD and the FTA can improve policy coordination and provide incentives through existing programs to further promote affordable housing near transit corridors. The HUD and FTA action plan for mixed income affordable housing near transit should be submitted to the House and Senate Committees on Appropriations within six months of enactment.

FORMULA AND BUS GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING RESCISSION)

Obligation limitation, fiscal year 2007	$7,262,775,000
Budget request, fiscal year 2008	7,871,895,000
Recommended in the bill	7,872,893,000
Bill compared with:	
Obligation limitation, fiscal year 2007	+610,118,000
Budget request, fiscal year 2008	+998,000

Formula grants to states and local agencies funded under the Federal Transit Administration (FTA) fall into the following categories: Alaska Railroad, clean fuels grant program, over-the-road bus accessibility program, urbanized area formula grants, bus and bus facility grants, fixed guideway modernization, planning pro-

grams (both metropolitan and statewide), formula grants for special needs for elderly individuals and individuals with disabilities, formula grants for other than urbanized areas, job access and reverse commute formula program, new freedom program, growing states and high density states formula, National Transit Database, alternatives analysis, and alternative transportation in parks and public lands. Contract authority from the Mass Transit Account of the Highway Trust Fund was provided under SAFETEA–LU. This appropriations Act provides the obligation limitation for such authority. This account is the only FTA account funded from the Highway Trust Fund.

COMMITTEE RECOMMENDATION

The accompanying bill provides $7,872,893,000 in obligation limitations for transit formula and bus grants as authorized in SAFETEA–LU. The Committee recommendation represents an increase of $610,118,000 above the fiscal year 2007 enacted level and $998,000 above the budget request. The Committee's recommendation does include a cancellation of $28,660,920 in unobligated prior year balances of grant funds. This rescission will not affect any ongoing or planned/authorized project or grant.

Under the obligation limitation provided, SAFETEA–LU mandates funding levels for the following programs in fiscal year 2008:

Clean Fuels Grant Program	$49,000,000
Over-the-Road Bus Accessibility Program	8,300,000
Urban Area Formula Grants	3,910,843,000
Bus and Bus Facility Grants	927,750,000
Fixed Guideway Modernization	1,570,000,000
Metropolitan Transportation Planning	88,510,000
Statewide Transportation Planning	18,490,000
Special Needs for Elderly Individuals and Individuals with Disabilities	127,000,000
Formula Grants for Other Than Urbanized Areas	438,000,000
Job Access and Reverse Commute Formula Program	156,000,000
New Freedom Program	87,500,000
Growing States and High Density States Formula	438,000,000
National Transit Database	3,500,000
Alternatives Analysis Program	25,000,000
Alternative Transportation in Parks and Public Lands	25,000,000

In addition, SAFETEA–LU mandates $492,167,593 for 662 designated bus and clean fuel bus projects in fiscal year 2008.

The Committee has included an administrative provision, as proposed in the last two budget requests, which allows FTA to provide grants for 100 percent of the net capital cost of a factory-installed or retrofitted hybrid electric bus system. This new authority, plus the $49,000,000 provided under SAFETEA–LU for the clean fuels grant program, is a good response to the direction in House Report 109–307 encouraging FTA to provide more incentives for hybrid electric bus systems.

The Committee directs FTA not to reallocate funds provided in the Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005, or previous Acts for the following bus and bus facilities projects:

Ardmore transit center, Pennsylvania
Attleboro Intermodal Mixed-Use Garage Facility, Massachusetts
Binghamton Intermodal Terminal, Broome Country, New York
Burbank Empire Area Transit Center, California

Callowhill bus garage replacement, Pennsylvania
Denton Downtown multimodal transit facility, Texas
Eastern Contra Costa County Park and Ride Lots, California
Glenmont Metrorail parking garage expansion, Maryland
Grant Transit Authority, Bus Facility, Washington
Hampton Roads Transit New Maintenance Facilities, Virginia
Howard County Transit repair Facility, Maryland
Irvington Intermodal Upgrades, New York
Jacobi Transportation Facility, New York
Leesburg Train Depot Renovation and Restoration, Georgia
Regional Transit Project for Quitman, Clay, Randolph and Stewart Counties, Georgia Renaissance Square, New York
Rochester Central Bus Terminal, New York
Springfield Union Station, Springfield, Massachusetts
Union Station Intermodal Transportation Center, Washington, District of Columbia
White Plains Downtown Circulator, New York

The Committee directs funding to be allocated for the following bus and bus facility projects:

Project Name	Recommended Amount
69th Street Terminal Parking Facility, Upper Darby Township, PA	$500,000
7th Avenue Transit Hub, FL	$400,000
Abilene Paratransit Vehicle Replacement, TX	$200,000
Acquisition of MARTA Clean Fuel Buses, GA	$300,000
Acquisition of Two Senior Transit Vehicles, NV	$100,000
Advanced CNG Buses Fleet Replacement - CATA, PA	$750,000
Advanced Transit Program / METRO Solutions Bus Expansion, TX	$300,000
Albert Lea Transit Facility, MN	$300,000
Alma Dial-a-Ride (Gratiot County), MI	$300,000
Anaheim Regional Intermodal Center, Orange County,CA	$500,000
Ann Arbor Transportation Authority Transit Center, MI	$500,000
Asheville Replacement Buses Asheville, NC	$300,000
Attleboro Intermodal Center, Attleboro MA	$500,000
Basic Transit Infrastructure, Hillsborough, FL	$200,000
Beach Cities Transit Equipment, Redondo Beach, CA	$250,000
Belding Dial-A-Ride vehicle, equipment acquisition, MI	$48,000
Berrien County Transit, MI	$100,000
Berwyn Intermodal Transit Facility, IL	$400,000
Bethleham Transit Transfer Center, PA	$500,000
Bi-County Transit Center, Langley Park, MD	$330,000
Birmingham Intermodal Transit Facility, AL	$200,000
Bridgeport Intermodal Center, CT	$750,000
Brockton Area Transit Authority Bus Replacement, MA	$500,000
Bronx Zoo Intermodal Transporation Facility, NY	$200,000
Broward Bus Procurement, FL	$200,000
Broward County Southwest Transit Facility, FL	$500,000
Bus and ParaTransit Vans, OK	$300,000
Bus Component Overhaul, Detroit, MI	$250,000
Bus Expansion--Phoenix, Avondale, Glendale, AZ	$250,000
Bus Fleet Replacement Project, WRTA, Worcester, MA	$200,000
Bus Fleet Replacement, Topeka Metropolitan Transit, KS	$300,000
Bus Maintenance Facility, Detroit, MI	$500,000
Bus Purchase, Portage Area Transit, Kent, OH	$300,000
Bus Replacement for Unified Government of Wyandotte County, KS	$300,000
Bus Replacement Program, TANK, Ft. Wright, KY	$250,000
Bus replacement/service expansion Suffolk Co, NY	$250,000
Bus Shelters for Bellflower, CA	$500,000
Buses and Bus Maintenance Facility, Tucson, AZ	$1,000,000
Butler Multi-Modal Transit Center, PA	$500,000
CARTA N. Shore Shuttle Parking & Terminal Facility, TN	$600,000
Central City Intermodal Transportation Terminal, NV	$100,000
Central MD Transit Operations Facility, Anne Arundel County, MD	$250,000
Central New York Regional Transportation Authority, NY	$1,600,000
Central Ohio Transit Authority Bus Replacement, OH	$600,000
Chatham County, Savannah Bus Facility, GA	$250,000
Chicago Transit Authority/69th Street Transit Center, IL	$300,000
Church Street Transportation Center, PA	$2,000,000
City Bus Replacement Plan Lafayette, IN	$200,000
City of Anderson, IN, Transit	$400,000
City of El Paso Paratransit Van Replacement, TX	$400,000
City of El Paso, Neighborhood Circulator, TX	$250,000

Project Name	Recommended Amount
City of Lawrence, KS -- Bus Replacement	$150,000
City of Lubbock/Citibus for Alternative Fuel Buses, TX	$500,000
City of Modesto Bus Maintenance Facility, CA	$250,000
City of Moultrie Intermodal Facility, GA	$250,000
Clean Air Bus Purchase Program, Baldwin Park, CA	$300,000
CNYRTA Transit Garage - Oneida County- Utica, NY	$250,000
Colorado Transit Coalition Statewide Request	$800,000
Columbia Transit Facility, SC	$750,000
Concho Valley Multi-modal Terminal Building, TX	$250,000
Construction of Amesbury Bus Facility, MA	$250,000
Construction of Intermodal Center, Scottsdale, AZ	$200,000
Coralville Intermodal Facility, IA	$400,000
Corpus Christi RTA Bus & Bus Facilities, TX	$250,000
Council on Aging, LRTA; Lowell, MA	$75,000
Diesel-Electric Hybrid Bus Pilot Project, KC, MO	$200,000
District Bus Services, Wisconsin	$1,250,000
East County Bus Maintenance Facility, El Cajon, CA	$350,000
East Valley Bus Maintenance Facility - Tempe, AZ	$200,000
Ed Roberts Campus - Berkeley, CA	$250,000
Expansion of the Scranton Electric Trolley System, PA	$200,000
Fairfield/Vacaville Intermodal Station, CA	$200,000
Flagler County Bus and Bus Facilities, FL	$500,000
Foothill Transit Transit Oriented Neighborhood, CA	$500,000
Fort Bend County Sienna Plantation Park and Ride, TX	$300,000
Fort Worth Transportation Authority, TX	$300,000
Franklin County Transit, MO	$176,000
Franklin Street Station Intermodel, Reading PA	$400,000
FRTA, Franklin Regional Transit Center, MA	$800,000
Fulton County Transit Authority, KY	$400,000
Grand Ave. Transit Signal Priority Lake County, IL	$320,000
Greater Dayton RTA Bus Replacement, OH	$500,000
Greater Lapeer Transportation Authority Lapeer, MI	$200,000
Greater Richmond Transit Company Bus Operations and Maintenance Facility, VA	$300,000
Greater Southeast District Transit Facility, TX	$200,000
Harbor Transit, MI	$250,000
HART Bus and Paratransit Van Acquisition, FL	$300,000
Honolulu Bus and Paratransit Replacement Program, HI	$200,000
HRTSouthside Bus Facility Replacement, Norfolk, VA	$700,000
Hudson County Intermodal Station Pedestrian Bridge, NJ	$200,000
Huntsville, AL Multimodal Dallas Branch	$1,000,000
Hybrid Bus Program, WA	$300,000
I-89 Park and Ride/Bus Terminal, NH	$500,000
Idaho Transit Coalition Buses and Bus Facilities, ID	$500,000
Indianapolis Downtown Transit Center & Fleet Additions, IN	$300,000
Intercity Transit Multimodal Facility Olympia, WA	$250,000
Inter-County Express Bus, Orange County, CA	$500,000
Intermodal Center, Mansfield, CT	$500,000
Intermodal Parking Facility-Springfield, MO	$200,000
Intermodal Stations in Salem and Beverly, MA	$250,000
Intermodal Transit Center, Port Chester, NY	$500,000
Intermodal Transportation Facility, Winston-Salem, NC	$250,000
Ionia Dial-A-Ride vehicle, equipment acquisition, MI	$392,000
Isabella County Transportation Commission, MI	$500,000
Jacksonville Intermodal Center, FL	$500,000

Project Name	Recommended Amount
Jacksonville Trans. Auth., Bus and Bus Facilities, FL	$500,000
Jamaica Intermodal Facilities, Jamaica, NY	$350,000
Janseville City Transit System, WI	$750,000
Johnson County Transit Bus Replacement, KS	$150,000
JTA bus replacement, Jackson, MI	$350,000
Kalamazoo Metro Transit, MI	$250,000
Kent State Geauga, Regional Transit Shelter, OH	$450,000
Kent State Multimodal Transportation Facility, Kent, OH	$200,000
Lakeland Area Mass Transit District, Lakeland, FL	$300,000
Lincoln Center Corridor Redevelopment Project, NY	$500,000
Long Island Bus Fleet Replacement, NY	$250,000
LOU Public Transit System, Oxford, MS	$500,000
Lower Keys Shuttle, Key West, FL	$300,000
LYNX Buses, Orlando, Florida	$200,000
MART Bus and Commuter Facilities, MA	$750,000
MART Commuter Parking and Facilities, MA	$750,000
Maryland Statewide Bus and Bus Facility Program.	$750,000
MBTA Commuter Rail Station Improvements, Melrose, MA	$700,000
Memphis Area Transit Authority, TN	$300,000
METRO Bus Expansion, Houston, TX	$400,000
MetroLINK Transit Facility, Rock Island, IL	$300,000
Miami Lakes Transit Program, FL	$300,000
Midland Dial-a-Ride (Midland County), MI	$179,000
Milwaukee County Bus Capital, WI	$400,000
Mobile Data Terminal/Chicago Paratransit Vehicles, IL	$200,000
Mobile data terminals for Pace, Arlington Hts, IL	$300,000
Monrovia, CA Transit Village	$500,000
Monterey Salinas Transit Bus Financing, CA	$200,000
Morris County Intermodel Park and Ride, NJ	$500,000
MTSU Intermodal Transportation Hub, TN	$200,000
Multimodal Center, Normal, IL	$250,000
Multi-Modal Transportation Program Boca Raton, FL	$350,000
Multimodel Transportation Facility, Lafayette, LA	$250,000
Muni Bus Rehabilitation, San Francisco, CA	$1,000,000
Municipal Transit Operators Coalition (MTOC), CA	$1,000,000
Muskegon Area Transit System, MI	$250,000
New Orleans Regional Transit Authority, LA	$250,000
Newark Penn Station Intermodel Improvement, NJ	$250,000
Newton Rapid Transit Handicap Accessibility, MA	$400,000
NFTA, Purchase Hybrid Buses, NY	$150,000
North Carolina Statewide Bus and Bus Facilities	$1,000,000
North Dakota Statewide Transit	$200,000
Northern New Jersey Intermodal Stations & Park-N-Ride	$200,000
Northwest NJ Intermodal Transit Improvements, NJ	$600,000
Pace Bus Park-N-Ride Facility, Plainfield, IL	$250,000
PACE South Suburban Signal Transit Signal Priority, IL	$250,000
PACE Suburban Bus Roosevelt Rd/Arlington Hts, IL	$250,000
Pacific Station Multimodal-Multiuse Facility, CA	$300,000

Project Name	Recommended Amount
Palm Beach County AVL/APC & Fareboxes, FL	$500,000
Palmdale Transportation Center – Parking Lot, CA	$250,000
Palo Alto Intermodal Transit Center, CA	$250,000
Paoli Transportation Center, Paoli, PA	$500,000
Para-Transit Van Replacement, NM	$320,000
Pasco County Public Transportation (Bus Purchase), FL	$300,000
Passaic/Bergen Intermodal Facilities, NJ	$300,000
Peninsula Park & Ride, WA	$500,000
Phoenix Regional Heavy Bus Maintenance Facility, AZ	$500,000
Phoenix/Glendale West Valley Operating Facility, AZ	$500,000
Pinellas Suncoast Transit Auth bus replacement, Fl	$400,000
Preliminary Design of a Saratoga Bus Facility, NY	$250,000
PRTC Bus Facilities, VA	$1,000,000
PSTA Bus and Bus Facilities, St. Petersburg, FL	$150,000
Public Transportation Vehicle Enhancement Project, HI	$200,000
Purchase of transit vehicles, York County, PA	$350,000
Regional Bus Replacement, San Diego, CA	$300,000
Replacement Buses, Detroit, MI	$250,000
Replacement Small Buses, St. Cloud Metro Bus, MN	$300,000
Rio Hondo College Buses - Los Angeles, CA	$325,000
Rio Metro Intercity Transit, Hidalgo County, TX	$300,000
River Valley Metro, Kankakee, IL	$500,000
Riverside and Corona Transit Centers, CA	$700,000
SamTrans Revenue Collection System, CA	$250,000
San Joaquin Regional Transit District, CA	$750,000
San Luis Rey Transit Center, CA	$250,000
Sandy Transit Fleet Replacement, Sandy, OR	$150,000
Sanilac Transportation Authority Carsonville, MI	$400,000
Santa Fe Trails Transit Vehicles, NM	$300,000
Santa Maria Intermodal Transit Center, CA	$250,000
Sarasota County Area Transit Bus acquisition	$500,000
Sect. 5309 Capital Appropriation-Tulsa Transit, OK	$250,000
Senior Transportation Connection, OH	$300,000
SEPTA Hybrid Fuel Buses, PA	$500,000
Skagit Transit Bus Replacement, WA	$150,000
South Amboy Intermodal Transportation Initiative, NJ	$300,000
South Norwalk Intermodal Facility Phase 2, CT	$500,000
Southern Maryland Commuter Bus Park and Ride Lots	$1,200,000
SporTran Buses for the City of Shreveport, LA	$250,000
St. Louis Metro Bus & Paratransit Rolling Stock, MO	$325,000
StarMetro Intelligent Transpo System,Tallahassee, FL	$400,000
STARS Operations Center & Fare Boxes, Saginaw, MI	$300,000
State of Arkansas, Bus and Bus Facilities	$1,000,000
Statewide Buses and Bus Facilities, ME	$300,000
Street Shuttle Buses for Artesia, CA	$325,000
Suntran Bus Acquisition, Marion County, FL	$200,000
TARC Clean Bus program, KY	$250,000
TARTA Bus and Bus Facilities, OH	$700,000
Tennessee DOT, Bus and Bus Facilities Replacement	$500,000
The Woodlands Capital Cost of Contracting, TX	$300,000

Project Name	Recommended Amount
Town Center Transit Hub in Miramar, FL	$400,000
Transit Access Passenger Integration, Los Angeles, CA	$500,000
Transit Bus Facilities, Duluth, MN	$200,000
Transit Center, California State Univ, Northridge	$250,000
TRANSPO Bus Operations Center, South Bend, IN	$400,000
Transportation to Wellness, Covington, KY	$200,000
Tri-Delta Transit Park-and-Ride Lots, CA	$250,000
TTA Replacement Buses, NC	$300,000
Union City Intermodal Station, Union City, CA	$250,000
Union Depot Multi-Modal Hub, St. Paul, MN	$250,000
Union Station Intermodal Trade and Transit Center, PA	$200,000
Union Station Intermodal Transportation Facility, DC	$300,000
Urban Commuter Rail Circulator Vehicles, TX	$250,000
Vehicle Replacement - DuFAST, PA	$600,000
Venice/Robertson Multi-Modal Station, CA	$300,000
VIA Bus Improvements/Facility Modernization, San Antonio, TX	$1,500,000
Victoria Bus Replacement, TX	$300,000
VITRAN Purchase, USVI	$250,000
VTA Zero Emission Bus Demonstration Program, CA	$400,000
West Haven Intermodal Station, CT	$500,000
West Price Hill Park and Ride, OH	$200,000
White Earth Tribal Nation SMART Transit and Buses, MN	$200,000
Winter Haven Transit Bus and Bus Facility, FL	$300,000
WMATA Bus Safety Initiative, VA	$400,000
Yamhill County Transit Project, OR	$150,000
Yates Dial-A-Ride, MI	$250,000
Yolo County Bus Maintenance Facility Improvements, CA	$250,000

Job access and reverse commute program.—The Committee remains concerned that numerous cities and communities have been adversely impacted by the changes made in SAFETEA–LU to the Jobs Access and Reverse Commute (JARC) Program. These changes have caused JARC funds to be allocated by formula, rather than targeted on low income and transit reliant communities. The Committee reiterates its direction to the Administrator to report to the House and Senate Committees on Appropriations by May 4, 2008 on the effects of this change on the ability of former recipients of JARC funds to meet the goals of the program.

Alternatives analysis.—The Committee recommendation includes $25,000,000 for the alternatives analysis program. The Committee directs that funding be allocated for the following projects:

Project Name	Recommended Amount
BeltLine Environment Impact, Atlanta, GA	$300,000
Bus Rapid Transit Alternatives Analysis, San Jose	$100,000
Chicago Transit Hub (Circle Line--Ogden Streetcar), IL	$400,000
Commuter Rail Station at Carmel Church, VA	$500,000
CTA Orange Line Extension, IL	$400,000
CTA Red Line Extension, IL	$500,000
CTA Yellow Line Extension-Village of Skokie, IL	$500,000
DART Alternatives Analysis Design, Des Moines, IA	$250,000
Downtown Transit Circulator, FL	$400,000
East West Corridor Rapid Transit, Allegheny Cty,PA	$1,000,000
I-285 Bus Rapid Transit Project in Atlanta, GA	$500,000
I-66 Bus Rapid Transit Study, VA	$500,000
Illinois Valley Commuter Rail, Ottawa, IL	$250,000
Light-rail Alternatives Analysis Study, KC, MO	$200,000
LTD Alternatives Analysis for Third EmX Corridor, OR	$250,000
Mesa Extension Alternatives Analysis - Mesa, AZ	$200,000
METRO I-10 Extension Alternative Analysis, AZ	$1,000,000
New Mexico Commuter Rail Bernalillo to Santa Fe	$200,000
Northern Branch Rail Service Restoration, NJ	$400,000
Philadelphia Navy Yard Transit Extension Study, PA	$300,000
Red Car Trolley Engineering Study, CA	$100,000
Spokane Streetcar Study, Spokane, WA	$300,000
Staten Island Passenger Rail Service Study, NY	$200,000
Tempe Extension Alternatives Analysis - Tempe, AZ	$200,000
The Rapid feasibility study, MI	$500,000
West Shore Corridor Alternatives Analysis, OH	$350,000

Clean fuel bus program.—The Committee recommendation includes $26,000,000 (section 165) to increase the FTA's clean fuel bus program to a total funding level of $75,000,000.

RESEARCH AND UNIVERSITY RESEARCH CENTERS

Appropriation, fiscal year 2007	$61,000,000
Budget request, fiscal year 2008	61,000,000
Recommended in the bill	65,500,000
Bill compared with:	
Appropriation, fiscal year 2007	+4,500,000
Budget request, fiscal year 2008	+4,500,000

Grants for transit research are authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109–59) (SAFETEA–LU). Starting in fiscal year 2006, activities formerly under the "Transit Planning and Research" account are now under the "Formula and Bus Grants" account. The National Research program, the Transit Cooperative Research Program, and the National Institute are funded under this new heading.

Funding for the National Research programs will be used to cover costs for FTA's essential safety and security activities and transit safety data collection. Under the national component of the program, FTA is a catalyst in the research, development and deployment of transportation methods and technologies which address issues such as accessibility for the disabled, air quality, traffic congestion, and transit services and operational improvements. The University Research Centers program will provide continued support for research education and technology transfer activities aimed at addressing regional and national transportation problems.

COMMITTEE RECOMMENDATION

The Committee recommends $65,500,000 for research activities of FTA, $4,500,000 above both the fiscal year 2007 enacted level and the budget request. The Committee's recommendation fully funds the research activities of the FTA as required by SAFETEA–LU. Within the funds provided, the Committee's recommendation includes $9,300,000 for transit cooperative research; $4,300,000 for the National Transit Institute; and $7,000,000 for the university centers program. Also included within this amount is $22,250,000 for 24 specific research projects that were designated in the highway authorization bill (SAFETEA–LU).

Consistent with the direction that was provided in fiscal year 2007, the Committee requires FTA to report by May 18, 2008 on all FTA-sponsored research projects from fiscal year 2007 and 2008. For each project, the report should include information on the National relevance of the research, relevance to the transit industry and community, expected final product and delivery date, sources of non-FTA funding committed to the project or research institute, and FTA funding history.

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

American cities transportation institute, PA	$300,000
BuSolutions advanced transit research, MI	700,000
Community transportation association of America, nationwide joblinks	1,600,000
East Tennessee hydrogen initiative, TN	700,000
Southern fuel cell coalition demonstration project, GA	200,000

Public transportation for the elderly.—The Committee notes that by 2030, 70 million Americans will be age 65 and over and will comprise 20 percent of the United States population. This is twice the number of elderly individuals from 2000. Mobility will become an increasing concern as our population ages over the next two decades. Given this demographic shift, the Committee believes that FTA should include the public transportation needs of an aging population into its long term strategic planning. Since the Committee has met the research funding guarantees required in SAFETEA–LU, the Committee directs FTA to utilize funding provided in this account to research and demonstrate effective solutions to increase mobility for older adults. In addition, FTA should identify proven strategies for providing coordinated transportation services for older adults that can be replicated by other communities. The Committee is hopeful that such research and planning in this area will result in strategies to help communities prepare for this changing population.

CAPITAL INVESTMENT GRANTS

(INCLUDING RESCISSION)

Appropriation, fiscal year 2007	$1,566,000,000
Budget request, fiscal year 2008	1,399,818,000
Recommended in the bill	1,700,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+134,000,000
Budget request, fiscal year 2008	+300,182,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $1,700,000,000 for capital investment grants, $300,182,000 above the budget request and $134,000,000 above the fiscal year 2007 enacted level. Within the amount provided, the Committee includes a total of $17,000,000, or

approximately one percent, for oversight activities of the investments in this account.

Project Name	Budget Request	Recommended Amount
Advanced Transit Program /METRO Solutions Phase 2, TX		$10,000,000
Central Corridor Light Rail, Ramsey County, MN		$6,000,000
Central Link Initial Segment, Seattle, WA	$70,000,000	$70,000,000
Central Phoenix/East Valley Light Rail-Phoenix, AZ	$90,000,000	$90,000,000
Charlotte Rapid Transit Extension, NC		$2,000,000
CTA Brown Line Capacity Expansion (Ravenswood), IL	$40,000,000	$40,000,000
DCTA Fixed Guideway/Engineering, Lewisville, TX		$250,000
Dulles Corridor Metrorail Project, VA		$20,000,000
Honolulu High Capacity Transit Corridor Project, HI		$10,000,000
I-205/Portland Mall Light Rail, OR	$80,000,000	$80,000,000
JTA Bus Rapid Transit System, Jacksonville, FL		$3,000,000
Long Island Rail Road East Side Access, New York, NY	$215,000,000	$215,000,000
Metra Connects, Southeast Service, IL		$5,000,000
METRA, STAR Line, Northeastern IL		$5,000,000
METRA, Union Pacific Northwest Line, Northeastern IL		$5,000,000
METRA, Union Pacific West Line, IL		$5,000,000
Metro Gold Line Eastside Extension, Los Angeles, CA	$80,000,000	$80,000,000
Metrorail Orange Line Expansion, FL		$2,000,000
Monmouth-Ocean-Middlesex Cnty Passenger Rail Line, NJ		$1,000,000
MOS2 of the Hudson Bergen Light Rail, NJ	$55,192,995	$55,192,995
New-Britain-Hartford Busway, CT		$3,276,800
Norfolk Light Rail Project, VA		$5,000,000
North Shore Corridor and Blue Line Extension, MA		$2,000,000
North Shore LRT Connector, Pittsburgh, PA	$33,516,444	$33,516,444
Northern Indiana Commuter Transit District Recapitalization, IN		$5,000,000
NorthStar Commuter Rail, MN		$10,000,000
Northwest NJ-Northeast PA Passenger Rail Project		$3,000,000
NW/SE LRT MOS in Dallas, TX	$86,250,000	$86,250,000
Second Avenue Subway Phase 1, NY	$200,000,000	$200,000,000
South Sacramento Corridor Phase 2 Project, CA		$6,000,000
Southeast Corridor Multi-Modal Project (T-REX), CO	$78,784,758	$51,560,484
Third Street Light Rail Transit Project-Central, CA		$12,000,000
Trans-Hudson Midtown Corridor, New Jersey		$3,500,000
University Link LRT Extension, Seattle, WA	$10,000,000	$10,000,000
Washington DC/MD-Largo Metrorail Extension, MD	$35,000,000	$35,000,000
Weber County to Salt Lake City Commuter Rail, UT	$80,000,000	$80,000,000
West Corridor Light Rail Project, Denver, CO	$40,000,000	$40,000,000

The Committee's recommendation includes a rescission of $17,760,000 from this account. Funds for the rescission are to be derived from any project which still has not obligated appropriated funds after three years.

The Committee directs FTA not to reallocate funds provided in the Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005, or previous Acts for the following new start projects:

Canal Street Corridor, New Orleans, Louisiana
Dulles Corridor Rapid Transit Project, Virginia
Northstar Corridor Rail Project, Minneapolis, Minnesota
Northeast downtown corridor project, Indianapolis, Indiana
Silicon Valley Rapid Transit Corridor Project, Santa Clara County, California

Full funding grant agreements (FFGAs).—TEA–21, as amended, requires that the FTA notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking sixty days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the Committee directs the FTA to include the following: (1) a copy of the proposed full funding grant agreement; (2) the total and annual federal appropriations required for that project; (3) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2007; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; (5) an evaluation of whether the alternatives analysis made by the applicant fully assessed all viable alternatives; (6) a financial analysis of the project's cost and sponsor's ability to finance the project, which shall be conducted by an independent examiner and which shall include an assessment of the capital cost estimate and the finance plan; (7) the source and security of all public- and private-sector financial instruments; (8) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (9) a listing of all planned contingencies and possible risks associated with the project.

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

Small starts projects.—The Committee recommendation includes $200,000,000 for the small starts program as authorized by SAFETEA–LU. The Committee includes funding for the following projects:

Project Name	Budget Request	Recommended Amount
AC Transit BRT Corridor - Alameda County, CA		$500,000
Bus Rapid Transit, Cumberland County, PA		$300,000
CORRIDORone, PA		$11,000,000
Fitchburg to Boston Rail Corridor Project Development and Construction, MA		$6,000,000
King County Pacific Highway South BRT, Seattle, WA	$14,076,000	$14,076,000
Lane Transit District, Pioneer Parkway EmX Corridor, OR	$14,795,000	$29,590,000
Metro Rapid Bus System Gap Closure, Los Angeles, CA	$16,681,000	$16,681,000
Pacific Highway South BRT, King County, WA	$14,076,000	$14,076,000
Pioneer Parkway, EmX BRT, Springfield, OR	$14,800,000	$14,800,000
Rapid Transit (BRT) project, Livermore, CA		$3,500,000
SMART EIS and PE, CA		$2,000,000
Troost Corridor Bus Rapid Transit, MO	$6,260,000	$6,260,000
VIA Bus Rapid Transit Corridor Project, San Antonio, TX		$5,000,000
Virginia Railway Express Extension-Gainesville/Haymarket, VA		$500,000

Criteria for new start and small start projects.—Prior to the enactment of SAFETEA–LU, new start projects had to complete alternatives analysis; preliminary engineering; local financial commitment to the project; and be justified by the FTA's review of the project's mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies. With the passage of SAFETEA–LU, Congress added economic development and public transportation supportive land use policies to the required project justification criteria. SAFETEA–LU also created the small starts program which requires projects to be justified, in part, by a review of a project's economic development impacts, land use policies, and cost effectiveness. The Committee believes that the addition of economic development and land use as criteria for the new starts and small starts programs was intentional and deliberate. The Committee is concerned that FTA is not adequately incorporating the economic development and land use criteria to both programs. Accordingly, the Committee directs FTA to modify the existing project evaluation process when evaluating, rating and recommending new starts and small starts projects to Congress for funding to include economic development and land use. For new starts, the revised project evaluation, rating and recommendation process should incorporate the six project justification factors through all phases of project development and advancement by utilizing a multiple-measure approach that does not base the project recommendation and funding decision on any single factor.

Public-private partnership pilot program.—The Committee is aware that FTA, through its Public-Private Partnership Pilot Program, is examining whether innovated procurement methodologies can reduce and allocate risks associated with the construction of new fixed guideway projects. The Committee encourages FTA to explore developing innovative finance pilot projects that would leverage private sector investment, reduce the federal cost share for capital projects, and speed completion of new transit systems.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

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

Section 161. The Committee continues the provision that allows funds not obligated by September 30, 2010 for projects under "Capital Investment Grants" and bus and bus facilities under "Formula and Bus Grants" to be available for other projects under 49 U.S.C. 5309.

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

Section 163. The Committee continues a provision that allows unobligated funds for projets under "Capital Investment Grants" to be used in this fiscal year for activities eligible in the year the funds were appropriated.

Section 164. The Committee includes a provision, as proposed in the fiscal year 2007 and 2008 budget requests, that allows FTA to provide grants for 100 percent of the net capital cost of a factory-installed or retrofitted hybrid electric system in a bus.

Section 165. The Committee includes a provision to provide funds for the clean fuels program.

Section 166. The Committee includes a provision which repeals a fiscal year 1986 funding prohibition regarding a subway system in Los Angeles, CA.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriation, fiscal year 2007	$16,223,000
Budget request, fiscal year 2008	17,392,000
Recommended in the bill	17,392,000
Bill compared with:	
Appropriation, fiscal year 2007	+1,169,000
Budget request, fiscal year 2008	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $17,392,000 to fund the operations and maintenance of the corporation, which is $1,169,000 above the fiscal year 2007 enacted level and the same level requested in the fiscal year 2008 budget. Appropriations from the harbor maintenance trust fund and revenues from non-federal sources finance the operation and maintenance of the Seaway for which the corporation is responsible. The Committee was pleased the Administration did not request to institute tolls on the U.S. portion of the Saint Lawrence Seaway as attempted in fiscal years 2006 and 2007.

The Committee looks forward to the release of the Great Lakes St. Lawrence Seaway Study, a binational study focused on the marine infrastructure needs of the Great Lakes St. Lawrence Seaway, to aid in planning and investing in the Seaway. The Committee recognizes the Seaway's infrastructure is aging. The Committee further recognizes that efforts to modernize the Seaway will not only increase efficiency but improve the reliability of the Seaway's operations.

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs that strengthen the U.S. maritime industry in support of the

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

MARITIME SECURITY PROGRAM

Appropriation, fiscal year 2007	$154,440,000
Budget request, fiscal year 2008	154,440,000
Recommended in the bill	156,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+1,560,000
Budget request, fiscal year 2008	+1,560,000

COMMITTEE RECOMMENDATION

The Committee recommends $156,000,000 for the maritime security program (MSP), $1,560,000 above the budget request and the amounts provided in fiscal year 2007. This recommendation provides funding directly to MARAD and assumes that MARAD will continue to administer the program with support and consultation of the Department of Defense. The purpose of the MSP is to maintain and preserve a U.S. flag merchant fleet to serve the national security needs of the United States. The MSP provides direct payments to U.S. flag ship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support to the Department of Defense in times of war or national emergency. The Committee's recommendation provides funding for 60 ships, at a payment per ship of $2,600,000. The recommendation will provide the necessary resources for the operation of the MSP through fiscal year 2008. Funds are available until expended.

OPERATIONS AND TRAINING

Appropriation, fiscal year 2007	$111,522,000
Budget request, fiscal year 2008	115,276,000
Recommended in the bill	118,646,000
Bill compared with:	
Appropriation, fiscal year 2007	+7,124,000
Budget request, fiscal year 2008	+3,370,000

COMMITTEE RECOMMENDATION

The Committee recommends $118,646,000 for operations and training, $3,370,000 above the budget request and $7,124,000

above the amounts provided in fiscal year 2007. Funds provided for this account are to be distributed as follows:

[Dollars in thousands]

Activity	Fiscal year 2008 request	House recommended
U.S. Merchant Marine Academy:		
Salary and Benefits	$24,720	$24,720
Midshipmen Program	6,977	6,977
Instructional Program	5,689	5,689
Program Direction and Administration	2,916	2,916
Maintenance, Repair, & Operating Requirements	7,307	7,307
Capital Improvements	13,850	14,139
Subtotal, USMMA	61,458	61,747
State Maritime Schools:		
Student Incentive Payments	0	800
Direct Payments	1,881	1,782
Schoolship Maintenance and Repair	8,119	10,500
Subtotal, State Maritime Academies	10,000	13,082
MARAD Operations:		
Base Operations	33,612	33,612
Information technology and electronic government	8,113	8,113
IT setaside	98	98
Delphi/Accounting	1,258	1,258
GSA Space Increase	736	736
Subtotal, MARAD Operations	43,818	43,818
Subtotal, Operations and Training	115,276	118,646

Note.—Numbers may not add due to rounding.

The Committee recommends $61,747,000 for the operation and maintenance of the U.S. Merchant Marine Academy (USMMA), an increase of $289,000 over the budget request. Of the funds provided, the Committee recommends $24,720,000 for salaries and benefits, which is available until September 30, 2008, and $14,139,000 for capital improvements to the USMMA, which is available until expended.

The Committee recommends $13,082,000 for the six state maritime schools (SMS), $3,082,000 above the budget request and $1,983,000 above the amounts provided in fiscal year 2007. In its budget request, MARAD proposed to sunset the student incentive payment (SIP) program and, in exchange, slightly increase direct payments to schools. As justification for the sunset, MARAD noted that the number of SIP participants entering into the program has continued to decrease in recent years. However, information from MARAD indicates the level of SIP participation has been relatively constant since 2003, and is expected to increase by 4 participants for a total level of 155 in fiscal year 2007.

Therefore, the Committee provides $800,000 to continue and fully support the SIP program in fiscal year 2008. In addition, the Committee provides $1,782,000 in SMS direct payments, consistent with the fiscal year 2006 and 2007 level. The Committee requires MARAD to provide the House and Senate Committees on Appropriations information on the SIP program, including the number of SIP participants, SIP graduates, and SIP participants that did not become SIP graduates per year for the last eight years as well as

the Federal funding expended to support the program for each of those years.

The Committee provides $10,500,000 for schoolship maintenance and repair, which is available until expended. The Committee notes that the budget proposal of $8,119,000 would keep the SIRIUS in a dormant state, unavailable for training purposes and unable to respond to disasters. MARAD's congressional justification mentions that this funding level also may result in the lay-up of the ENTERPRISE. The Committee provides the increase of $2,389,000 to ensure all six training ships are in a state of good repair and available for training purposes, consistent with MARAD's statutory obligations.

The Committee recommends $43,818,000 for MARAD operations, the same as the budget request. Within this total, the Committee provides $8,113,000 for information technology (IT) related activities and electronic government.

MARAD reorganization.—The Committee is dismayed that MARAD, in direct contradiction to the law, did not notify or brief the Committee on its planned reorganization. This is particularly disappointing since the reorganization, which entails not only headquarters level changes but also the creation of new field offices throughout the country, will significantly impact MARAD's requests of this Committee.

Further, MARAD provided the Committee with an overview, lacking substance, only after the reorganization was well underway (and, in fact, it may have been completed). However, to this day, the Committee has received little in the way of details, not even an organization chart, let alone any out-year cost of FTE estimate. Because this reorganization directly affects the work of this Committee and presumes an increase in appropriation level to fund its changes, the Committee directs MARAD to provide an adequate justification and prohibits MARAD from establishing any new offices before it briefs the Committee.

General provisions.—The Committee notes that MARAD has not provided any justification for, nor has it addressed, the general or administrative provisions it proposes in the President's budget. The Committee directs MARAD to justify each provision proposed in a section of its Congressional budget justification.

SHIP DISPOSAL

Appropriation, fiscal year 2007	$20,790,000
Budget request, fiscal year 2008	20,000,000
Recommended in the bill	17,000,000
Bill compared with:	
Appropriation, fiscal year 2007	−3,790,000
Budget request, fiscal year 2008	−3,000,000

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

clear ship, the SAVANNAH, which contains remnants of a nuclear reactor.

There are currently 119 obsolete vessels located in three fleet sites in the NDRF awaiting disposal. According to MARAD's budget justification, MARAD removed 23 ships for disposal in 2006 and expected that it would remove another 18 in 2007 and 16 in 2008. MARAD expected that by the end of 2008, it would have removed all high priority ships and a significant number of moderate priority ships available for disposal.

However, in a letter dated March 8, 2007, MARAD notified the Committee that it suspended the program on February 21, 2007 due to environmental issues associated with hull cleaning. In 2006, the Coast Guard began requiring MARAD to remove marine growth from ship hulls before allowing vessels to be towed to a domestic recycling facility. As a result, MARAD cancelled two awards and did not award seven additional pending contracts in December 2006. Although the moratorium no longer applies to vessels in Virginia, the dispute continues to impede the program in Texas and California.

COMMITTEE RECOMMENDATION

The Committee recommends $17,000,000 for ship disposal, $3,000,000 below the budget request. Within the funds provided, the Committee recommends $4,704,000 to decommission the SAVANNAH. Funds are available until expended. Although the Committee fully supports this program, the funding reduction will not have a negative effect on the program as all funds available will likely not be able to be spent in fiscal year 2008. Not only is the program suspended in two of three states, $15,993,000 is available in fiscal year 2007 from carry-over funding, and another $20,790,000 was appropriated in the 2007 Act. Even if the environmental issues were solved immediately, MARAD is captive to limited capacity at domestic recycling facilities, which it must share with commercial and Navy ship recycling work. The Committee notes that MARAD has been working with the revelant agencies of jurisdiction in each of the affected states and is hopeful that a resolution can be reached. The Committee will reevaluate its decision as additional progress is made.

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$4,085,000
Budget request, fiscal year 2008 [1]	– – –
Recommended in the bill	3,408,000
Bill compared with:	
Appropriation, fiscal year 2007	−677,000
Budget request, fiscal year 2008	+3,408,000

[1] Does not include the $3,408,000 proposed by MARAD in redirected funds provided in section 112 of title I, Public Law 109–115.

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

and then transferred by reimbursement to operations and training to be obligated and outlayed.

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

COMMITTEE RECOMMENDATION

The Committee rejects the President's proposal to transfer funding from funding contained in a prior appropriations Act, and instead recommends $3,408,000 in appropriated funds.

SHIP CONSTRUCTION

(RESCISSION)

Rescission, fiscal year 2007	$−2,000,000
Budget request, fiscal year 2008	–––
Recommended in the bill	−3,526,000
Bill compared with:	
Rescission, fiscal year 2007	1,526,000
Budget request, fiscal year 2008	−3,526,000

The Committee rescinds $3,526,000 from the ship construction account. This account is currently inactive except for determinations regarding the use of vessels built under the program, final settlement of open contracts, and closing of financial accounts.

ALTERATION OF BRIDGES

Appropriation, fiscal year 2007	–––
Budget request, fiscal year 2008	$5,650,000
Recommended in the bill	–––
Bill compared with:	
Appropriation, fiscal year 2007	–––
Budget request, fiscal year 2008	−5,650,000

The Truman-Hobbs Act authorized the U.S. Coast Guard to alter bridges deemed a hazard to marine navigation. The purpose of these alterations is to improve the safety of marine navigation under the bridge. Currently 15 bridges are eligible for funding under the Alteration of Bridges program.

COMMITTEE RECOMMENDATION

The Committee rejects the President's proposal to transfer the alteration of bridges program from the U.S. Coast Guard to MARAD on October 1, 2007. The Committee notes that it has not yet received a legislative proposal to effectuate this transfer. Further, the Committee does not agree with the Administration's approach that altering obstructive highway bridges be funded from the highway trust fund especially since the Congressional Budget Office projects the trust fund will be insolvent in 2009. This funding approach was not included in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) or the Administration's proposal on surface reauthorization. The purpose of altering these bridges is to improve the safety of marine navigation

under the bridge, not to improve surface transportation on the bridge itself. Since in some cases, unsafe conditions exist on the waterway beneath a bridge that has an adequate surface or structural condition, the highway trust fund is not appropriate to address the purpose of the Truman-Hobbs program. The Committee notes that the 2001 President's budget attempted a similar approach, which the Committee rejected for these same reasons.

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Section 170. The Committee continues a provision that allows the Maritime Administration to furnish utilities and services and make repairs to any lease, contract, or occupancy involving government property under the control of MARAD and rental payments shall be covered into the Treasury as miscellaneous receipts.

Section 171. The Committee continues a provision that prohibits obligations incurred during the current year from construction funds in excess of the appropriations contained in this Act or in any prior appropriations Act.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The Pipeline and Hazardous Materials Safety Administration (PHMSA), which was established as an administration within the Department of Transportation effective November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108–246), is responsible for the department's pipeline safety program and oversight of hazardous materials transportation safety operations. As part of its mission, the agency is dedicated to safety by working toward the elimination of transportation-related deaths and injuries in hazardous materials and pipeline transportation, and by promoting transportation solutions that enhance communities and protect the natural environment.

ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2007	$18,031,000
Budget request, fiscal year 2008	18,130,000
Recommended in the bill	18,130,000
Bill compared with:	
Appropriation, fiscal year 2007	+99,000
Budget request, fiscal year 2008	– – –

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

COMMITTEE RECOMMENDATION

The Committee provides $18,130,000 for these costs, of which $639,000 is to be provided from the Pipeline Safety Fund. The Committee expects PHMSA to use these funds as reflected in its budget justification.

HAZARDOUS MATERIALS SAFETY

Appropriation, fiscal year 2007	$26,723,000
Budget request, fiscal year 2008	27,003,000
Recommended in the bill	28,899,000
Bill compared with:	
Appropriation, fiscal year 2007	+2,176,000
Budget request, fiscal year 2008	+1,896,000

The PHMSA oversees the safety of the more than 800,000 daily shipments of hazardous materials in the United States and uses risk management principles and security threat assessments to understand, communicate, and reduce dangers inherent in hazardous materials transportation. The agency formulates, issues and revises hazardous materials regulations which cover hazardous materials definitions and classifications, hazard communications, shipper and carrier operations, training and security requirements, and packaging and container specifications.

COMMITTEE RECOMMENDATION

The Committee provides $28,899,000 to continue the agency's hazardous materials safety functions, $1,896,000 above the request and $2,176,000, or 8 percent, above the fiscal year 2007 level.

Full-time equivalent staff years (FTE).—In fiscal year 2007, the Committee provided additional resources sufficient fund four new inspectors, as had been requested, to achieve a more effective level of inspections, address the need to investigate undeclared shipments, and improve cross-modal data sharing. This would increase the hazardous materials safety program to 156.5 FTE in fiscal year 2008. However, the agency's budget proposes to cut two FTE from this program with little or no justification despite the fact that the Committee has been very supportive of staffing increases in recent years. As such, the Committee includes $19,714,000 for the operating expenses of the hazardous materials safety programs, $247,000 above the request, which should be sufficient to fund 156.5 FTE as previously approved by the Committee.

Research, development, and other programs.—PHMSA's fiscal year 2008 budget requests an additional $1,100,000 for a new hazardous materials intermodal portal. In order to offset the funding for this new initiative, as well as other mandatory increases for inflation, pay raises, and GSA rent, the budget makes significant cuts to other programs, including reducing contract programs by $852,000, research and development (R&D) activities by $338,000, and the hazardous materials registration program by $459,000.

The Committee's recommendation restores funding to these programs in order to maintain them at the fiscal year 2007 funding level and provides $9,185,000 to be distributed as follows:

Hazardous materials information system	$1,855,000
Research and analysis	651,000
Inspection and enforcement	232,000
Rulemaking support	463,000
Training and outreach	1,438,000
Hazardous materials intermodal portal	1,100,000
Emergency preparedness	381,000
Hazardous material registration program	1,236,000
R&D information systems	577,000
R&D research and analysis	676,000
R&D regulation compliance	576,000
Total	9,185,000

Hazardous materials intermodal portal.—The budget requests $1,100,000 to develop a single Department-wide data system that will integrate "stovepiped" data and help coordinate efforts to monitor the vast hazardous materials community to target poor performers and security threats. The total cost of the portal is $1,500,000, of which $400,000 is funded in the pipeline safety appropriation. The Committee approves this request.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

	(Pipeline safety fund)	*(Oil spill liability trust fund)*	*Total*
Appropriation, fiscal year 2007	$60,065,000	$14,850,000	$74,915,000
Budget request, fiscal year 2008	55,770,000	18,810,000	74,580,000
Recommended in the bill	60,065,000	18,810,000	78,875,000
Bill compared to:			
Appropriation, fiscal year 2007	– – –	+3,960,000	+3,960,000
Budget request, fiscal year 2008	+4,295,000	– – –	+4,295,000

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

COMMITTEE RECOMMENDATION

The bill includes $78,875,000 to continue pipeline safety operations, research and development, and state grants-in-aid in fiscal year 2008, which is $4,295,000 over the request and $3,960,000 over the fiscal year 2007 level. The bill specifies that of the total appropriation, $18,810,000 shall be derived from the oil spill liability trust fund and $60,065,000 shall be from the pipeline safety fund.

Investigator Positions.—The budget requests eight new investigator positions to enhance data collection, evaluate pipeline operator performance, design improvement programs, and, when necessary, respond to pipeline incidents. The Committee approves these positions and provides the associated half-year costs.

In total, the Committee provides $31,342,000 for salaries and benefits, travel, and other operating expenses associated with the pipeline safety activities of the agency.

Contract programs.—The Committee provides $17,050,000 for the contract programs associated with PHMSA's pipeline safety operations, including $400,000 for the hazardous materials intermodal portal, and activities associated with implementing the Oil Pollution Act.

Research and development.—PHMSA's budget proposes to reduce the agency's investment in pipeline safety research and development by $5,343,000 to a meager $3,750,000 in fiscal year 2008. This represents almost a sixty percent reduction below the fiscal year 2007 level of $9,093,000. The budget notes that these funds are being redirected in order to provide additional funding for state grants as the agency tries to refocus its efforts to meet the mandates of the recently passed pipeline safety reauthorization, the Pipeline Inspection, Protection, Enforcement, and Safety Act (PIPES Act) of 2006. However, the research and development activities of PHMSA are used to improve pipeline inspection technology and analysis tools to strengthen the industry's ability to effectively manage pipeline integrity. Research also helps to improve the operators' ability to prevent damage to pipelines, detect leaks, and develop stronger pipe materials. Therefore, the Committee restores some of the cuts to these programs and provides $7,425,000 for these activities in fiscal year 2008.

State one-call grants.—The Committee directs that no less than $1,043,000 of the funds provided shall be for state one-call grants, as requested.

State pipeline safety grants.—In December 2006, Section 2(c) of the PIPES Act amended section 60107(a) of title 49, United States Code (U.S.C.), to authorize the Secretary of Transportation to pay for up to 80 percent of the cost of personnel, equipment, and other activities incurred by state pipeline agencies during the calendar year. The previous limit had been up to 50 percent. In fiscal year 2006, PHMSA provided $18,320,730 for the gas and liquid state grant program, which was only 42 percent of the $43,551,854 requested by the states. PHMSA's budget states that the agency's goal is to increase the federal funding for these grants incrementally by 5 percent each year until the 80 percent cap is reached in order to encourage states to remain in the pipeline safety program. The Committee provides $20,000,000 for these pipeline safety grants in fiscal year 2008 to assist state pipeline agencies to increase inspection and enforcement activities, an increase of $1,503,000, or 8 percent, above the fiscal year 2007 level of $18,497,000.

State damage prevention grants.—Section 60134 of title 49, U.S.C., establishes a new grant program to assist in improving the overall quality and effectiveness of damage prevention programs of the states. Since outside force damage is a leading cause of release incidents and is often in close proximity to populated areas, the Committee provides $1,515,000 for this grant program in fiscal year 2008 as requested.

Technology development grants.—The budget requests $500,000 to establish a grant program for the development of technologies to facilitate the prevention of pipeline damage caused by excavation activities. The Committee provides the funding for these grants as requested.

Pipeline safety user fee allocation.—The pipeline safety program, including state grants, is largely funded through user fees on natural gas transmission pipelines, jurisdictional hazardous liquid pipelines, and liquefied natural gas terminal operators. Yet, the PIPES Act has increased the responsibilities for PHMSA and the states with respect to the safety of our nation's pipelines. Given

this change in scope of the pipeline safety program, the Committee directs PHMSA to review the user fee collection process to determine if it should be modified to more equitably allocate the cost of the pipeline safety program across the industry segments covered by federal and state oversight. PHMSA shall submit a report to both the House and Senate Committees on Appropriations by February 1, 2008, that summarizes: the agency's statutory authority to revise the fee structure; its assessment of the current fee structure; and any recommendations for changes to the fee structure that should be considered as a result of the passage of the PIPES Act.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

	(Emergency preparedness fund)	*(Emergency preparedness grant program)*	*Total*
Appropriation, fiscal year 2007	$198,000	($14,157,000)	$14,355,000
Budget request, fiscal year 2008	188,000	(28,318,000)	28,506,000
Recommended in the bill	188,000	(28,318,000)	28,506,000
Bill compared to:			
Appropriation, fiscal year 2007	−10,000	(+14,161,000)	+14,151,000
Budget request, fiscal year 2008	− − −	− − −	− − −

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

COMMITTEE RECOMMENDATION

The Committee recommends $188,000, the same amount as requested, for activities related to emergency response training curriculum development and updates, as authorized by section 117(A)(i)(3)(B) of HMTUSA. The Committee has provided an obligation limitation of $28,318,000 for the emergency preparedness grant program.

RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION

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

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

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

RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2007	$7,736,000
Budget request, fiscal year 2008	12,000,000
Recommended in the bill	12,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+4,264,000
Budget request, fiscal year 2008	– – –

COMMITTEE RECOMMENDATION

The bill includes $12,000,000 to continue research and development activities in fiscal year 2008. This funding level is sufficient to fund 36 full-time equivalent staff years (FTE), an increase of 3 FTE over the fiscal year 2007 level.

Research Programs.—Within the fiscal year 2008 recommended funding level, the Committee provides $6,036,000 for RITA's research, development, and technology (RD&T) programs as follows:

Hydrogen fuels safety R&D	$500,000
RD&T coordination	536,000
Nationwide Differential Global Positioning System	5,000,000

The Committee recommends that the $6,036,000 provided for these RD&T programs be available until September 30, 2010.

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

BUREAU OF TRANSPORTATION STATISTICS

(LIMITATION ON OBLIGATIONS)

Appropriation, fiscal year 2007	($27,000,000)
Budget request, fiscal year 2008	(27,000,000)
Recommended in the bill	(27,000,000)
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	– – –

COMMITTEE RECOMMENDATION

Under the appropriation of the Federal Highway Administration, the bill provides $27,000,000 for BTS. In addition, BTS will receive a portion of the revenue aligned budget authority (RABA) increase to the federal-aid highway program. The Committee limits BTS staff to 122 FTE in fiscal year 2008.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

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

Appropriation, fiscal year 2007	$64,043,000
Budget request, fiscal year 2008	66,400,000
Recommended in the bill	66,400,000
Bill compared with:	
Appropriation, fiscal year 2007	+2,357,000
Budget request, fiscal year 2008	– – –

COMMITTEE RECOMMENDATION

The Committee recommendation provides $66,400,000 for activities of the Office of Inspector General (OIG), consistent with the budget request. The Committee continues to value highly the work of the OIG in oversight of departmental programs and activities.

In addition, the OIG will receive $6,874,000 from other agencies in this bill, as noted below:

Federal Highway Administration	$4,024,000
Federal Transit Administration	2,000,000
Federal Aviation Administration	750,000
National Transportation Safety Board	100,000

Funding is sufficient to finance 410 full-time equivalent (FTE) staff years in fiscal year 2008, for a decrease of 10 FTE from the fiscal year 2007 level.

The Committee recognizes that the National Transportation Safety Board Reauthorization Act of 2006 (Public Law 109–443) authorized the Government Accountability Office (GAO) to audit, at least annually, NTSB programs and expenditures, including information security. It also provided that the NTSB and OIG in the absense of a direct appropriation, enter into a reimbursable agreement for any NTSB-related audits or reviews performed by the OIG.

On February 2, 2007, the OIG notified NTSB that it would continue to perform the annual audit of NTSB's financial statements under the Chief Financial Officers Act, maintain the hotline, and conduct follow-up investigations on a cost reimbursement basis. OIG intends to enter into a reimbursable agreement with NTSB for costs associated with these activities (approximately $100,000).

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

Audit reports.—The Committee requests the Inspector General to continue forwarding copies of all audit reports to the Committee immediately after they are issued, and to continue to make the Committee aware immediately of any review that recommends can-

cellation or modifications to any major acquisition project or grant, or which recommends significant budgetary savings. The OIG is also directed to withhold from public distribution for a period of 15 days any final audit or investigative report which was requested by the House or Senate Committees on Appropriations.

SURFACE TRANSPORTATION BOARD

The Surface Transportation Board (STB) was created on January 1, 1996, by Public Law 104–88, the Interstate Commerce Commission (ICC) Termination Act of 1995 (ICCTA). The ICCTA abolished the ICC; eliminated certain functions that had previously been implemented by the ICC; transferred core rail and certain other provisions to the STB; and transferred certain motor carrier functions to the Federal Highway Administration (now under the Federal Motor Carrier Safety Administration).

The STB is a three-member, bipartisan, independent adjudicatory body organizationally housed within DOT that is specifically responsible for regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers. The STB's regulatory oversight of rail carriers encompasses the regulation of rates, mergers and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis and policy development associated with these activities. The STB's jurisdiction also includes certain regulation of the intercity bus industry and surface pipeline carriers as well as the rate regulation of water transportation in the non-contiguous domestic trade, household-good carriers, and collectively determined motor rates.

The law empowers the STB through its exemption authority to promote deregulation administratively on a case-by-case basis and continues intact the important rail reforms made by the Staggers Rail Act of 1980.

SALARIES AND EXPENSES

Appropriation, fiscal year 2007	$26,324,500
Budget request, fiscal year 2008 [1]	23,085,000
Recommended in the bill [1]	26,495,000
Bill compared with:	
Appropriation, fiscal year 2007	+170,500
Budget request, fiscal year 2008	+3,410,000

[1] Assumes collection of $1,250,000 in user fees, to offset the appropriation as the fees are collected throughout the fiscal year.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $26,495,000, an increase of $3,410,000 above the budget request. Included in the recommendation is $1,250,000 in fees, which will offset the appropriated funding. At this funding level, the Board will be able to accommodate 150 full-time equivalent staff years.

The Committee's recommendation funds the following increases above the fiscal year 2007 enacted level:

Annualization of fiscal year 2007 pay raise	$106,000
Fiscal year 2008 pay raise	+330,000
GSA rent increase at new facility	+398,000
Inflation	+61,000
Working capital fund increase	+38,000
Fiscal year 2008 equipment expenses (one-time)	+133,000

These increases are offset by a reduction of $892,000 for the one-time relocation expenses funded in fiscal year 2007.

User fees.—Current statutory authority, under 31 U.S.C. 9701, grants the Board the authority to collect user fees. The Committee believes that $1,250,000 in user fees is reasonable. Language is included in the bill allowing the fees to be credited to the appropriation as offsetting collections, and reducing the general fund appropriation on a dollar-for-dollar basis as the fees are received and credited. The Committee continues this language to simplify the tracking of the collections and provide the Board with more flexibility in spending its appropriated funds.

STB case report.—The Committee is aware of frustration over rail service and freight rail charges among rail customers, including electric utilities, rural electric cooperatives, paper companies, agricultural industries and local units of government. The Committee recognizes that the four major railroads now control more than 94 percent of the industry's revenues and 90 percent of the rail track and that there are fewer options for shippers that rely on the nation's major railroads for service. The Committee directs the STB to issue a report to the House and Senate Committees on Appropriations by February 1, 2008, that shows the number of complaints that have been filed related to high rail charges and poor service since January 2005, the STB's determinations in these cases, and the status and timing of decisions in any pending cases.

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

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

Waste transfer and sorting facilities.—The Committee recognizes that a growing number of certain waste haulers and rail companies have sought to exploit a potential loophole in the Interstate Commerce Commission Termination Act in order to construct and operate unregulated waste transfer and sorting facilities on railroad properties. The developers of these types of facilities are claiming that ICCTA grants federal preemption from local, state and certain federal regulations that protect the public interest with respect to solid waste. The Committee disagrees with this interpretation of ICCTA preemption since the operation of solid waste facilities is not integral to transportation by rail. The Committee urges the STB to expeditiously clarify that these types of facilities are indeed

subject to the same local, state, and federal laws and regulations as other solid waste facilities.

Retirement-eligible personnel.—The Committee notes that approximately 34 percent of the current Board staff are retirement-eligible. The Committee encourages the Board to utilize the flexibility provided by the authorized 150 FTE cap, as well as other internal mechanisms, to manage the retirement bubble over the next few fiscal years in order to prevent a sudden and detrimental loss of personnel due to retirements.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

(INCLUDING TRANSFER OF FUNDS)

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

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

Section 182. The Committee continues the provision prohibiting funds in this Act for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation, and prohibits political and Presidential personnel assigned on temporary detail outside the Department of Transportation.

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

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

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

Section 186. The Committee continues the provision authorizing the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the Department of Transportation.

Section 187. The Committee continues the provision prohibiting funds in Title I of this Act from being issued for any grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations.

Section 188. The Committee continues a provision for the Department of Transportation allowing funds received from rebates, refunds, and similar sources to be credited to appropriations.

Section 189. The Committee amends slightly a provision continued for years allowing amounts from improper payments to a third party contractor or contractor support that are lawfully recovered by the Department of Transportation to be available to cover expenses incurred in the recovery of such payments.

Section 190. The Committee includes a new provision that clarifies funding for a Monterey, California, highway bypass included in Public Law 102–143.

Section 191. The Committee includes a new provision that clarifies funding for a Marlboro Township, New Jersey, highway project included in section 378 of Public Law 106–346.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SUSTAINABILITY IN HUD'S HOUSING PROGRAMS

The Committee held several hearings focused on the future direction of housing and transportation policy, and heard a consistent refrain that sustainability, both in the nation's housing and transportation infrastructure, should be a key component in planning for the future. The Committee firmly believes that the federal government should be a leader in this area, and that a great deal of progress can be made through the Department of Housing and Urban Development.

According to HUD's own figures, the Department assists more than 5 million renters and homeowners and spends about 10 percent of its total budget, approximately $4,000,000,000, in energy costs through its various housing programs. The Committee notes that HUD has made initial steps to improve energy efficiency in its programs, including the adoption of an Energy Action Plan in April 2002. In addition, Section 154 of the Energy Policy Act of 2005 required HUD to implement an integrated energy strategy to improve awareness about energy saving technologies and provide limited incentives for energy efficiency. HUD has also signed a joint partnership with the Environmental Protection Agency and the Department of Energy to promote energy efficiency in HUD's affordable housing programs.

The Committee strongly believes that increased energy efficiency in HUD programs is beneficial to the agency through lowered utility costs. Just as important, however, is the fact that decreased energy costs benefit lower income families and communities served by HUD's programs. In fact, the population assisted through HUD programs can realize significant health, economic and environmental benefits from more sustainable approaches to affordable housing development. However, the Committee is concerned that HUD's energy and environmental initiatives have been largely ineffective because they rely on voluntary actions and provide few incentives for compliance. For example, for the HOPE VI program, HUD currently awards just 1 point for Energy Star compliance out of a total of 125 points. Similar weak incentives are found in other HUD housing programs.

HUD should go beyond voluntary and limited incentives for energy efficiency and incorporate robust green building and rehabilitation standards into its housing programs.

Preliminary studies of green affordable housing developments have found a 2 to 4 percent increase in the cost of construction. However, these same studies also report substantial energy and water utility savings for low-income families living in green affordable housing. A recent review found Green Communities homes were 30 percent more energy efficient than traditional homes and that the average household can save hundreds of dollars per year in decreased utility costs. Furthermore, during the Committee's hearings on sustainable communities this year, a reputable green housing developer testified that it takes only 5 to 7 years to repay the increase in green construction costs through long-term operational savings.

The Committee is convinced that the results of initiatives such as the Green Communities program and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) rating system are increasingly demonstrating that sustainable development can be achieved on a cost effective basis. The Committee notes that a number of states and cities have already incorporated green building criteria into their affordable housing programs.

By including strong green building standards into HUD programs, such as HOPE VI, the Committee believes that HUD will be able to better promote sustainable communities and healthy living environments, as well as reduce utility costs for low-income families.

Some programs already contain energy efficiency components, which should be utilized, and other programs could find ways to better incorporate green principles. For example, the HOME program statute authorizes funds for technical assistance and capacity development to improve the ability of grantees to incorporate energy efficiency into affordable housing (42 U.S.C. 12782). The Committee urges HUD to investigate the costs of requiring stronger environmental standards in HUD programs; the long-term operational savings to HUD that may result from sustainable capital investments in public housing; and how HUD can better incorporate energy efficiency measures and green building standards into all housing programs, including but not limited to the Community Development Block Grant, HOME, Section 202, Section 811 and HOPE VI programs.

COOPERATION BETWEEN HUD AND THE COMMITTEE

The Committee is disappointed that HUD has not been a more willing partner in responding to the requests of the Committee. The issues of low-income housing and community and urban development are not partisan ones, and the Committee expects HUD to work with the Committee in a manner that best reflects the gravity and importance of its mission.

The Committee believes that HUD should be more forthcoming in the provision of information to the Committee, particularly as it relates to the actual funding needs of its programs. HUD either does not know, or has not been willing to share, the actual numbers and necessary funding needs with the Committee. If the Department does not know this information, it is a sad reflection on

the agency. HUD should have a better grasp of its contracts and funding needs, particularly in the Project-Based Rental Assistance account. If HUD is simply disinclined to share the information, this unwillingness to be responsive to the Committee in the provision of housing and services for vulnerable populations is reprehensible. It is in the best interest of the Department, as well as the low- and moderate-income populations that it serves, to be straightforward about the funding levels necessary to sustain programs. The Committee questions the practice of citing executive privilege as a rationale for the withholding of requested budgetary information. Accurate information is crucial to the Committee's ability to comprehensively consider HUD's budgetary needs each year, and is in keeping with the Committee's responsibility to evaluate the Administration's budget request.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$15,927,000,000
Budget request, fiscal year 2008	16,000,000,000
Recommended in the bill	16,330,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+403,000,000
Budget request, fiscal year 2008	+330,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $16,330,000,000 for tenant-based rental assistance, an increase of $403,000,000 above the fiscal year 2007 enacted level and $330,000,000 above the budget request for Section 8 vouchers. Consistent with the budget request, the Committee continues the advance of $4,193,000,000 of the funds appropriated under this heading for Section 8 programs to October 1, 2008. The entire advance is limited to this account.

Voucher Renewals.—The Committee is providing $14,744,506,000, which is an increase of $300,000,000 above the budget request for the renewal of tenant-based vouchers. The Department is instructed to monitor and report to the House and Senate Committees on Appropriations each quarter on the trends in Section 8 subsidies and to report on the required program alterations due to changes in rent or changes in tenant income.

The fiscal year 2008 bill continues the "budget based" system of funding. However, the Committee recognizes that a fully "budget based" system leaves the Public Housing Authorities (PHAs) with a single fixed amount for the calendar year and with the difficult task of maximizing the renewal of vouchers while operating under a complex regime of rules and requirements that do nothing to facilitate the process. Absent real reforms to the program to reduce costs and dramatic changes to the program's implementation guidelines to reduce the administrative burden, the Committee directs

the Department to take whatever regulatory and administrative actions it can to increase flexibility, reduce administrative burden and streamline program implementation. By January 1, 2008, the Committee directs the Department to provide a full report on the regulatory and administrative options available to the Department and those it has implemented. However, absent real programmatic and statutory reform these actions at best only function as stop gap measures.

In the fiscal year 2007 joint funding resolution, Congress made a necessary change to the funding formula that governs the tenant-based rental assistance account. Instead of relying on data from May, June and July of 2004, the new formula is based on current leasing and cost data from the most recent twelve-month period, which was defined as January 1, 2006 through December 31, 2006. This adjustment is intended to capture the true needs of PHAs and encourages PHAs to use their undesignated fund balances for the purpose for which they were appropriated—serving low-income families and individuals. The Committee notes that the Administration proposed the same change for fiscal year 2009. The Committee has been deeply disappointed in the implementation of this formula change, especially in light of the fact that similar language had been proposed in the Senate appropriations bill for fiscal years 2006 and 2007. The Department seemed unwilling to update its formula and was uncooperative in implementing this change. The Department is reminded that its mission is to serve as many low-income families and individuals as efficientlty as possible and that it is a partner with the Committee in this effort.

The Committee reminds HUD that the undesignated fund balances, or reserves, held by PHAs are funds meant to be used for the housing of low-income families and individuals. The Department is instructed to allow the PHAs to use these undesignated fund balances in administering their programs, and is not permitted to recapture or rescind these reserves for the Housing Certificate Fund rescission.

Having changed the formula in the fiscal year 2007 joint funding resolution, and understanding that the new funding allocations were delayed due to the fiscal year 2007 Supplemental Appropriations bill, the Committee believes it is important to give PHAs adequate time to transition to the new formula. Therefore, the Committee has based the fiscal year 2008 tenant-based rental assistance renewal formula on the amount PHAs actually received in fiscal year 2007. This ensures that PHAs will have the time and stability to transition effectively to the new formula, and will help to pinpoint the increase in utilization due to the new formula.

In making the formula change, it became very clear that the Department must be more open about the Voucher Management System (VMS) data so that good policy and funding decisions can be made from actual leasing and cost data. The Department is therefore instructed to post current VMS data on its website on a quarterly basis. This shared information will spur innovation, will lead to better policy and funding decisions, and will encourage PHAs to increase utilization rates. The Committee notes that HUD is considering posting this information ahead of Congressional direction.

The Committee continues and strengthens through bill language the direction to the Department to communicate to each PHA,

within 45 days of enactment, the fixed amount that will be made available to each PHA for calendar year 2008. The amount being provided in this account is the only source of Federal funds that may be used to renew tenant-based vouchers. The amounts appropriated here may not be augmented from any other source.

The Committee agrees to the budget request that a portion of the contract renewal funds may be used for additional rental subsidy due to exigencies as determined by the Secretary and for the one-time funding of housing assistance payments resulting from the portability provisions of the housing choice voucher program. The Committee directs that housing assistance payments resulting from the portability provisions be the first priority in the use of these funds.

Tenant protection.—The Committee provides $150,000,000 for tenant protection vouchers, the same as the amount enacted for fiscal year 2007 and as the budget request. As a result of the variable nature of this activity from year to year, language is included allowing the Department to use carryover and recaptures of unexpended Section 8 balances to fund additional rental assistance costs in addition to funds appropriated for fiscal year 2008. These additional rental assistance costs are limited to housing assistance payments and administrative fees not to exceed the rate of administrative fees provided for contract renewals. The Department is advised against instructing PHAs to fund initial Tenant Protection Vouchers for less than twelve calendar months or funding these vouchers from the renewal account. The Department is instructed to report to the House and Senate Committees on Appropriations by January 1, 2008 on the number of Tenant Protection Vouchers in use. Further, the Committee instructs HUD to issue Tenant Protection Vouchers for all units lost from the affordable stock, not only those under lease. The need for affordable housing units is great and the Committee is disappointed that HUD would advise the further diminution of much-needed housing units.

Incremental Vouchers.—For the first time in five years, the Committee includes funding for incremental vouchers, specifically targeted to the non-elderly disabled population and homeless veterans. The Committee provides $30,000,000 for these vouchers, understanding that the need for vouchers by these and other populations remains great. Of the incremental vouchers provided, one thousand vouchers are to be provided for homeless veterans, in accordance with the HUD–VASH program. The Committee is dedicated to using its resources to fund current vouchers effectively and efficiently, while providing new vouchers for qualified populations.

Administrative Fees.—The Committee recommends $1,351,000,000 for allocation to the PHAs to conduct activities associated with placing and maintaining individuals under Section 8 assistance. This amount is $62,900,000 above the enacted level for 2007 and the same as the level proposed in the budget request. In addition, the Committee agrees with the Administration's request to fund administrative fees based on the number of units leased. This adjustment will incentivize PHAs to serve more families and individuals and will lead to increased utilization of vouchers, a key goal for the Committee.

Family Self-Sufficiency Coordinators (FSS).—The Committee includes $48,000,000 for FSS coordinators, the same amount as re-

quested by the budget and $500,000 more than the level enacted for 2007. Coordinators help residents link up with important services in the community to speed the achievement of self-sufficiency. The Committee recognizes the importance of this activity and encourages HUD to work with PHAs to efficiently and effectively utilize these resources.

Working Capital Fund.—The Committee provides the requested amount of $6,494,000 for transfer to the Working Capital Fund.

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

HOUSING CERTIFICATE FUND

(RESCISSION)

Appropriation, fiscal year 2007	−$1,650,000,000
Budget request, fiscal year 2008	−1,300,000,000
Recommended in the bill	−1,300,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+350,000,000
Budget request, fiscal year 2008	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends a rescission of $1,300,000,000 from the Housing Certificate Fund from the Section 8 tenant-based and project-based rental assistance programs as proposed in the budget request. The Committee instructs the Department to treat undesignated fund balances held by the public housing authorities, however, as funds that belong to the public housing authorities and may not be rescinded.

PUBLIC HOUSING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$2,438,964,000
Budget request, fiscal year 2008	2,024,000,000
Recommended in the bill	2,438,964,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+414,964,000

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

COMMITTEE RECOMMENDATION

The Committee recommends a total funding level of $2,438,964,000, the same as the level provided in fiscal year 2007

and an increase of $414,964,000 above the budget request. Within the amounts provided the committee directs that:

—$17,000,000 is made available for Emergency Capital needs; the Committee continues last year's language to ensure that funds are used only for repairs needed due to an unforeseen and unanticipated emergency event or natural disaster that occurs during fiscal year 2008;

—$38,000,000 is directed to the Resident Opportunity and Supportive Services; the Committee recognizes the importance of this program, which assists public housing residents in achieving self-sufficiency. The Committee is concerned about the large unexpended balance in this account and the fact that HUD denied funding to a large majority of the applications due to technical issues that agencies should have been allowed to correct. The Committee directs HUD to issue a timely Notice of Funding Availability for these funds and to report by March 1, 2008 on the number of applicants for these funds, the grants awarded, and the Department's plan for expending the remaining balances in this program.

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

—$10,890,000 is for Technical Assistance. The Department is expected to cover the costs of the fair market rents (FMR) surveys from funds remaining available in this account;

—$8,820,000 is directed to the support of administrative and judicial receiverships; the Committee is concerned about the length of time that several PHAs have been in receivership, with little proven improvement. While the Committee recognizes that it is a complex process to remediate the problems at these agencies, the Committee is troubled that agencies have been in receivership for as long as 22 years and that some cycle in and out without improvement. The Committee directs HUD to report to the Committee by January 1, 2008 the status of all PHAs in receivership and the technical assistance provided, as well as the demonstrated achievements by each PHA; and

—Up to $10,000,000 for transfer to the Working Capital Fund to support the development of and modifications to, information technology systems which support Public and Indian Housing (PIH) programs. This reflects the Committee's continued concern that investments must be made to correct deficiencies in PIH information technology systems to improve PIH's ability to conduct appropriate financial and management oversight of its programs.

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

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

The Committee recognizes that the capital fund needs are great, and fully believes that investments made to the valuable asset of public housing should be made in a sustainable manner. The Committee directs HUD to report to the House and Senate Committees on Appropriations methods for improving sustainable rehabilitation and building practices in the capital fund account.

HOUSING OPERATING FUND

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$3,864,000,000
Budget request, fiscal year 2008	4,000,000,000
Recommended in the bill	4,200,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+336,000,000
Budget request, fiscal year 2008	+200,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $4,200,000,000 for the Federal share of PHA operating expenses. This amount is $336,000,000 above the enacted level for fiscal year 2007 and is $200,000,000 above the budget request. The Committee does not include funds to be used for the "Housing Self-Sufficiency Award." The Committee does not provide funding for the Asset-Based Management Transition Fund, as the Committee does not believe it should fund HUD's transition to asset management when the PHAs making the transition are getting no such assistance from HUD.

The Committee is deeply concerned about the implementation of asset management for public housing. While most parties agree that asset management is a worthy endeavor that can be beneficial to public housing in the long run, HUD's overly restrictive implementation of this new system contradicts the stated goals of asset management. In particular, there are concerns about the potential negative consequences of the guidance HUD has issued given the regulatory and funding differences between public housing and private housing. The conversion to asset-based management has led to new regulatory restrictions on public housing that the public housing industry claims will lessen the quality of the housing and services provided to the tenants. The most contentious of these new restrictions are HUD-imposed management and related fees, which can limit the flexibility of an agency in managing its portfolio of housing projects. The Committee is concerned about the impact of these new rules on the over one million families living in public housing. The Final Rule requires HUD to convene a meeting in 2009 in accordance with the Federal Advisory Committee Act. The Final Rule states that this meeting will "review the methodology to evaluate" public housing Property Expense Levels "based on actual cost data." The Committee believes that this meeting is an excellent opportunity to address the related methodological issue of management fees. Because it is crucial to the success of asset management that management fees for PHAs be set at appropriate lev-

els, the Committee directs HUD to include the topic of management fees in the meeting required by the Final Rule in 2009.

In addition, the Committee is aware that HUD is undertaking an administrative reform initiative to examine and possibly revise regulations and guidance related to public housing. This initiative will be particularly important as it coincides with the implementation of asset management. The Committee supports this initiative and encourages the Department to solicit input from a variety of stakeholders in this critical effort.

The Committee instructs the HUD Inspector General to investigate the implementation of asset management, especially the issue of management fees, and to report its findings to the House and Senate Committees on Appropriations by March 15, 2008.

The Committee also continues a provision, carried in prior years, prohibiting funds from being used for section 9(k) activities.

The Committee is concerned about reports that some Public Housing Authorities are requiring residents to declaw their pet cats, although HUD regulations do not contain such a requirement. Declawing is a painful procedure for pets which is almost never medically or behaviorally necessary. The Committee urges HUD to notify all PHAs that declawing is not required in public housing under HUD policy. The Committee further encourages HUD to consider adding an additional provision to section 960.707(c) of HUD's regulations (24 C.F.R. 960.707(c)) that would prohibit PHAs from requiring declawing.

REVITALIZATION OF SEVERELY DISTRESSED PUBLIC HOUSING (HOPE VI)

Appropriation, fiscal year 2007	$99,000,000
Budget request, fiscal year 2008	−99,000,000
Recommended in the bill	120,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+21,000,000
Budget request, fiscal year 2008	+219,000,000

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

COMMITTEE RECOMMENDATION

The Committee rejects the budget request for no new funding for HUD's Revitalization of Severely Distressed Public Housing program (HOPE VI) and provides $120,000,000 for the HOPE VI program for fiscal year 2008, $21,000,000 above last year's enacted level and $219,000,000 above the budget request. Language proposed to rescind funds appropriated for fiscal year 2007 is not included.

The HOPE VI program grew out of the findings and recommendations made by the National Commission on Severely Distressed Public Housing. In 1992, the Commission reported that

many public housing developments were plagued by crime, limited neighborhood employment opportunities, crumbling and unsafe physical infrastructure, and federal programs that did little to help residents.

In response to the Commission's report, the HOPE VI program (also known as the Urban Revitalization Demonstration program from 1993 to 1998) was created in fiscal year 1993 to revitalize severely distressed public housing developments and improve the quality of life for public housing residents. HOPE VI program funds are used to leverage outside investment and replace severely distressed public housing with new mixed income developments, revitalize and improve surrounding neighborhoods, reduce poverty, and provide community and support services for public housing residents.

Since its inception, $5,830,000,000 in HOPE VI revitalization grants have been awarded to public housing authorities (PHAs). According to an analysis of HUD data by the Congressional Research Service (CRS), from inception to June 2004, HOPE VI grantees planned to demolish 134,572 units of public housing, and rebuild or renovate 94,725 units of new housing.

The Committee strongly supports continued funding for the HOPE VI program. The Committee believes that the federal government should continue to demolish severely distressed public housing that is unsafe and often uninhabitable and replace it with affordable housing units through the assistance of programs like HOPE VI.

Completed HOPE VI projects have been credited with helping transform and revitalize communities across the United States. Studies have linked HOPE VI communities with improved living environments for residents, reduced crime, and better employment opportunities.

The Committee remains concerned, however, about the slow expenditure of HOPE VI funds, especially among some of the earliest grantees, and insists that HUD take a much more proactive role in ensuring that HOPE VI funds are obligated and that projects are completed in a timely fashion. In that regard, the Committee strongly believes that HUD bears a significant responsibility to facilitate these projects to their successful completion. HUD's role does not end with the selection of HOPE VI grantees.

The Committee notes that under the HOPE VI authorizing law, the Secretary may use up to 2 percent of appropriated funds for technical assistance or contract expertise. The Committee disagrees with HUD's decision to eliminate technical assistance to most HOPE VI grantees, except in cases where the grantee is at-risk. For example, HUD previously assigned each new grantee a private sector expert in finance and real estate development, but stopped this practice in fiscal year 2001. The Committee believes that technical assistance can be an immensely valuable tool to help smaller communities around the country manage their HOPE VI projects. HUD should actively help HOPE VI grantees succeed by providing proactive technical assistance before they become at-risk.

The Committee expects HUD to be a better partner in helping communities rehabilitate and revitalize their distressed public housing and directs HUD to issue its fiscal year 2008 HOPE VI Notice of Funding Availability within 60 days of enactment and to

provide adequate technical assistance, both for new grantees and for previous awardees whose projects are not yet completed, particularly those awarded before 2001. The Committee also directs HUD to report back to the Congress by February 15, 2008 on the status and living arrangements for displaced residents of public housing units involved in HOPE VI projects, and the number of HOPE VI projects located within a half mile of public transit.

Further, as one of the most innovative programs in HUD, the Committee believes that the large scale, catalytic redevelopment that the HOPE VI Program makes possible is especially well suited for a broad approach to green building, which includes smart site planning near public transportation and retail centers, water conservation, energy efficiency, and the use of environmentally beneficial building materials. Accordingly, the Committee strongly encourages HUD to require new HOPE VI affordable housing projects to meet Green Communities or the LEED for Homes building standards. Both Green Communities and the LEED rating system are nationally recognized standards for green building. The criteria were developed by leading experts in building design and construction, public health, smart growth and environmental protection. Both Green Communities and LEED for Homes also provide strong incentives to locate affordable housing close to public transportation, which is a priority for the Committee.

NATIVE AMERICAN HOUSING BLOCK GRANTS

(INCLUDING TRANSFERS OF FUNDS)

Appropriation, fiscal year 2007	$623,700,000
Budget request, fiscal year 2008	626,965,000
Recommended in the bill	626,965,000
Bill compared with:	
Appropriation, fiscal year 2007	+3,265,000
Budget request, fiscal year 2008	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends $626,965,000 for the Native American Block Grant and the Indian Community Development Block Grant Fund. This is the same as the budget request and $3,265,000 more than the enacted amount in fiscal year 2007.

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

Recognizing that the shift to multi-race data has adversely impacted many Native American tribes, the Committee directs GAO to conduct a study to analyze the impact of these funding changes and report its findings to the House and Senate Committees on Appropriations by March 14, 2008.

Of the amounts made available under this heading:

—$1,831,000 is included for Section 601 loan guarantees. However, the Department is advised that loan level activity must be monitored to ensure that sufficient grant funds are available as collateral for new loans;

—$3,465,000 is for Technical Assistance training and associated travel; and

—$148,500 is transferred to the Department Salary and Expenses account.

The Committee is concerned about HUD's slow expenditure of Technical Assistance grants in this account and directs HUD to report to the House and Senate Committees on Appropriations by February 1, 2008 its plans for providing technical assistance to the Indian tribes and the Tribally Designated Housing Entities. It is clear to the Committee that HUD has not made a serious effort to build tribal capacity and technical expertise to carry out affordable housing programs. HUD should be far more proactive in working with the Indian communities to address their needs and is directed to prepare a report to Congress on this issue by March 15, 2008.

Additionally, the Committee expects the Department to continue to provide resources to the National American Indian Housing Council, if authorized.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriation, fiscal year 2007	$8,727,000
Budget request, fiscal year 2008	5,940,000
Recommended in the bill	8,727,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+2,787,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $8,727,000 for this program, the same as the amount provided in fiscal year 2007, and $2,787,000 above the budget request. Of the amounts provided, $299,211 is for technical assistance.

The Committee is concerned about the slow expenditures in formula grants and directs HUD to award these funds in a more efficient, effective manner. The Committee directs HUD to submit a letter to the House and Senate Committees on Appropriations by February 1, 2008 on the status of grants expended in this account.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

Program account:	
Appropriation, fiscal year 2007	$6,000,000
Budget request, fiscal year 2008	7,450,000
Recommended in the bill	7,450,000
Bill compared with:	
Appropriation, fiscal year 2007	+1,450,000
Budget request, fiscal year 2008	– – –
Limitation on direct loans:	
Appropriation, fiscal year 2007	$251,000,000
Budget request, fiscal year 2008	367,000,000
Recommended in the bill	367,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+116,000,000
Budget request, fiscal year 2008	

Section 184 of the Housing and Community Development Act of 1992 establishes a loan guarantee program for Native Americans to build or purchase homes on trust land. This program provides access to sources of private financing for Indian families and Indian housing authorities that otherwise cannot acquire financing because of the unique legal status of Indian trust land. This financing vehicle enables families to construct new homes or to purchase existing properties on reservations.

COMMITTEE RECOMMENDATION

The Committee recommends $7,450,000 in new credit subsidy for the Section 184 loan guarantee program, $1,450,000 above the fiscal year 2007 enacted level and the same as the budget request. The Committee strongly supports the program of loan guarantees for the purchase, construction or rehabilitation of single-family homes on trust or restricted lands. Of the amounts made available, $248,000 is transferred to Salaries and Expenses.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

Program account:.	
Appropriation, fiscal year 2007	$891,000
Budget request, fiscal year 2008	1,044,000
Recommended in the bill	1,044,000
Bill compared with:	
Appropriation, fiscal year 2007	+153,000
Budget request, fiscal year 2008	– – –
Limitation on direct Loans:	
Appropriation, fiscal year 2007	$35,714,000
Budget request, fiscal year 2008	41,504,255
Recommended in the bill	41,504,255
Bill compared with:	
Appropriation, fiscal year 2007	+5,790,000
Budget request, fiscal year 2008	

The Hawaiian Homelands Homeownership Act of 2000 created the Native Hawaiian Housing Loan Guarantee Fund program to provide loan guarantees for native Hawaiian individuals and their families, the Department of Hawaiian Home Lands, the Office of Hawaiian Affairs, and private, nonprofit organizations experienced in the planning and in the development of affordable housing for

Native Hawaiians for the purchase, construction, and/or rehabilitation of single-family homes on Hawaiian Home Lands. This program provides access to private sources of financing that would otherwise not be available because of the unique legal status of Hawaiian Home Lands.

COMMITTEE RECOMMENDATION

The Committee recommends $1,044,000 for this program, the same amount as requested and $153,000 above fiscal year 2007 to guarantee a total loan volume of $41,504,255, the full amount requested. Language is included transferring $35,000 to Salaries and Expenses for administrative expenses.

The Committee is concerned about the slow expenditure of credit subsidy in this account. In this regard, the Committee directs the Department to submit a plan to the House and Senate Committees on Appropriations by February 1, 2008 that details HUD's plan to increase the efficiency and utilization of this program.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriation, fiscal year 2007	$286,110,000
Budget request, fiscal year 2008	300,100,000
Recommended in the bill	300,100,000
Bill compared with:	
Appropriation, fiscal year 2007	+13,990,000
Budget request, fiscal year 2008	– – –

The Housing Opportunities for Persons with AIDS (HOPWA) program is authorized by the Housing Opportunities for Persons with AIDS Act. This program provides States and localities with resources and incentives to devise long-term comprehensive strategies to meet the housing needs of persons with HIV/AIDS and their families. Ninety percent of funding is distributed by formula to qualifying States and metropolitan areas on the basis of the cumulative number and incidences of AIDS reported to the Centers for Disease Control. The remaining 10 percent of funding is distributed through a national competition. Government recipients are required to have a HUD-approved Comprehensive Plan or Comprehensive Housing Affordability Strategy (CHAS).

COMMITTEE RECOMMENDATION

For fiscal year 2007, the Committee recommends $300,100,000, an increase of $13,990,000 over the enacted levels for fiscal year 2007, and the same as the budget request. Within the total amount provided, $1,485,000 is for technical assistance, training and oversight as requested and $1,485,000 is transferred to the Working Capital Fund. Within the funds provided, the Department should continue to give priority to creating new housing opportunities for persons with AIDS.

The Committee continues language which requires the Secretary to renew expiring permanent supportive housing contracts previously funded under the national competition, which meet all program requirements, before awarding new competitive grants.

Since the Committee has not received information on HUD's proposal to change the funding formula for the HOPWA program,

HUD is directed to continue to use the current formula in awarding grants. While the Committee recognizes the value in evaluating a formula that is twenty years old, this is an issue best determined with input from a variety of stakeholders, and should not be undertaken in a budget request.

RURAL HOUSING AND ECONOMIC DEVELOPMENT

Appropriation, fiscal year 2007	$16,830,000
Budget request, fiscal year 2008	– – –
Recommended in the bill	16,830,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+16,830,000

This account provides funding to rural non-profit organizations, community development corporations, Indian tribes, State housing finance agencies, State economic development and Federally recognized community development agencies.

COMMITTEE RECOMMENDATION

The Committee recommends $16,830,000 for the Rural Housing and Economic Development account, the same as the enacted level for fiscal year 2007 and $16,830,000 above the budget request. The Committee does not agree that the activities of this account are best performed through the Community Development Block Grant or the HOME programs.

COMMUNITY DEVELOPMENT FUND

(INCLUDING TRANSFERS OF FUNDS)

Appropriation, fiscal year 2007	$3,771,900,000
Budget request, fiscal year 2008	3,036,570,000
Recommended in the bill	4,180,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+408,100,000
Budget request, fiscal year 2008	+1,143,430,000

The Community Development Fund provides funding to State and local governments, and to other entities that carry out community and economic development activities under various programs.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $4,180,000,000 for the Community Development Fund account, an increase of $408,100,000 from the amount provided in fiscal year 2007 and an increase of $1,143,430,000 above the fiscal year 2008 budget request.

Of the amounts made available:

—$3,929,300,000 is for the formula grants and the state share. HUD is instructed to use the same methodology as used in fiscal year 2007 to distribute these funds;

—$62,000,000 is for the Native American Housing and Economic Development Block Grant;

—$160,000,000 is for economic development initiative activities and $20,000,000 is for neighborhood initiative activities;

—$1,584,000 is for the working capital fund; and

—$7,100,000 is for insular areas.

The Committee does not include funds, nor is the Department authorized to use funds for the proposed Challenge Grants.

Beginning in fiscal year 2009, the Committee intends to require that all Economic Development Initiative and Neighborhood Initiative funds awarded to grantees will be matched by 25 percent in funding by each grantee. This is an effort to stretch limited Federal funds to projects that have strong community support.

The Committee includes modified language making technical corrections to certain targeted economic development initiative and neighborhood initiative grants funded under this heading in prior Appropriations Acts.

The Committee directs HUD to implement the Economic Development Initiative program as follows:

	Grantee	Purpose	Funding
1	City of Rainsville, AL	for further construction of the Rainesville Ag center	$330,000
2	Marshall County Commission in Marshall County, AL	for purchase and renovation of the Douglas Senior Center	$120,000
3	Red Mountain Greenway and Recreational Area Commission in Jefferson County, AL	for land acquisition and construction of the Red Mountain Greenway and Recreation Area	$250,000
4	City of Center Point, AL	for the Polly Reed Road Greenway and Pedestrian Walkway Project	$250,000
5	Jimmie Hale Mission in Birmingham, AL	for construction of the Jimmie Hale Mission Men's Center Education and Administration Building	$250,000
6	Bay Area Food Bank in Mobile, AL	for construction of a commerical-size kitchen	$250,000
7	City of Jackson, AL	for construction of a building in conjunction with a 240-acre Industrial Development Park	$250,000
8	National Children's Advocacy Center in Huntsville, AL	for renovation, construction and buildout at the Child Abuse Digital Library and the training facility	$200,000
9	Huntsville Museum of Art in Huntsville, AL	for facility construction, expansion, renovation and buildout of the museum as part of the redevelopment of downtown Huntsville	$200,000
10	To the Helen Keller Birthplace Foundation in Tuscumbia, AL	for renovation of Ivy Green, the birthplace of Helen Keller	$100,000
11	City of Birmingham, AL	for land acquisition and construction of an urban park	$150,000
12	Wallace Community College in Dothan, AL	for conversion of an existing building to a multi-purpose instructional and training facility on the Sparks Campus in Eufaula	$150,000
13	City of Prattville, AL	for Phase II of the public acess and use at Cooters Pond Park	$100,000
14	Phenix City, AL	for riverfront development	$250,000
15	Lineville Downtown Redevelopment Authority in Lineville, AL	for renovation of theater for ecomomic and community purposes	$200,000
16	Arkansas State University-Newport in Newport, Arkansas	for construction of the Regional Transportation Technology Center, an educational and training facility	$300,000
17	Arkansas State University at Mountain Home, in Mountain Home, AR	for construction, renovation, and buildout of a multipurpose facility	$200,000
18	Peace At Home Family Shelter in Fayettevill, AR	for establishment of "safe housing" transitional housing in several counties	$200,000
19	Quapaw Community Center in Hot Springs, AR	for renovation and buildout of a community center for senior citizens	$50,000
20	Conway County, AR	for renovation and buildout of the historic Morrilton Post Office building	$150,000
21	City of Somerton in Tucson, AZ	for construction and buildout of the Dunbar Project Youth Cultural Center	$150,000
22	Chicanos Por La Causa, Inc. in Phoenix, AZ	for acquisition of a facility to be used as a business incubator and training facility	$400,000
23	City of Phoenix, AZ	for streetscape improvements as part of the Maryvale Revitalization Project	$100,000
24	Laveen Community Council in Phoenix, AZ	construction and buildout of the Laveen Community Center	$100,000
25	Historic Globe Main Street Program in Globa, AZ	for renovation of the historic Gila County Courthouse for use as a community center	$100,000
26	Office of Town Manager of Miami, AZ	for repair and clearing of housing in the Town of Miami	$100,000
27	San Bernardino Boys and Girls Club in San Bernardino, CA	for renovation and buildout of the Delman Heights Community Center	$150,000
28	City of Los Angeles, CA	for improvements to MacArthur Park	$150,000
29	Valley Family Center in San Fernando, CA	for construction and buildout of a family center	$150,000
30	City of San Clemente, CA	for continued construction of the Coastal Trail	$300,000
31	City of Santa Maria, CA	for construction, renovation and buildout of a library	$150,000
32	Stanislaus Ag Center Foundation in Modesto, CA	for planning, design and construction of The Ag Science Center	$100,000

33	Veterans Village of San Diego, CA	for construction of affordable housing for homeless veterans	$150,000
34	Sacramento Food Bank Services in Sacramento, CA	for conversion of an existing facility for use by the Sacremento Food Bank Services	$350,000
35	Housing Trust of Santa Clara County in San Jose, CA	for capitalization of a revolving loan fund for first time homebuyers	$150,000
36	Santa Cruz Redevelopment Agency in Santa Cruz, CA	for streetscape and façade improvements at an affordable housing complex	$200,000
37	City of Imperial, CA	for planning, design and construction of a regional parks facility	$150,000
38	Friendship Circle of the South Bay in Redondo Beach, CA	for construction of a multipurpose facility for children with special needs	$150,000
39	Emergency Housing Consortium in San Jose, CA	for construction of the Sobrato Transitional Center, a residential facility for homeless individuals and families	$200,000
40	East County Family YMCA in San Diego, CA	for construction of the McGrath Family YMCA	$150,000
41	San Mateo County, CA	for acquisition, renovation and buildout of an apartment complex to provide transitional housing for special needs populations	$150,000
42	Spanish Speaking Unity Council in Oakland, CA	for renovation and construction of a facility for the Fruitvale Cultural and Performing Arts Center	$200,000
43	City of Desert Hot Springs, CA	for construction and site improvements for a civic and community center	$200,000
44	City of Yucaipa, CA	for construction of a joint recreation facility for the City of Yucaipa and Crafton Hills Community College	$200,000
45	Town of Yucca Valley, CA	for development of a park and recreational facilites	$200,000
46	San Jose Conservation Corps and Charter School Youthbuild in San Jose, CA	for construction of low-income housing	$150,000
47	Mercy Hospital of Folsom in Folsom, CA	for construction of an above ground helipad at the Mercy Hospital	$100,000
48	City of Rancho Cordova, CA	for construction and buildout of a community building at the White Rock Community Park	$150,000
49	National Forest Recreation Association in Woodlake, CA	for construction of a National Mule and Packers Museum in Bishop CA	$50,000
50	County of San Joaquin, CA	for construction and buildout of an economic development facility, the San Joaquin Agricultural Center	$400,000
51	Wattstar Theatre in Los Angeles, CA	for construction and buildout of a theater and educational facility in Watts	$200,000
52	City of Benicia, CA	for renovation, construction and buildout of a facility for veterans	$150,000
53	City of La Puente, CA	for planning, design and construction of a Nature Education Center for children	$150,000
54	Southeast Rio Vista YMCA in Huntington Park, CA	for renovation and buildout of the Southeast Rio Vista YMCA	$50,000
55	Los Angeles Fashion District in Los Angeles, CA	for signage and streetscape improvements	$100,000
56	City of Bellflower, CA	for construction and buildout of the Los Angeles County Fire Museum	$500,000
57	City of Lynwood, CA	for construction of a public park	$150,000
58	Feedback Foundation in Anaheim, CA	for renovation and buildout of a facility that provides meals for low-income seniors	$150,000
59	Asian Youth Center of San Gabriel, CA	for acquisition of a multipurpose facility for the center	$150,000
60	Jewish Home for the Aging in Reseda, CA	for renovation and buildout of a residential facility for seniors with disabilities	$150,000
61	City of Azusa, CA	for renovation of the Azusa National Guard Armory to become a recreational facility for seniors and youth	$150,000
62	City of San Leandro, CA	for construction and buildout of senior center	$150,000
63	City of Livermore, CA	for capitalization of a housing loan fund through the Tri-Valley Housing Opportunity Center	$150,000
64	Ukiah Cultural and Recreational Center in Ukiah, CA	for construction and buildout of the recreational facility	$150,000

65	African-American Male Achievers Network in Los Angeles, CA	for acquisition and renovation of a facility to provide educational opportunities for youth	$150,000
66	Western States Black Research & Education Center in Culver City, CA	for renovation and buildout of the Mayme Clayton Library	$150,000
67	City of Agoura Hills, CA	for land acquisition to protect open space	$150,000
68	Council on Aging of Sonoma County in Santa Rosa, CA	for construction, renovation and buildout of a multipurpose facility for seniors	$150,000
69	City of Denver, CO	for acquisition and renovation of housing for homeless veterans with special needs	$150,000
70	City of Commerce City, CO	for renovation and construction of a Boys and Girls Club	$170,000
71	City of Montrose, CO	for planning, design and construction of the Montrose Higher Education and Technology Park	$150,000
72	National Sports Center for the Disabled in Denver, CO	for land acquisition, planning, design and construction of a multipurpose facility for disabled children and adults	$150,000
73	Town of Willington, CT	for construction of low- and moderate-income housing for senior citizens	$200,000
74	Town of Enfield, CT	for streetscape improvements and ADA compliance on North Main Street	$100,000
75	Central Connecticut Coast YMCA, Inc. in New Haven, CT	for planning, design and construction of a community recreational facility	$300,000
76	City of Ansonia, CT	for planning and design of affordable housing as part of a redevelopment plan at the Riverside Apartment Complex	$100,000
77	Farnum Neighborhood House in New Haven, CT	for renovation and buildout of Camp Farnum, a facility serving low-income children	$100,000
78	Town of Manchester, CT	for renovation and buildout of the Spruce Street Youth Center	$200,000
79	Environmental Learning Centers of Connecticut in Bristol, CT	for construction of an educational facility	$200,000
80	City of Waterbury, CT	for demolition of abandoned structures as part of a redevelopment plan	$300,000
81	Warner Theatre in Torrington, CT	for renovation, construction and buildout of the theater	$250,000
82	Simsbury Public Library in Simsbury, CT	for renovation and buildout of the library	$150,000
83	Prime Time House in Torrington, CT	for renovation and construction of a community services facility	$150,000
84	Tri-State Center for the Arts in Sharon, CT	for renovation, construction and buildout of the arts facility	$100,000
85	Whitman-Walker Clinic, Inc. of Washington, DC	for design, planning and land acquisition for a new facility	$150,000
86	City of Clearwater, FL	for a comprehensive plan, and to make corresponding infrastructure improvements to revitalize downtown Clearwater	$100,000
87	City of Jacob in Cottondale, FL	for acquisition and renovation of a community center	$200,000
88	Community Rehabilitation Center, Inc., in Jacksonville, FL	for streetscape improvements and renovation of Pearl Street Plaza	$150,000
89	City of Sarasota, FL	for renovation of the Robert L. Taylor Community Center	$250,000
90	City of Tampa, FL	for construction of the Tampa Riverwalk as part of a redevelopment plan	$300,000
91	City of Doral, FL	for redevelopment of recreation facilities	$150,000
92	Miami Dade College in Hialeah, FL	for construction of an addition to the Hialeah Campus' Learning Resources and Media Services Center	$150,000
93	Collier County, FL	for construction of a Community Center in South Immokalee	$150,000
94	Girls and Boys Town USA in Oviedo, FL	for expansion of facilities	$250,000
95	City of Lauderdale Lakes, FL	for renovation and construction of a new educational and cultural addition to the library	$200,000
96	Boynton Beach Community Redevelopment Agency in Boynton Beach, FL	for construction of an educational facility	$300,000
97	Hendry County, FL	for planning, design, and construction of recreational facilities at the Hendry LaBelle Regional Park	$200,000

98	Charlotte County, FL	for renovation, construction and buildout of the Family Services Center	$200,000
99	Miami-Dade County, FL	for renovation and buildout of educational laboratories at the Poinciana Industrial Park	$150,000
100	Spring Hill Community Center Redevelopment Agency in DeLand, FL	for construction of a facility for low income adolescents	$50,000
101	Bethune-Cookman University in Daytona Beach, FL	for rehabilitation and renovation of the School of Nursing	$150,000
102	City of Daytona Beach, FL	for construction of a community center for services to disadvantaged youths	$50,000
103	Florida Southern College in Lakeland, FL	for construction of library to house historic documents of Frank Loyd Wright	$200,000
104	Polk County, Florida Community Center Project in Polk County, FL	for construction of a community center	$200,000
105	City of Marathon, FL	for improvements to Boot Key Municial Harbor facilites	$100,000
106	Holocaust Documentation and Education Center in North Miami Beach, FL	for facility renovation, construction and buildout of the museum	$300,000
107	City of Tamarac, FL	for expansion, renovation and buildout of a recreational facility	$150,000
108	City of Clearwater, FL	for a comprehensive plan to revitalize downtown Clearwater	$200,000
109	Eckerd College in St. Petersburg, FL	for construction of a center for programs serving low income and at-risk youth	$100,000
110	City of Madeira Beach, FL	for renovation of John's Pass Village to enhance public use	$50,000
111	Morehouse University School of Medicine in Atlanta, GA	for land acquisition and construction of the medical school campus	$300,000
112	SOWEGA Council on Aging in Albany, GA	for construction of a senior center	$200,000
113	Berrien County Economic Development Authority in Berrien County, GA	for design and construction of new sewer system	$150,000
114	City of Valdosta, GA	for reconstruction and development of an eight block corridor	$150,000
115	Bacon County Board of Commissioners in Bacon County, GA	for restoration of an old school building for community use	$100,000
116	America's Second Harvest of South Georgia in Valdosta, GA	for construction, expansion, and renovation of food distribution center	$100,000
117	Atlanta Botanical Gardens	for construction of the Canopy Walk, an educational nature walk	$150,000
118	Tubman African American Museum in Macon, GA	for construction and buildout of a new facility at the museum	$200,000
119	City of Riverdale, GA	for planning, design and construction of a multipurpose facility for low- and moderate-income residents	$150,000
120	Government of Guam Department of Public Works in Tamuning, Guam	for sidewalks, street furniture and façade improvements	$200,000
121	Arc of Hilo in Hilo, HI	for construction and buildout of a community center for people with disabilities, the Employment Training Services and Client Support Services Community Center	$170,000
122	City of Waterloo, IA	for renovation, construction and buildout of the Cedar Valley TechWorks Technology Center	$170,000
123	City of Humboldt, IA	for demolition and grading of the former Frit Industries plant	$100,000
124	City of Fort Dodge, IA	for the acquisition and/or demolition of the former Beef Processors production plant	$100,000
125	City of Cedar Rapids, IA	for revitalization of a brownfields site	$150,000
126	Renaissance Art Center, Inc. in Rupert, ID	for renovations to the historic theater	$150,000
127	Custer County, ID	for acquistion of an unused middle school building	$50,000
128	Bolingbrook Park District in Bolingbrook, IL	for construction of the LEED Platinum nature center	$150,000
129	Village of Sauget, IL	for renovations at the Sauget Business Park	$300,000
130	Quinn Chapel in Chicago, IL	for renovation and buildout of a historic building	$150,000

131	Chicago Parks District in Chicago, IL	for renovation of the historic Theatre on the Lake	$700,000
132	Institute of Puerto Rican Arts & Culture in Chicago, IL	for construction, renovation and buildout of a historic building	$150,000
133	MLK, Jr. Center in Rock Island, IL	for renovation and construction of the Rock Island MLK, Jr. Center	$170,000
134	Village of Dixmoor, IL	for buildout of a community center	$100,000
135	Village of Riverdale, IL	for construction and renovation of the Pacesetter residential properties	$100,000
136	Bi-State Authority,Lawrenceville-Vincennes Airport in Lawrenceville, IL	for construction of a new airport building for a public use area	$100,000
137	Lovington Community Unit School District in Lovington, IL	for roof replacement on school buildings and electrial upgrades to the interior lighting system	$50,000
138	Lakeview Museum in Peoria, IL	for planning, design, and construction of the Lakeview Museum in Peoria	$100,000
139	Illinois College of Medicine at Peoria in Peoria, IL	for planning, construction, and design of a building at the Illinois College of Medicine	$100,000
140	Peoria/NEXT in Peoria, IL	for construction of the Innovation Center for bioscience and technology small business incubator	$50,000
141	Saint Richard Parish in Chicago, IL	for construction, renovation and buildout of a new community center	$150,000
142	Stephenson County Board in Freeport, IL	for development of the Mill Race Crossing Industrial Park	$150,000
143	Willowbrook Wildlife Center in Glen Ellyn, IL	for design and construction of an education center and wildlife rehabilitation and recovery clinic	$150,000
144	Muntu Dance Theatre in Chicago, IL	for construction of a cultural arts facility	$150,000
145	Black Ensemble Theater in Chicago, IL	for planning, design and construction of the theater	$150,000
146	City of Greenville, IL	for construction of a business incubator	$150,000
147	Rialto Square Theater in Joliet, IL	for repairs to the Rialto Square Theater	$100,000
148	Grant County Family YMCA in Marion, IN	for renovation of the Memorial Coliseum	$200,000
149	Wabash County YMCA in Wabash, IN	for rehabilitation of a brownfield site in the city of Wabash	$400,000
150	Indiana State University in Bedford, IN	for relocation and expansion of the ISU Learning Center	$150,000
151	Near North Development Corporation in Indianapolis, IN	for construction and renovation of affordable housing as part of The Children's District Neighborhood Revitalization Project	$150,000
152	Kokomo YMCA in Kokomo, IN	for renovation, construction and buildout of the Kokomo YMCA	$100,000
153	City of Evansville, IN	for renovation, construction and buildout of the historic Alhambra Theatre	$200,000
154	City of Mount Vernon, IN	for construction of a riverfront plaza as part of a redevelopment plan	$50,000
155	City of Columbus, IN	for construction of a senior citizen center	$250,000
156	City of Columbus, IN	for planning, design, construction and buildout of an educational facility	$150,000
157	City of Muncie, IN	for construction of a new community center to combine two youth organizations	$150,000
158	Saint Francis University Achatz Hall at Fort Wayne, IN	for renovation and equipment	$100,000
159	Porter County, IN	for sidewalks and streetscape improvements in the South Haven community	$300,000
160	Town of Schererville, IN	for renovation and construction of Rohrman Park	$200,000
161	City of Ottawa, KS	for land acquisition, renovation and construction of the Ottawa Industrial Park	$200,000
162	City of Topeka, KS	for land acquisition for a public park	$100,000
163	City of Fredonia, KS	for sidewalks and streetscape improvements in the central business district	$100,000

164	Unified Government of Wyandotte County and Kansas City, KS	for downtown streetscape improvements	$150,000
165	Youthville Dodge City Campus in Dodge City, KS	for expansion of central kitchen and dining facility	$100,000
166	Camp Wood YMCA in Elmdale, KS	for construction of alternative energy structures for facilities	$50,000
167	World Impact's Morning Star Ranch in Florence, KS	for expansion and renovation of student homes and staff houses at the ranch	$50,000
168	City of Wichita, KS	for redevelopment of Dunbar Theater	$300,000
169	Russell School Community Service Center, Inc. in Lexington, KY	for renovation, construction and buildout of affordable housing for seniors and a community center	$200,000
170	Henry County Fiscal Court in Henry County, KY	for enabling the fiscal court to make the Henry County Commerce Park "site ready"	$300,000
171	The Lincoln Museum in Hodgenville, KY	for expansion and renovation of the museum	$100,000
172	Western Kentucky University Business Accelerator in Bowling Green, KY	for expansion of the WKU Business Accelerator	$50,000
173	Campbellsville-Taylor Co. Industrial Development in Campbellsville, KY	for development of two engineered, pad ready sites in the current business park	$100,000
174	Clay County Drug Treatment Center in Manchester, KY	for construction of residential drug treatment facility	$150,000
175	Cumberland County, KY	for the Burkesville Industrial Development Project	$100,000
176	City of Cadiz Downtown Development Project in Cadiz, KY	for economic development and community growth	$50,000
177	Ballard County, KY	for the Ballard County Chamber of Commerce and Tourism Community Shelter	$50,000
178	New Zion Community Resource Center in Louisville, KY	for renovation and buildout of facilities for at-risk youth	$200,000
179	Catholic Charities in Louisville, KY	for renovation of a historic building to create affordable housing for seniors	$100,000
180	Alexandria Central Economic Development District in Alexandria, LA	for development of marina, related dockside, access and utilities	$300,000
181	Iberville Parish, LA	for construction of a visitors center	$100,000
182	City of Hammond, LA	for fire protection water services	$250,000
183	Goodwill Industries of North Louisiana in Shreveport, LA	for renvoation of a donated building for use by the Goodwill	$150,000
184	City of New Iberia, LA	for planning, design, and construction of a multipurpose facility	$150,000
185	Lesley University in Cambridge, MA	for construction, renovation and buildout of science labs	$250,000
186	Destination Plymouth in Plymouth, MA	for renovation and buildout of facilities	$100,000
187	City of New Bedford, MA	for demolition of abandoned buildings as part of a redevelopment plan	$400,000
188	Southeastern Massachusetts Veterans Housing Program, Inc. in New Bedford, MA	for renovation, construction and buildout of a housing facility for low-income veterans	$200,000
189	Office of the Board of Selectmen, MA	for construction of recreational facilities at Oliver Ames High School	$200,000
190	Year Up in Boston, MA	for construction, renovation and buildout of a technology training facility	$100,000
191	Tri-City Community Action Program, Inc. in Malden, MA	for acquisition, renovation and buildout of facilities for low-income families	$250,000
192	Town of Watertown, MA	for an economic development planning study	$75,000
193	Town of Boylston, MA	for renovation and buildout of the historic John Bartholomew Gough Estate	$250,000
194	United Teen Equality Center in Lowell, MA	for renovation and buildout of a youth center	$100,000
195	Methuen Arlington Neighborhood, Inc. in Methuen, MA	for planning, design and construction of a multipurpose facility for low-income residents	$100,000

196	Lawrence Community Works in Lawrence, MA	for renovation, construction and buildout of the Community Learning Center	$75,000
197	Urban League of Springfield, MA, Inc.	for construction, renovation and buildout activities at a camp for inner-city children	$250,000
198	City of Northampton, MA	for demolition, planning, design, and construction of affordable housing units	$100,000
199	Amherst Cinema Arts Center, Inc. in Amherst, MA	for acquisition, renovation and buildout of an arts center, as part of area redevelopment	$265,000
200	To the Mahar Regional School	for renovation, construction and facility buildout of a recreational facility	$275,000
201	Town of Wakefield, MA	for planning, design and construction of the Wakefield Community Recreational Facility	$200,000
202	New Song Urban Ministries, Inc. in Baltimore, MD	for renovation and construction of the Community Learning Center	$150,000
203	Historic St. Mary's City, MD	for construction and renovation of a historic facility	$400,000
204	Bel Alton High School Alumni Association CDC in Bel Alton, MD	for renovation, construction and buildout of a community center	$400,000
205	Housing Partnership Network, Inc. of Boston, MA	for capitalization of a revolving loan fund for affordable housing	$300,000
206	Irvine Nature Center in Stevenson, MD	for planning, design and construction of nature trails	$170,000
207	Town of Colmar Manor, MD	for planning, design and construction of a community center	$150,000
208	Reid Community Development Corporation in Glenn Dale, MD	for land acquisition as part of the development of a small business and employment center	$150,000
209	Avesta Housing in Portland, ME	for planning, design, construction and buildout of the Florence House Center for Homeless Women	$150,000
210	Town of Millinocket, ME	for planning and design of the Penobscot Indian Cultural Center	$150,000
211	City of Detroit, MI	for demolition of abandoned properties as part of a redevelopment plan	$150,000
212	Ypsilanti Housing Commission in Ypsilanti, MI	for acquisition of the Parkview Apartments for low-income housing	$150,000
213	Calvin College in Grand Rapids, MI	for renovation of a historic building in downown Grand Rapids	$100,000
214	Crystal Lake Art Center in Frankfort, MI	for improvements to the former Frankfort Coast Guard station for use by the Crystal Lake Art Center	$100,000
215	Genesee County Land Bank Authority in Flint, MI	for renovation and construction of the historic Durant Hotel as part of a redevelopment plan	$150,000
216	Office of Economic Development in Detroit, MI	for demolition of vacant buildings as part of a redevelopment plan	$200,000
217	Troy Chamber of Commerce in Troy, MI	for purchase of a solar green house from Lawrence Tech University	$150,000
218	Michigan Holocaust Memorial Center in Farmington Hills, MI	for construction of the Children's Gallery exhibit	$250,000
219	Walsh College in Troy, MI	for completion of construction of the Walsh College Library	$250,000
220	Detroit Science Center in Detroit, MI	for construction of the Michigan Careers in Engineering Theater	$250,000
221	Southfield Youth Center Committee in Southfield, MI	for construction, renovation and buildout of the Southfield Youth Center	$150,000
222	Charter Township of White Lake, MI	for land purchases, roadway improvements, public spaces, streetscape and pathways	$150,000
223	Rehabilitiation of Matthew Street in Westland, MI	for renovation of existing paved street and boulevard areas	$100,000
224	City of Wakefield, MI	for renovation, construction and buildout of the historic Wakefield Memorial Community Building	$150,000
225	City of Minneapolis	for land and building acquisition, renovation and construction as part of the City's redevelopment plan	$170,000
226	Mesabi Academy of KidsPeace in Buhl, MN	for construction, renovation, expansion and buildout of the youth services facility	$150,000
227	Red Lake Band Chippewa Indians in Red Lake, MN	for construction, renovation, and buildout of a multipurpose facility	$150,000
228	City of Joplin, MO	for streetscape improvements in Center City	$350,000
229	City of St. Louis, MO	for streetscape improvements on Cherokee Street	$150,000

230	The Black World History Museum in St. Louis, MO	for facility upgrades, renovation, construction and buildout	$150,000
231	City of Raytown, MO	for the demolition of an abandoned church as part of a redevelopment plan	$150,000
232	Southeast Missouri State University in Cape Girardeau, MO	for renovation and construction for the new River Campus	$500,000
233	Atchison County Memorial Building Foundation in Atchison County, MO	for renovation of the Atchison County Memorial Building	$250,000
234	City of Indianola, MS	for a revolving loan fund to provide affordable housing, as part of the Indianola Housing Initiative	$150,000
235	East Mississippi Community College Golden Triangle, MS	for construction of a metal-working facility for job training	$300,000
236	Harvest Community Foundation in Billings, MT	for construction of Billings Heights Community Center	$100,000
237	Billings Food Bank in Billings, MT	for demoliton of buidling	$100,000
238	Rocky Mountain Development Council in Helena, MT	for completion of Eagle Manor III project	$100,000
239	Wilson Community Improvement Association, Inc. in Wilson, NC	for renovation, construction and buildout of the Gee Corbett Village Senior Center	$150,000
240	YMCA of High Point, NC Archdale Trinity Branch in Archdale, NC	for construction of a YMCA facility	$150,000
241	City of Fayetteville, NC	for planning, design and construction of the Fayetteville Military Business Park	$150,000
242	City of Monroe, NC	for renovation of the Old Armory Building site into a community center	$150,000
243	City of Raeford, NC	for sidewalks and streetscape improvements	$100,000
244	Graveyard of the Atlantic Museum in Hatteras, NC	for completion of construction of the Graveyard of the Atlantic Museum	$150,000
245	African American Cultural Center in Lumberton, NC	for renovation and buildout of the facility	$150,000
246	To Interact in Raleigh, NC	for renovation and buildout of a shelter for victims of domestic violence	$150,000
247	Child Care Services Association in Chapel Hill, NC	for planning, design and construction of a child care resource center in Durham	$200,000
248	Community Reinvestment Association of North Carolina in Durham, NC	for capitalization of a housing loan fund as part of the Manufactured Housing Redevelopment Fund	$200,000
249	State Employee's Credit Union Family House in Chapel Hill, NC	for planning, design and construction of a residential facility for critically ill patients and their families	$100,000
250	John Avery Boys and Girls Club, Inc. in Durham, NC	for construction, expansion, renovation and buildout of a multipurpose facility for Durham's youth and families	$100,000
251	Tri-County Community College in Robbinsville, NC	for construction of an occupational and technical training facility for students	$200,000
252	To the University of North Carolina-Asheville in Asheville, NC	for construction and buildout of the Zeis Science and Multimedia Building	$100,000
253	City of Charlotte, NC	for land acquisition in the development of the Belvedere Business Park	$150,000
254	Girls and Boys Town USA in Boys Town, NE	for construction of facilities at priority national projects	$250,000
255	Grafton County Economic Development Council in Bristol, NH	for acquisition, renovation and buildout of a business incubator	$200,000
256	Bonnie CLAC Lebanon, NH	for capitalization of a revolving loan fund to assist low-income populations with transportation needs	$100,000
257	Rutgers University, Camden-LEAP in Camden, NJ	for planning, design and construction of the Rutgers/LEAP Early Learning Research Academy	$150,000
258	Borough of High Bridge, NJ	for construction of ramps and elevators	$150,000
259	Woodbridge Township, NJ	for construction of a Woodbridge Historical Museum	$50,000
260	Hillsborough Township, NJ	for construction of a community center	$50,000
261	Village of Ridgewood, NJ	for repair of the roof of a historic building	$100,000

262	The Blairstown Historic Preservation Commission in Blairstown, NJ	for renovation of a historic structure into an education center and museum	$50,000
263	Township of Delaware, NJ	for planning, design and construction of the Delaware Township Community Center	$150,000
264	Atlantic County, NJ	for development of an industrial park to foster economic development	$100,000
265	City of New Brunswick, NJ	for planning, design, streetscape improvements and sidewalks	$150,000
266	Borough of West Paterson, NJ	for construction of an urban bikeway	$150,000
267	Goodwill Rescue Mission in Newark, NJ	for renovation, construction and buildout of a men's transitional living facility	$150,000
268	City of Hackensack, NJ	for improvements to Foschini Park	$200,000
269	County of Hudson, NJ	for renovation of the Koppers Coke Brownfield site to establish an industrial park	$170,000
270	Isles Incorporated in Trenton, NJ	for redevelopment of a former textile mill as job training center for Youthbuild	$100,000
271	Arc Mercer Inc. in Ewing, NJ	for upgrading facilities to serve people with developmental disabilities	$50,000
272	Town of Tatum, NM	for demoliton and rebuilding of housing for the elderly and low-middle-income families	$100,000
273	Luna County, NM	for renovation to Sunshine School to house a drug treatment program	$50,000
274	Pueblo of Acoma, NM	for the Acoma Community Center and Wellness facility	$50,000
275	Santa Clara Pueblo, NM	for planning, design and construction of the Santa Clara Pueblo Regional Adult Daycare Center, a multipurpose center for disabled adults	$200,000
276	Village of Tijeras Senior Center in Tijeras, NM	for construction of a Senior Center for seniors in Tijeras and East Mountain areas	$100,000
277	Cornucopia Adult Day Services in Albuquerque, NM	for renovation to the building located at 2002 Bridge Boulevard, SW	$100,000
278	City of North Las Vegas, NV	for planning, design and construction of a senior center	$150,000
279	Opportunity Village in Las Vegas, NV	for construction of Employment and Training Center	$200,000
280	Louis Armstrong House Museum in Flushing, NY	for design and construction of a visitor's center	$150,000
281	Rome Community Brownfield Restoration Corporation in Rome, NY	for renovation and construction of a brownfields site	$200,000
282	Players of Utica in New Hartford, NY	for construction and buildout of a community theater	$100,000
283	Veterans of Foreign Wars Post #4927 in Centereach, NY	for building renovation and buildout of a veterans center	$150,000
284	Brooklyn Children's Museum in Brooklyn, NY	for renovation and construction of the museum	$170,000
285	YMCA of Greater New York-Castle Hill in Bronx, NY	for construction of a multipurpose facility at the YMCA	$300,000
286	College of Mount Saint Vincent in Riverdale, NY	for renovation of the college's nursing laboratories	$150,000
287	Warren County Economic Development Corporation in Glens Falls, NY	for renovation and construction of the Glens Falls Civic Center	$150,000
288	Time and Space Limited Theatre Company, Inc. in Hudson, NY	for construction and buildout of a youth center	$125,000
289	Hudson Opera House, Inc. in Hudson, NY	for renovation of the Historic Hudson Opera House Arts Community Center	$125,000
290	South Salem Library Association in South Salem, NY	for construction of a new library	$200,000
291	Village of Wappingers Falls, NY	for land acquisition as part of a redevelopment plan	$200,000
292	State University of New York at Fredonia in Fredonia, NY	for renovation, construction and buildout of the SUNY Fredonia High Technology Incubator	$150,000
293	Village of Ellenville, NY	for streetscape improvements and sidewalk furniture	$200,000

294	Sayville American Legion Post in Sayville, NY	for renovation and buildout of a historic building	$200,000
295	Elmira College in Elmira, NY	for preparation of construction plans to renovate a building	$150,000
296	Monroe County Fairgrounds Association in Rochester, NY	for the Monroe County Fairgrounds Rehabilitation and Americans with Disabilities Act Compliance Project	$100,000
297	Town of Clarkstown, NY	for mainstreet revitalization and streetscape improvements	$300,000
298	Mamaroneck Public Library in Mamaroneck, NY	for renovation, construction and buildout of the library	$200,000
299	Metropolitan Council on Jewish Poverty in New York, NY	for planning, design, construction, renovation and buildout of affordable housing	$200,000
300	Town of North Hempstead, NY	for renovation, construction and buildout of two community recreational centers	$150,000
301	Strand Theater Performing Arts Center in Plattsburgh, NY	for restoration of the 1924 Vaudeville Theater to create a performing arts cener	$100,000
302	Wakely Lodge Resort in Hamilton County, NY	for renovation of the Wakely Lodge	$100,000
303	Unity House of Troy, Inc. in Troy, NY	for renovation and buildout of an emergency shelter for victims of domestic violence	$150,000
304	YMCA of Greater New York in New York, NY	for renovation, construction and buildout of the Rockaway YMCA	$150,000
305	Hudson Guild Fulton Center in New York, NY	for construction, renovation and buildout of a community services center for seniors	$150,000
306	City College of New York in New York, NY	for planning, design, construction, renovation and buildout of a multipurpose educational facility	$150,000
307	Amherst Youth Foundation in Amherst, NY	for renovations to the Independent Health Youth and Family Center	$150,000
308	Orleans County Cornell Cooperative Extension in Albion, NY	for renovations to Trolley building	$75,000
309	Rocking the Boat in Bronx, NY	for construction of a facility for educational programs	$225,000
310	Pregones Theater in Bronx, NY	for renovation and buildout of the theater	$75,000
311	Kips Bay Boys and Girls Club, Inc. in Bronx, NY	for renovation and buildout of the West Bronx Clubhouse	$200,000
312	Group Ministries, Inc. in Buffalo, NY	for renovation and buildout of a community services building	$200,000
313	Shea's Performing Arts Center in Buffalo, NY	for renovation, construction and buildout of the historic theater	$400,000
314	Helen Keller Services for the Blind in Brooklyn, NY	for renovation and construction of a recreational facility for handicapped children	$150,000
315	Wyckoff Heights Medical Center in Brooklyn, NY	for construction of a health care facility for low-income populations	$300,000
316	Boricua College in Brooklyn, NY	for renovation and buildout of the North Side Campus	$150,000
317	Syracuse Neighborhood Initiative in Syracuse, NY	for rehabilitation and revitalization of neighborhoods throughout Syracuse	$200,000
318	New York State Education and Research Network in Troy, NY	for development of a Disaster Recovery and Business Continuation Facility	$50,000
319	Village of Clyde, NY	for downtown lighting and other streetscape infrastructure improvements	$50,000
320	Masores Bais Yaakov in Brooklyn, NY	for construction of a community center for youth and adults	$150,000
321	Project One in Cincinnati, OH	for procurement of computers and other education equipment for Project One	$100,000
322	Heidelberg College in Tiffin, OH	for construction of a Wellness and Recreation Center	$100,000
323	Starr Commonwealth in Van Wert, OH	for renovation to existing Van Wert facilties, including structural improvements and systems replacement	$50,000
324	Toledo Lucas County Port Authority in Toledo, OH	for improvements to South Airport Industrial Park site	$100,000
325	City of Springfield, OH	for acquisition, relocation, remediation and infrastructure improvements for the Community/Mercy Health Partners Hospital	$200,000

326	Springfield Arts Council in Springfield, OH	for construction of Phase III of the west plaza comfort station	$100,000
327	Toledo Metroparks in Toledo, OH	for land acquisiton of Kiel Farm	$300,000
328	City of Toledo, OH	for construction, renovation and buildout in low-income neighborhoods	$200,000
329	Western Reserve Land Conservancy in Geauga County, OH	for puchase of 246 acres in Lake and Geuga Counties, to be converted to a public park	$100,000
330	Ohio Dept. of Natural Resources, Division of Parks in Columbus, OH	for enhancements to the Punderson State Park Lodge	$100,000
331	Lake Erie College in Painesville, OH	for construction associated with the Austin Hall of Science Renovation Project	$50,000
332	YWCA Columbus in Columbus, OH	for restoration of the historic Griswold Building that houses the YWCA	$200,000
333	Starr Commonwealth in Columbus, OH	for renovation and expansion of the Center	$100,000
334	Stark County Park District in Canton, OH	for purchase of 100 acres and additional right of way to link to Towpath Trail	$100,000
335	Beatitude House in Warren, OH	for renovation and construction of a facility for homeless women and children	$200,000
336	John P. Parker Historical Society in Ripley, OH	for refinement of site investigations and improvements for the John P. Parker residence	$100,000
337	Ohio Rail Development Commission in Columbus, OH	for rehabilitation of an industrial building	$75,000
338	Greater Cincinnati Foundation, Black Brigade Fund in Cincinnati, OH	for construction of a monument to commemorate the Black Brigade of Cincinnati	$50,000
339	Caroll County Community Center in Carrollton, OH	for planning, design and construction of a community center	$250,000
340	Hocking Athens Perry Community Action in Athens, OH	for renovation and construction of a community center	$150,000
341	El Centro de Servicios Sociales, Inc. in Lorain, OH	for renovation and buildout of the South Lorain Lincoln Community Center, a community facility for youth and seniors	$200,000
342	St. Mary's Development Corporation in Dayton, OH	for implementation of a master plan to revitalize several neighborhoods	$100,000
343	Wright Dunbar, Inc. in Dayton, OH	for revitalization of Wright Dunbar Village	$50,000
344	Dayton Metropolitan Housing Authority in Dayton, OH	for demolition and redevelopment of Cliburn Manor	$50,000
345	Lawrence Economic Development Corporation in South Point, OH	for construction and buildout of the Point Industrial Park	$170,000
346	Ardmore Development Authority in Ardmore, OK	for a centrally located resource center	$250,000
347	Ada Public Works Authority in Ada, OK	for construction of 1 million gallon water storage tower	$250,000
348	Cherokee Strip Regional Heritage Center in Enid, OK	for renovation and construction of the center	$100,000
349	Newkirk Senior Citizens, Inc. in Newkirk, OK	for construction of the Newkirk Senior Citizens Center	$100,000
350	Portland State University in Portland, OR	for renovation, construction and buildout of a multipurpose facility	$100,000
351	Port of Gold Beach in Gold Beach, OR	for renovation and construction as part of a redevelopment plan	$150,000
352	Neighbors for Kids in Depoe Bay, OR	for renovation, construction and buildout of the Kids Zone, a facility designed to provide recreational and educational after school activities for children	$150,000
353	Port of Cascade Locks, OR	for final design, engineering and permitting services for Cascade Locks Waterfront Park	$100,000
354	City of Hermiston, OR	for construction of a learning center	$50,000
355	City of Astoria, OR	for planning, design and construction of the Chinese Heritage Park	$150,000

356	Plum Senior Community Center in Pittsburgh, PA	for construction and facility buildout of a senior center	$300,000
357	Allegheny County Department of Planning in Pittsburg, PA	for planning, design, renovation, construction and buildout of a brownfields site	$100,000
358	Josephone Solomon Ellis Foundation, Inc. in Philedelphia, PA	for acquisition, renovation and construction of affordable housing for senior citizens	$150,000
359	DBA Greater Honesdale Partnership in Honesdale, PA	for acquisition, renovation and construction of a facility	$200,000
360	Central Bradford Progress Authority in Towanda, PA	for renovation of facilities as part of a redevelopment plan	$210,000
361	Governing Body Supervisors of Berlin Township in Beach Lake, PA	for renovation, construction and buildout of the Berlin Township Community Center	$100,000
362	Borough of Telford, PA	for renovation of a freight building, enhancement of handicap access and development of a community pavillion	$250,000
363	ArtsQuest of Bethlehem, PA	for revitalization of a brownsfield site and development of the SteelStax Performing Arts Center on the site	$250,000
364	Allentown Art Museum of the Lehigh Valley in Allentown, PA	for expansion	$250,000
365	Focus on Renewal in McKees Rocks, PA	for planning, design and construction of the Sto-Rox Cultural Arts Center	$100,000
366	Borough of Coraopolis, PA	for streetscape improvements in downtown Coraopolis	$100,000
367	Buhl Farm Trust in Sharon, PA	for building renovation at Bhul Farm	$300,000
368	Redevelopment Authority of the City of Corry, PA	for redevelopment of six buildings located on the west side of Center Street	$100,000
369	Gannon University in Erie, PA	for development of the Erie Technology Incubator for economic development	$100,000
370	Enon-Coulter CDC in Philadelphia, PA	for streetscape improvements and redevelopment in low-income neighborhoods	$100,000
371	R.M. Warren Community Center Society for Helping, Inc. in Philadelphia, PA	for the purchase of a community center for disabled populations	$100,000
372	Montgomery County Community College in Pottstown, PA	for expansion of West Campus	$100,000
373	Borough of Robesonia, PA	for signage and streetscape improvements as part of the Robesonia Downtown Revitalization project	$150,000
374	FM Kirby Center in Wilkes-Barre, PA	for renovation and buildout of a historic building	$150,000
375	Municipality of Monroeville, PA	for redesign of main thoroughfare as pedestiran friendly along US Rt. 22	$100,000
376	The University of Pittsburgh at Greensburg in Greensburg, PA	for expansion of McKenna Hall	$50,000
377	Belmont Complex in Kittanning, PA	for renovation and construction of the Belmont Complex	$300,000
378	Greene County Community Center in Waynesburg, PA	for construction, renovation and buildout of recreational facilities	$200,000
379	Titusville YMCA in Titusville, PA	for bringing facility into compliance with Americans with Disabilities Act	$200,000
380	The Hunting & Fishing Museum of Pennsylvania in Tionesta, PA	for development and to create interactive, educational, and historical exhibits for the main museum building	$100,000
381	Carlisle Regional Perfroming Arts Center in Calisle, PA	for renovation of the Carlisle Theater	$100,000
382	Mayfair Community Development Corporation in Philadelphia, PA	for construction, renovation and buildout of the Devon Theatre of Performing Arts as part of a redevelopment plan	$150,000
383	Huntingdon County Community Center in Huntingdon, PA	for expansion of the facilities	$100,000

384	Conemaugh Township Community Center in Saltsburg, PA	for rehabilitation of the center	$50,000
385	Meyersdale Community Center Roof Improvement in Meyersdale, PA	for improvements to the Center to meet ADA requirements	$50,000
386	Municipality of Yauco, Puerto Rico	for construction of low income housing units in Bo. Pueblo Sur	$100,000
387	Municipality of Salinas, Puerto Rico	for construction of a boardwalk in La Playa	$100,000
388	Municipality of Gurabo, Puerto Rico	for construction of a recreational and cultural center	$100,000
389	Municipality of Corozal, Puerto Rico	for renovation and sidewalk improvements	$100,000
390	Trinity Repertory Company in Providence, RI	for renovation and construction of the Lederer Theater	$150,000
391	Coventry CARES Community Center in Coventry, RI	for construction of a new community center for senior citizens	$150,000
392	Anderson Arts Center in Anderson, SC	for completion of the renovation of the Anderson Arts Warehouse Facility	$100,000
393	Lowcountry Food Bank in Charleston, SC	for construction of a new facility or renovation of an existing structure for storage of food	$100,000
394	Brainerd Institute of Chester, SC	for renovation and buildout of multipurpose facilities at the Brainerd Institute	$100,000
395	City of Paxville, SC	for construction and buildout of a technology center for youth and senior citizens	$100,000
396	South Carolina School for the Deaf and Blind in Spartenburg, SC	for renovation of rehabilitation facility	$250,000
397	Rembert Area Community Coalition in Rembert, SC	for planning, design and construction of a community center	$150,000
398	Wakpa Sica Reconciliation Place in Ft. Pierre, SD	for facility construction and buildout	$150,000
399	City of Memphis, TN	for demolition and planning as part of the University Place Revitalization project	$170,000
400	African American History Foundation of Nashville, TN	for planning, design and construction of a museum	$100,000
401	Appalachian Service Project, Inc. in Johnson City, TN	for emergency home repair for disadvantaged families	$150,000
402	Of One Accord, Inc. Ministry in Rogersville, TN	for renovation and expansion of Food Pantry in Hawkins and Hancock Counties	$75,000
403	Blount County Government in Blount County, TN	for infrastructure for Pellisippi Research Centre	$150,000
404	Overton County, TN	for construction and buildout of the new Overton County Library	$150,000
405	Carroll County Watershed Authority in Carroll County, TN	for land acquisition	$150,000
406	Tech2020 in Oak Ridge, TN	for construction of a Nanotechnology Commercialization Center	$100,000
407	Hamilton County, TN	for construction of a building to house the Center for Entrepreneurial Growth	$50,000
408	Arlington Chamber of Commerce in Arlington, TX	for commercialization of technology, especially bio- and nano-technology at University of Texas at Arlington	$100,000
409	Texas Wesleyan University in Fort Worth, TX	for renovation of the Neighborhood Empowerment Zone surronding Texas Wesleyan University	$150,000
410	City of Round Rock, TX	for infrastructure and sidewalk improvements on Main Street from IH35 to San Saba Street	$400,000
411	Armed Services YMCA in Killeen, TX	for construction of a full service YMCA	$400,000
412	Jim Hogg County, TX	for land acquisition and construction of a multipurpose community park	$150,000
413	Houston Zoo in Houston, TX	for development of an educational broadcast program	$300,000
414	City of Bastrop, TX	for planning, design and construction of a recreational trail	$250,000
415	City of Luling, TX	for renovation, construction and buildout of a historic facility as part of the Zedler Mill Park Pavilion Restoration project	$200,000

416	City of Austin, TX	for streetscape and façade improvements as part of the East Austin Façade Improvement Project	$150,000
417	City of Bellmead, TX	for facility construction, renovation and buildout	$300,000
418	City of Hearne, TX	for construction of a visitors center and museum for the WWII POW Camp	$200,000
419	Texas College in Tyler, TX	for construction and renovation of existing space and for equipment for childcare, healthcare and learning needs	$100,000
420	City of Lufkin, TX	for construction of a convention center	$100,000
421	City of Marshall, TX	for rehabilitation of a historic public building for a visitor center, museum and auditorium	$50,000
422	National Association of Latino Art and Culture in San Antonio, TX	for renovation of the Buena Vista Gardens building and an adjacent property to create a community arts space	$150,000
423	Trinity River Vision in Fort Worth, TX	for facilities design, construction, and property acquistion of the Trinity River Vision plan	$550,000
424	Harris County Commissioner's Office, Precinct Three in Houston, TX	for construction and buildout of a multipurpose facility, the Bayland Park Community Aquatic Center	$150,000
425	Harris County Community and Economic Development Department in Houston, TX	for planning studies and streetscape improvements	$100,000
426	Audie Murphy/American Cotton Museum in Greenville, TX	for construction of a memorial and building	$100,000
427	City of San Juan, TX	for planning, design and construction of a new library	$150,000
428	Houston Fire Museum in Houston, TX	for construction of an Education Center	$150,000
429	To the Martin Luther King Family Center in Dallas, TX	for renovation and construction of a family center	$150,000
430	Cameron County, TX	for planning, design and construction of the Los Fresnos Boys and Girls club	$150,000
431	Cypress Creek Fine Art Association in Spring, TX	for construction of the Pearl Fincher Museum of Fine Arts	$100,000
432	Downtown Improvement Program in Beaumont, TX	for redevelopment and enhancement to the streets, including Neches Street from Laurel to College Streets and Park Street from North to College Streets	$50,000
433	City of San Antonio, TX	for construction and buildout of an educational facility	$300,000
434	San Antonio Food Bank	for construction and buildout of a new food bank	$200,000
435	Rainbow Senior Center in Boerne, TX	for equiping a health and wellness center with senior-oriented facilities and equipment	$100,000
436	City of New Braunfels, TX	for relocation of the utilities underground	$100,000
437	City of Kaysville City, UT	for reclamation and conversion of a city-owned property to an economic use	$150,000
438	Riverton City, UT	for reconstruction of a historic building for a senior center and community center	$300,000
439	City of Eagle Mountain, UT	for park development to complete Phase I of the economic development area in Eagle Mountain City	$300,000
440	Western Mining and Railroad Museum in Helper, UT	for construction and renovation of an addition to the museum to improve accessibility	$150,000
441	Ninth District Development Financing in Abingdon, VA	for capitalization of a revolving loan fund	$150,000
442	Mariner's Museum in Newport News, VA	for promoting development and tourism related to the USS Monitor Center	$100,000
443	Fairfax County Park Authority in Annondale, VA	for revitalization of athletic facilities in Fairfax City	$50,000
444	Fairfax County Park Authority in Annandale, VA	for revitalization of Ossian Park	$50,000
445	Eastern Shore Rural Health System, Inc. in Onley, VA	for construction of a new Onley Community Health facility	$200,000
446	Eastern Shore Community College in Melfa, VA	for additional laboratory, related equipment and infrastructure development at the Eastern Shore Community College	$100,000
447	City of Suffolk, VA	for renovation of the former East Suffolk High School into a community and recreation center	$200,000

448	Mecklenburg County Community Service Corporation in Mecklenburg County, VA	for construction of a community center	$200,000
449	Town of South Hill, VA	for renovations to the historic Colonial Theatre	$300,000
450	Bassett Historical Center in Hendry County, VA	for expansion of a facility	$100,000
451	Town of Boydton, VA	for development of the Walking Tour of Boydton	$100,000
452	Halifax County Historical Society in South Boston, VA	for installation of the Crossing of the Dan exhibit project	$225,000
453	Downtown Roanoke, VA	for infrastructure renovations for awnings of the historic market	$250,000
454	Wayne Theatre Alliance in Waynesboro, VA	for renovations for the Wayne Theatre	$300,000
455	Lynchburg Academy of Fine Arts in Lynchburg, VA	for renovations to Lynchburg Academy of Music	$250,000
456	Arlington Housing Corporation in Arlington, VA	for renovation, expansion and construction of low-income housing	$200,000
457	Food Bank of the Virginia Peninsula in Newport News, VA	for renovation and buildout of a facility to provide food to low-income populations	$150,000
458	Highgate Recreation Center in Highgate, VT	for renovation of a recreational center	$200,000
459	Washington Technology Center in Seattle, WA	for construction, renovation and buildout of a technology center	$150,000
460	Kitsap County Consolidated Housing Authority in Silverdale, WA	for construction of a public waterfront facility, as part of a redevelopment plan	$400,000
461	Olympic Theater Arts in Sequim, WA	for renovation, construction and buildout of a community theater	$100,000
462	Walter Clore Wine and Culinary Center in Prosser, WA	for construction of the Walter Clore Wine and Culinary Center	$250,000
463	City of Edmonds, Washington	for renovation of the Edmunds Center for the Arts	$150,000
464	City of Everett, WA	for renovation and construction of the City of Everett Senior Activity Center	$150,000
465	High Point Neighborhood Center Neighborhood House in Seattle, WA	for planning, design and construction of a neighborhood center	$150,000
466	Bethel School District in Spanaway, WA	for construction and buildout of a community center for seniors and youth	$150,000
467	Second Harvest Foodbank in Madison, WI	for renovation, construction and buildout of the food bank	$150,000
468	City of Green Bay, WI	for construction of the Riverfront Boardwalk, as part of a redevelopment plan	$400,000
469	Hudson Area Joint Library in Hudson, WI	for land acquisition, planning, design and construction of a new library	$150,000
470	Metropolitan Business Collaborative in Milwaukee, WI	for planning, design and construction of the Urban Entrepreneurship Center, a multipurpose facility to promote the growth of small businesses	$200,000
471	Sheboygan Development Corporation in Sheboygan, WI	for construction of the Great Lakes Aerospace Science and Education Center	$100,000
472	City of Romney, WV	for continued renovation and adaptive reuse of the Coca Cola Bottling plant as a cultural and arts center	$100,000
473	Town of Piedmont, WV	for a planning study to revitalize downtown Piedmont	$150,000
474	Grant County Housing Authority in Petersburg, WV	for streetscape improvements and construction of ADA accessible entrances for affordable housing	$100,000
475	Marion County 4-H Camp Board Association in Fairmont, WV	for renovation, construction and buildout of at the 4-H camp	$150,000
476	Alpine Heritage Preservation in Thomas, WV	for renovation and buildout of the historic opera house	$100,000
477	Marshall University in Huntington, WV	for design, planning and construction of the Advanced Engineering and Applied Technology Complex	$150,000

478	Citizens for a Civic Auditorium in Casper, WY	for construction of a multipurpose Casper Civic Auditorium facility	$200,000
479	Ark Memorial Foundation in Laramie, WY	for completion of construction of a national Creative Arts Center	$150,000
480	City of Gillette, WY	for design costs for an addition to the current Campbell County Senior Center	$150,000

The Committee directs HUD to implement the Neighborhood Initiatives program as follows:

	Grantee	Purpose	Funding
1	San Francisco Housing Authority in San Francisco, CA	for demolition, planning, design, and construction of mixed-income housing at the Hunters View Housing Project	$1,000,000
2	City and County of San Francisco Mayor's Office of Housing in San Francisco, CA	for construction of permanent supportive housing for homeless individuals as part of the Mason Street Project	$400,000
3	National Housing Development Corporation in Rancho Cucamonga, CA	for development and preservation of affordable housing	$1,000,000
4	University of Hartford in Hartford, CT	for renovation and buildout of a historic building	$200,000
5	Chicago Parks District in Chicago, IL	for renovation and construction as part of the Lane Tech High School Field Improvement Project	$700,000
6	Barrington Stage Company in Pittsfield, MA	for renovation and buildout of the Berkshire Music Hall and Octagon House	$275,000
7	Community Health Connections in Gardner, MA	for renovation of a former elementary school for a multipurpose health facility	$325,000
8	Westfield Vocational-Technical High School in Westfield, MA	for buildout of the Manufacturing Technology program	$300,000
9	City of College Park, MD	for construction in coordination with the Downtown College Park Redevelopment Project	$300,000
10	Metropolitan Development Association in Syracuse, NY	for implementation of a comprehensive regional economic development strategy	$375,000
11	Yardley Borough, PA	for acquisition and installation of equipment to improve stormwater systems as part of a redevelopment plan	$200,000
12	Bucks County Community College in Newtown, PA	for design and construction of a training facility	$100,000
13	City of Charleston, SC	for planning, design, construction and buildout of the City of Charleston's International African American Museum	$800,000
14	CAP Services, Inc. in Stevens Point, WI	for capitalization of a revolving loan fund for small business development	$500,000
15	North Central Wisconsin Regional Planning Commission in Wausau, WI	for capitalization of a revolving loan for new business development	$400,000
16	Douglas County, WI	for extension of sewer and water utilities to the Parkland Industrial Park	$500,000

Additionally, the Committee has maintained the formula program at the highest possible level for fiscal year 2008. The Committee continues to believe that effort has been complicated by what can only be described as the Administration's annual arbitrary cut to the CDBG program. The Administration has justified the proposed reduced funding level as part of a reform of the program to be coupled with a change to the formula for distributing funds. Yet despite months of lead time prior to the submission of the Administration's budget request, it has failed to deliver a reform proposal in time to be considered and acted on by the relevant committees of jurisdiction.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

Program cost:	
Appropriation, fiscal year 2007	$3,713,000
Budget request, fiscal year 2008	– – –
Recommended in the bill	3,713,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+3,713,000
Limitation on Guaranteed loans:	
Appropriation, fiscal year 2007	$137,500,000
Budget request, fiscal year 2008	– – –
Recommended in the bill	137,500,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+137,500,000

The Section 108 Loan Guarantees program underwrites private market loans to assist local communities in the financing of the acquisition and rehabilitation of publicly-owned real property, rehabilitation of housing, and certain economic development projects.

COMMITTEE RECOMMENDATION

The Committee recommends $3,713,000 for the Section 108 loan Guarantees program, the same as the enacted level of fiscal year 2007 and $3,713,000 above the level in the budget request. The Committee does not agree that the activities of this account are best performed through the Community Development Block Grant program.

BROWNFIELDS REDEVELOPMENT

Appropriation, fiscal year 2007	$9,900,000
Budget request, fiscal year 2008	– – –
Recommended in the bill	9,900,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+9,900,000

The Brownfields Redevelopment program provides competitive economic development grants in conjunction with section 108 loan guarantees for qualified Brownfields projects. Grants are made in accordance with section 108(q) selection criteria. The goal of the program is to return contaminated sites to productive uses with an emphasis on creating substantial numbers of jobs for lower-income people in physically and economically distressed neighborhoods.

COMMITTEE RECOMMENDATION

The Committee recommends $9,900,000 for the Brownfields Redevelopment program, the same as the level enacted for fiscal year 2007 and $9,900,000 above the amount in the budget request. The Committee does not agree that the activities funded under the Brownfields Redevelopment program are duplicative of EPA programs, and encourages HUD to address the problem of slow expenditure of funds. As one of the only programs in HUD to address commercial and industrial sites, the Committee views the Brownfields Redevelopment program as a vital part of this Committee's efforts to address the environmental sustainability of facilities built and rehabilitated with HUD funds.

HOME INVESTMENT PARTNERSHIPS PROGRAM

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$1,757,250,000
Budget request, fiscal year 2008	1,966,640,000
Recommended in the bill	1,757,250,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	– 209,390,000

The HOME investment partnerships program uses formula allocations to provide grants to States, units of local government, Indian tribes, and insular areas for the purpose of expanding the supply of affordable housing in the jurisdiction. Upon receipt, State and local governments develop a comprehensive housing affordability strategy that enables them to acquire, rehabilitate, or construct new affordable housing, or to provide rental assistance to eligible families.

COMMITTEE RECOMMENDATION

The Committee recommends $1,757,250,000 for activities funded under this account, the same as the level enacted in fiscal year 2007 and $209,390,000 below the budget request. Funds are provided as follows:

—Formula Grants: $1,701,398,000 for formula grants for participating jurisdictions (States, units of local government and consortia of units of local government) and insular areas, $24,750,000 above the amount enacted for fiscal year 2007 and $198,044,000 below the amount requested. Of the amount provided, pursuant to the authorizing statute, at least 15 percent of each participating jurisdiction's allocation is reserved for housing that is developed, sponsored, or owned by Community Housing Development Organizations (CHDOs);

—HOME/CHDO Technical Assistance: $9,900,000 for technical assistance activities for State and local participating jurisdictions and non-profit CHDOs. The Committee notes that the HOME statute authorizes technical assistance to be provided through contracts with eligible non-profit intermediaries as well as with other organizations recommended by participating jurisdictions and therefore directs HUD to use $3,500,000 to contract with qualified non-profit intermediaries to provide CHDO, technical assistance in fiscal year 2008;

—Insular Areas: $3,382,000;

—Working Capital Fund: no less than $990,000 for transfer to the Working Capital Fund to support the development and modification of information technology systems that serve programs and activities under Community Planning and Development.

—American Dream Down Payment Assistance Initiative: funds are not included, as it is duplicative of eligible activities under the HOME Program and does not necessitate a set-aside. Participating jurisdictions are already performing down-payment assistance for low-income families under the HOME formula grants, and the Committee encourages them to continue these efforts; and

—Housing Counseling: $41,580,000.

SELF-HELP AND ASSISTED HOMEOWNERSHIP

Appropriation, fiscal year 2007	$49,390,000
Budget request, fiscal year 2008	69,700,000
Recommended in the bill	59,700,000
Bill compared with:	
Appropriation, fiscal year 2007	+10,310,000
Budget request, fiscal year 2008	−10,000,000

Self-Help Homeownership Opportunity Program (SHOP) funds make competitive grants to national and regional nonprofit organizations and consortia that have experience in providing or facilitating self-help housing opportunities. Grant funds are used to develop housing for low-income families and to develop the capacity of nonprofit organizations for such development. In 2006, SHOP became a separate account. SHOP was previously funded as a set-aside within the Community Development Fund.

COMMITTEE RECOMMENDATION

The Committee recommends $59,700,000 for the Self Help and Assisted Homeownership Program. This account funds programs that previously have been funded as set asides within the Community Development Fund. This is $10,310,000 above the fiscal year 2007 enacted funding level and $10,000,000 below the budget request.

Programs within this account provide a critical role promoting affordable housing and the ability to maximize the federal investment in these activities; a role that is all the more critical in the context of fiscal restraint and demonstrated results. Therefore language is included that provides:

—$27,710,000 for the Self Help Homeownership Program;

—$31,000,000 for the National Community Development Initiative (NCDI) for LISC and Enterprise Foundation;

—$990,000 for Technical Assistance.

The Committee also expects HUD to continue to provide resources to the Housing Assistance Council, the National Council of La Raza, the National American Indian Housing Council, and Habitat for Humanity International, if authorized.

HOMELESS ASSISTANCE GRANTS

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$1,441,600,000
Budget request, fiscal year 2008	1,585,990,000
Recommended in the bill	1,560,990,000
Bill compared with:	
Appropriation, fiscal year 2007	+119,390,000
Budget request, fiscal year 2008	−25,000,000

The homeless assistance grants account provides funding for the following homeless programs under title IV of the McKinney Act: (1) the emergency shelter grants program; (2) the supportive housing program; (3) the section 8 moderate rehabilitation (Single Room Occupancy) program; and (4) the shelter plus care program. This account also supports activities eligible under the innovative homeless initiatives demonstration program.

COMMITTEE RECOMMENDATION

The Committee recommends funding homeless programs at $1,560,990,000, an increase of $119,390,000 above the enacted level for 2007 and $25,000,000 less than the budget request. The recommendation includes no less than $320,000,000 for full funding of the costs associated with the renewal of all expiring Shelter Plus Care contracts. Language is included in the bill requiring funds to be made available for this purpose. Funding for the Prisoner Reentry Initiative is not included and the consolidation proposal, including its version of the Samaritan bonus, is not adopted by this Committee, as that is a proposal best considered by the authorizing committee. The recommendation also includes $10,395,000 for technical assistance and data analysis, and no less than $2,475,000 for transfer to the Working Capital Fund for development and modifications of information technology systems that serve activities under Community Planning and Development. The Committee directs the Department to ensure to the largest extent possible that funding is made available for all eligible activities including permanent housing, transitional housing, and supportive service.

Language is included in the bill that: (1) requires not less than 30 percent of the funds appropriated, excluding amounts made available for renewals under the shelter plus care program, be used for permanent housing; (2) requires the renewal of all expiring shelter plus care contracts; (3) requires funding recipients to provide a 25 percent match for social services activities; (4) requires all homeless programs to coordinate their programs with mainstream health, social services, and employment programs; and (5) provides two year availability for obligation of funds provided under this account, except that no year availability is provided for the portion of funding necessary to meet initial contract requirements for the Single Room Occupancy program.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$5,976,417,000
Budget request, fiscal year 2008	5,813,000,000
Recommended in the bill	6,479,810,000
Bill compared with:	
Appropriation, fiscal year 2007	+503,393,000
Budget request, fiscal year 2008	+666,810,000

The Project-Based Rental Assistance account (PBRA) provides a rental subsidy to a private landlord tied to a specific housing unit so that the properties themselves, rather than the individual living in the unit, remain subsidized. Amounts provided in this account include funding for the renewal of expiring project-based contracts, including Section 8, moderate rehabilitation, and single room occupancy (SRO) contracts, amendments to Section 8 project-based contracts, and administrative costs for performance-based, project-based Section 8 contract administrators and costs associated with administering moderate rehabilitation and single room occupancy contracts.

COMMITTEE RECOMMENDATION

The Committee provides a total of $6,479,810,000 for the annual renewal of project-based contracts, of which not less than $238,728,000 but not to exceed $286,230,000 is for the costs of contract administrators and $1,960,000 is for the Working Capital Fund. This funding level is $503,393,000 above the enacted level for fiscal year 2007 and is $666,810,000 above the budget request. The Committee's recommendation includes the use of project-based recaptures for the renewal of project-based contracts and amendments as well as for performance-based contract administrators in 2008.

The Committee is deeply concerned about HUD's inability to calculate the actual funding needs of this program. Based on recent calculations on expiring contracts and the true annual voucher cost, the Department has put the Committee in the difficult position of correcting an undefined, seemingly unlimited shortfall. The Department is either unable or unwilling to report its recaptures in this account and seems to have lost track of its contracts. As this program is based on legal contracts, it seems reasonable that HUD should be able to calculate the true need of this program. The Committee understands that the Department has engaged a contractor to assess the needs of this program and anticipates getting accurate information from this report. The Department is instructed to provide the results of that report to the Committee and to discuss the results within one week of the issuance of the report.

The Committee has funded the contract administrators at the highest level possible given the shortfall in the renewals account and has given HUD the ability to put additional resources into this account as the anticipated report identifies recaptures. The Committee recognizes the importance of the contract administrators and urges HUD to fully fund these administrators through recaptures. The program will not be successful without competent administrators, but as HUD was unable to identify the true need of

either the administrator or renewal accounts, the Committee has made the best possible decision in light of imperfect information.

The Committee also looks to the recently-released GAO report, "Project-Based Rental Assistance: HUD Should Update Its Policies and Procedures to Keep Pace with the Changing Housing Market (GAO–07–290)" for recommendations to the agency on improving this program. The Committee encourages HUD to implement the reforms suggested by GAO and looks forward to discussing these reforms with the Department when the aforementioned report on the needs of the program is released.

The Department is directed to submit supporting documentation accompanying the fiscal year 2009 project-based Section 8 budget request. This documentation is to include a project-by-project analysis that verifies the funding request for renewals and amendments.

HOUSING FOR THE ELDERLY

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$734,580,000
Budget request, fiscal year 2008	575,000,000
Recommended in the bill	734,580,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+159,580,000

The Housing for the Elderly (Section 202) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of housing intended for low income elderly people. In addition, the program provides project-based rental assistance contracts (PRAC) to support operational costs for units constructed under the program.

COMMITTEE RECOMMENDATION

The Committee recommends $734,580,000 for the Section 202 program for fiscal year 2008, the same as the level enacted for fiscal year 2007 and $159,580,000 above the request for fiscal year 2008. The recommendation allocates funding as follows:

—$603,900,000 for new capital and project rental assistance contracts (PRAC);

—$44,550,000 for one year renewals of expiring PRAC payments;

—$59,400,000 for service coordinators and the continuation of congregate services grants;

—$24,750,000 for grants to convert section 202 projects to assisted living facilities; the Committee intends that the Assisted Living Conversion Program funds be made available to cover the cost of conversion of existing affordable housing sites to assisted living, substantial capital repairs and emergency capital repair grants, not just conversions and emergency repairs; and

—No less than $1,980,000 to be transferred to the Working Capital Fund to support the development of and modifications to information technology systems, which support programs and activities for the elderly.

The Committee continues language relating to the initial contract and renewal terms for assistance provided under this head-

ing. Language is also included to allow these funds to be used for inspections and analysis of data by HUD's Real Estate Assessment Center (REAC).

The Committee acknowledges that HUD has requested funding for a mixed financing demonstration project, combining Section 202 funding with low income housing tax credit allocations. The Committee recognizes that HUD already has the authority to award mixed finance projects, therefore the Committee has not set aside separate funding for the demonstration. Like HUD, the Committee believes that the use of tax credits with Section 202 will result in a greater number of affordable senior housing units built, but that the complexity of mixed financing and delays involved have limited its use. The Committee recommends that where mixed finance Section 202 projects are awarded, that HUD permit the state allocating agency to process the Section 202 funding, subject to HUD's final approval provided within a specified time frame.

The Committee is concerned that there continue to be delays in the distribution of project rental assistance (PRAC payments) which provide operational subsidies, affecting the financial and physical soundness of the properties. The Committee encourages HUD to assess the effectiveness of its internal systems and processes for estimating and allocating PRAC funds. The Committee directs the Department to submit a plan to the House and Senate Committees on Appropriations by March 15, 2008 detailing the status of PRAC funding.

Given the demographic trends of the nation, and the studies recently released by Policy Development and Research, the Committee recognizes the immense value of and need for the Section 202 program and is disappointed that the Department continually proposes cuts to this program. The Congressionally-mandated Commission on Affordable Housing and Health Facility Needs for Seniors in the 21st Century stated in its 2002 final report that an additional 730,000 rent-assisted units will be needed by 2020 for limited income seniors 65 and older. But the Section 202 program is able to fund fewer and fewer units each year: 5,500 units in fiscal year 2004; 4,700 units in 2005; and 4,300 units in 2006. The Department's request expects to support the construction of 3,000 new affordable senior units across the nation, the lowest amount ever proposed in one year. In addition, the Joint Center for Housing found that for every unit of affordable housing built for seniors, two are lost either by the conversion of affordable housing to market-rate housing or by sponsors of Section 202 housing opting out of the program when their contracts expire. Finally, for every one unit of elderly housing that becomes available, 10 seniors are on the waiting list, according to the AARP. The Committee is dedicated to the current and future needs of the nation's senior citizens. The Department should be, as well.

HOUSING FOR PERSONS WITH DISABILITIES

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$236,610,000
Budget request, fiscal year 2008	125,000,000
Recommended in the bill	236,610,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+111,610,000

The Housing for Persons with Disabilities (Section 811) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of supportive housing for disabled persons and provides project-based rental assistance (PRAC) to support operational costs for such units.

COMMITTEE RECOMMENDATION

The Committee recommends $236,610,000 for Section 811 activities, the same as the fiscal year 2007 enacted level, and $111,610,000 above the budget request. In doing so, the Committee rejects the proposal to all but eliminate funding for the construction of facilities that accommodate low income disabled individuals. The Committee finds that, in fact, there is universal agreement at all levels of analysis that facility construction is needed for this program in fiscal year 2008. The recommendation allocates funding as follows:

—Up to $145,875,000 for capital grants and PRAC;

—$74,745,000 for renewals or amendments of expiring tenant-based rental assistance;

—$15,000,000 for PRAC renewals;

—$990,000 for transfer to the Working Capital Fund for the development and maintenance of information technology systems for programs and activities for housing for persons with disabilities programs; and

—No funds are provided for "mainstream" vouchers in fiscal year 2008.

The Committee continues language allowing these funds to be used for inspections and analysis of data by HUD's REAC program office.

The Committee has included no funding for new 811 tenant-based assistance. This is based on continuing concerns regarding HUD's mismanagement of the mainstream tenant-based program. The Committee is concerned that funds that were appropriated for this program for fiscal years 2005 and 2006 were never actually awarded to applicant agencies in response to the Notices of Funding Availability. This is also in recognition of HUD's failure to issue programmatic guidance to ensure that rental assistance is targeted to people with disabilities in need of supportive housing. In addition, HUD has performed ineffective oversight of local agencies' obligation to ensure that rental assistance remains targeted to the intended population upon turnover.

The Committee directs HUD to report to the House and Senate Committees on Appropriations by March 1, 2008, the number of non-elderly disabled vouchers that are still in circulation and are being used by non-elderly disabled individuals.

HOUSING COUNSELING

Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	$50,000,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	–50,000,000

Section 106 of the Housing and Urban Development Act of 1968 authorized HUD to provide housing counseling services to homebuyers, homeowners, low and moderate income renters, and the homeless.

COMMITTEE RECOMMENDATION

The Committee does not recommend the creation of a separate account for housing counseling activities, but instead has provided $41,580,000 for this activity as a set-aside within the HOME Investments Partnership Program account.

FLEXIBLE SUBSIDY FUND

(TRANSFER OF FUNDS)

The Housing and Urban Development Act of 1968 authorized HUD to establish a revolving fund into which rental collections in excess of the established basic rents for units in Section 236 subsidized projects are deposited. Subject to approval in appropriations acts, the Secretary is authorized under the Housing and Community Development Amendment of 1978 to transfer excess rent collections received after 1978 to the Troubled Projects Operating Subsidy program, renamed the Flexible Subsidy Fund.

COMMITTEE RECOMMENDATION

The Committee recommends that the account continue to serve as a repository of excess rental charges appropriated from the Rental Housing Assistance Fund. Although these resources will not be used for new reservations, they will continue to offset flexible subsidy outlays and other discretionary expenditures to support affordable housing projects.

The Committee's recommendation includes language identical to language carried in prior years, to allow surplus funds derived from rental collections which were in excess of allowable rent levels to be returned to project owners only for the purposes of rehabilitating and renovating those properties.

MANUFACTURED HOUSING FEES TRUST FUND

Appropriation, fiscal year 2007	$13,000,000
Offsetting collections	13,000,000
Budget request, 2008	16,000,000
Offsetting collections	16,000,000
Recommended in the bill	16,000,000
Offsetting collections	16,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+3,000,000
Budget request, fiscal year 2008	– – –

The National Manufactured Housing Construction and Safety Standards Act of 1974, as amended by the Manufactured Housing Improvement Act of 2000, authorized the Secretary to establish

Federal manufactured home construction and safety standards for the construction, design, and performance of manufactured homes.

All manufactured homes are required to meet the Federal standards, and fees are charged to producers to cover the costs of administering the Act.

COMMITTEE RECOMMENDATION

The Committee recommends up to $16,000,000 for the manufactured housing standards programs to be derived from fees collected and deposited in the Manufactured Housing Fees Trust Fund established pursuant to the Manufactured Housing Improvement Act of 2000. The amount recommended is the same as the budget request and $3,000,000 above the fiscal year 2007 enacted level. Language contained in previous Acts is continued to ensure that the net expenditures do not exceed fee collections at the end of the fiscal year.

In addition, the Committee includes language allowing the Department to collect fees from program participants for the dispute resolution and installation programs. These fees are to be deposited into the trust fund and may be used by the Department subject to the overall cap placed on the account.

OTHER ASSISTED HOUSING PROGRAMS

RENTAL HOUSING ASSISTANCE

Appropriation, fiscal year 2007	$26,136,000
Budget request, fiscal year 2008	27,600,000
Recommended in the bill	27,600,000
Bill compared with:	
Appropriation, fiscal year 2007	+1,464,000
Budget request, fiscal year 2008	– – –

The Rental Housing Assistance account provides amendment funding for housing assisted under a variety of HUD housing programs.

RECISSION

Appropriation, fiscal year 2007	$– – –
Budget request, fiscal year 2008	–27,600,000
Recommended in the bill	–27,600,000
Bill compared with:	
Appropriation, fiscal year 2007	–27,600,000
Budget request, fiscal year 2008	– – –

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

(INCLUDING TRANSFERS OF FUNDS)

	Limitation of direct loans	Limitations of guaranteed loans	Administrative expenses
Appropriation, fiscal year 2007	$50,000,000	$185,000,000,000	$351,450,000
Budget request, fiscal year 2008	50,000,000	185,000,000,000	351,450,000
Recommended in the bill	50,000,000	185,000,000,000	351,450,000
Bill compared with:			
Appropriation, fiscal year 2007	– – –	– – –	– – –
Budget request, fiscal year 2008	– – –	– – –	– – –

The Federal Housing Administration's (FHA) mutual mortgage insurance program account includes the mutual mortgage insurance (MMI) and cooperative management housing insurance funds. This program account covers unsubsidized programs, primarily the single-family home mortgage program, which is the largest of all the FHA programs. The cooperative housing insurance program provides mortgages for cooperative housing projects of more than five units that are occupied by members of a cooperative housing corporation.

COMMITTEE RECOMMENDATION

The Committee recommends the following limitations on loan commitments in the MMI program account: $185,000,000,000 for loan guarantees and $50,000,000 for direct loans. The recommendation also includes $428,850,000 for administrative expenses, of which $347,500,000 is transferred to Salaries and Expenses, and $4,000,000 is transferred to the Office of Inspector General. In addition, $77,400,000 is provided for non-overhead administrative contract expenses, including $5,000,000 for consumer education and of which $25,600,000 is transferred to the Working Capital Fund for development and modifications to information technology systems that serve programs or activities under the Office of Housing or the Federal Housing Administration. The Committee continues language, as requested, appropriating additional administrative expenses in certain circumstances.

The Committee has also lifted the cap on the number of Home Equity Conversion Mortgages that the Department may issue until September 30, 2008. In addition, the Committee has lifted the multifamily loan limit in order to permit more FHA loans to occur in fiscal year 2008. However, the Committee has not carried several other proposals of the Administration, as the Committee on Financial Services is in the process of modernizing FHA and is the best arbiter of these complicated issues.

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

(INCLUDING TRANSFERS OF FUNDS)

	Limitation of direct loans	Limitations of guaranteed loans	Administrative expenses	Program costs
Appropriation, fiscal year 2007	$50,000,000	$45,000,000,000	$229,086,000	$8,712,000
Budget request, fiscal year 2008	50,000,000	35,000,000,000	229,086,000	8,600,000
Recommended in the bill	50,000,000	45,000,000,000	229,086,000	8,712,000
Bill compared with:				
Appropriation, fiscal year 2007	– – –	– – –	– – –	– – –
Budget request, fiscal year 2008	– – –	+10,000,000,000	– – –	+112,000

The Federal Housing Administration's (FHA) general and special risk insurance (GI and SRI) program account includes 17 different programs administered by FHA. The GI fund includes a wide variety of insurance programs for special purpose single and multi-family loans, including loans for property improvements, manufactured housing, multi-family rental housing, condominiums, housing for the elderly, hospitals, group practice facilities, and nursing homes. The SRI fund includes insurance programs for mortgages in older, declining urban areas that would not be otherwise eligible for insurance, mortgages with interest reduction payments, mortgages

for experimental housing, and for high-risk mortgagors who would not normally be eligible for mortgage insurance without housing counseling.

COMMITTEE RECOMMENDATION

The Committee recommends the following limitations on loan commitments for the general and special risk insurance program account as requested: $45,000,000,000 for loan guarantees and $50,000,000 for direct loans.

As requested, the recommendation includes $8,712,000 in direct appropriations for credit subsidy. The recommendation also includes $229,086,000 for administrative expenses, of which $209,286,000 is transferred to Salaries and Expenses and $19,800,000 is transferred to the Office of Inspector General. An additional $78,111,000 is provided for non-overhead administrative expenses, of which no less than $10,692,000 is transferred to the Working Capital Fund for development and modifications to information technology systems that serve activities under the Office of Housing or the Federal Housing Administration.

The Committee recognizes the importance of below market sales of HUD multi-family properties and loans in foreclosure through first refusal and negotiated purchase rights. The Committee believes that the ability of local governments to exercise their statutory right of first refusal is an essential tool to preserving affordability and improving the condition of properties that have often fallen into disrepair. When valuing properties or loans for a non-competitive sale to States or units of local governments, the Committee directs the Department to consider, but not be limited to, industry standard appraisal practices. The Department must take into consideration affordability restrictions and the cost of repairs needed to bring the property to at least minimum State and local code standards. Further, the Committee directs the Department to conduct a study on the impact that these sales have on the FHA fund by March 14, 2008.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

Limitation of guaranteed loans:	
Appropriation, fiscal year 2007	$200,000,000,000
Budget request, fiscal year 2008	100,000,000,000
Recommended in the bill	200,000,000,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+100,000,000,000
Administrative expenses:	
Appropriation, fiscal year 2007	$10,700,000
Budget request, fiscal year 2008	11,000,000
Recommended in the bill	10,700,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	−300,000

The guarantee of mortgage-backed securities program facilitates the financing of residential mortgage loans insured or guaranteed by the Federal Housing Administration, the Department of Vet-

erans Affairs, and the Rural Housing Services program. The Government National Mortgage Association (GNMA) guarantees the timely payment of principal and interest on securities issued by private service institutions such as mortgage companies, commercial banks, savings banks, and savings and loan associations that assemble pools of mortgages, and issues securities backed by the pools. In turn, investment proceeds are used to finance additional mortgage loans. Investors include non-traditional sources of credit in the housing market such as pension and retirement funds, life insurance companies, and individuals.

COMMITTEE RECOMMENDATION

The recommendation includes a $200,000,000,000 limitation on loan commitments for mortgage-backed securities as requested, the same as the level provided in fiscal year 2007. The Committee also recommends $10,700,000 for administrative expenses to be transferred to Salaries and Expenses.

The Committee once again rejects the budget proposal to charge issuers an upfront fee to offset the administrative expenses of the program. No detailed explanation has been provided to justify this change from prior years or its likely adverse effect on volume and affordable rental housing production. Raising program costs can only diminish the contribution of GNMA in expanding lower cost housing opportunities. In the face of the growing nationwide shortage of affordable housing, and the goal of increased homeownership, imposing this change to the way GNMA conducts business makes little sense.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriation, fiscal year 2007	$50,087,000
Budget request, fiscal year 2008	65,040,000
Recommended in the bill	58,087,000
Bill compared with:	
Appropriation, fiscal year 2007	+8,000,000
Budget request, fiscal year 2007	−6,953,000

The Housing and Urban Development Act of 1970 directs the Secretary to undertake programs of research, studies, testing, and demonstrations related to the HUD mission. These functions are carried out internally through contracts with industry, non-profit research organizations, and educational institutions and through agreements with State and local governments and other Federal agencies.

COMMITTEE RECOMMENDATION

The Committee recommends $58,087,000 for the Office of Policy Development and Research. This is $8,000,000 above the level of funding as enacted for fiscal year 2007 and $6,953,000 below the budget request. Of the amounts made available, language is included to designate:

—$29,693,000 for basic research;

—$22,394,000 for grants to institutions of higher education funded under Section 107 including Alaska Native Serving Institutions, Native Hawaiian Serving Institutions, tribal colleges

and universities, Historically Black Colleges and Universities and Hispanic Serving Institutions. In addition, the Committee is concerned that the Asian American and Pacific Islander (AAPI) community has significantly higher rates of poverty and rent burden than national average. The Committee encourages HUD to investigate ways to serve this community through the grants awarded under Section 107 or the University Partnership Program and to report to the House and Senate Committees on Appropriations regarding the Department's plans to do so; and

—$5,000,000 for the PATH program. The Committee does not continue language that exempts 50 percent of the funds provided from competition. All funds are to be competitively awarded, and the Committee instructs that the PATH funds will be directed toward energy efficiency in low-income housing. It is appropriate that all research initiatives focus on low- and moderate-income populations, not the general population or the market to which most housing development is geared. The Committee agrees with the proposal to administer this program within Policy Development and Research.

The Committee believes that the preservation of affordable housing should become an integral part of transit oriented development policies. The Committee commends both the Federal Transit Administration and Department of Housing and Urban Development (HUD) for jointly sponsoring the recently published study "Realizing the Potential: Expanding Housing Opportunities Near Transit." The Committee believes the study provides a number of valuable recommendations for federal, state, and local policy makers to promote affordable housing near transit. On the federal level, the Committee hopes that the cooperation between FTA and HUD on the study will be the beginning of a new partnership on transit oriented development. Accordingly, the Committee includes $1,000,000 within the funds provided for the FTA and HUD to establish a new interagency working group on transit oriented development and affordable housing. The new working group should follow up on recommendations made in the jointly sponsored HUD and FTA study mentioned above. The working group should also create an action plan with specific recommendations on how HUD and the FTA can improve policy coordination and provide incentives through existing programs to further promote affordable housing near transit corridors. The HUD and FTA action plan for mixed income affordable housing near transit should be submitted to the House and Senate Committees on Appropriations within six months of enactment.

Additionally, the Committee requires the Office of Policy Development and Research, via research and the PATH program, to investigate ways to incorporate green, sustainable housing construction and rehabilitation practices in HUD's programs. Much like PATH has encouraged the Department to incorporate steel into its construction programs, the Committee encourages the Office of Policy Development and Research to investigate green building and report on how new, sustainable technologies can be incorporated into each of HUD's programs.

The Committee is disappointed that HUD has refused to share information about the Moving to Opportunity program with schol-

ars and researchers and instructs HUD to make this information available while protecting confidentiality. The results of this demonstration are critical to future policy decisions in the Housing Choice Voucher program, and should be scrutinized by a variety of academic researchers.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriation, fiscal year 2007	$45,540,000
Budget request, fiscal year 2008	45,000,000
Recommended in the bill	45,540,000
Bill compared with:	
Appropriation, fiscal year 2007	– – –
Budget request, fiscal year 2008	+540,000

The Fair Housing Act, title VIII of the Civil Rights Act of 1968, as amended by the Fair Housing Amendments Act of 1988, prohibits discrimination in the sale, rental and financing of housing and authorizes assistance to State and local agencies in administering the provision of fair housing statutes. The Fair Housing Assistance Program (FHAP) assists State and local fair housing enforcement agencies that are certified by HUD as "substantially equivalent" to HUD with respect to enforcement policies and procedures. FHAP assures prompt and effective processing of complaints filed under title VIII that are within the jurisdiction of State and local fair housing agencies. The Fair Housing Initiatives Program (FHIP) alleviates housing discrimination by providing support to private nonprofit organizations, State and local government agencies and other nonfederal entities for the purpose of eliminating or preventing discrimination in housing, and to enhance fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $45,540,000 for this account, the same as the fiscal year 2007 enacted level and $540,000 above the Administration's budget request. Of this amount, $24,820,000 is for FHAP and $20,180,000 is for FHIP.

The Committee expects HUD to continue to provide quarterly reports on obligation and expenditure of these funds, delineated by each program and activity.

OFFICE OF LEAD HAZARD CONTROL

LEAD HAZARD REDUCTION

Appropriation, fiscal year 2007	$150,480,000
Budget request, fiscal year 2008	116,000,000
Recommended in the bill	130,000,000
Bill compared with:	
Appropriation, fiscal year 2007	−20,480,000
Budget request, fiscal year 2008	+14,000,000

The Lead Hazard Reduction Program, authorized under the Housing and Community Development Act of 1992, provides grants to State and local governments to perform lead hazard reduction activities in housing occupied by low income families. The program also provides technical assistance, undertakes research and evaluations of testing and cleanup methodologies, and develops technical

guidance and regulations in cooperation with the Environmental Protection Agency.

COMMITTEE RECOMMENDATION

The Committee recommends $130,000,000 for this account, $14,000,000 above the budget request. Amounts provided are to be allocated as follows:

—$92,600,000 for the lead-based paint hazard control grant program to provide assistance to State and local governments and Native American tribes for lead-based paint abatement in private low income housing;

—$8,712,000 for Operation LEAP (Lead Elimination Action Program), which provides competitive grants to non-profit organizations and the private sector for activities, which leverage funds for local lead hazard control programs;

—$5,742,000 for technical assistance and support to State and local agencies and private property owners; and

—$8,712,000 for the Healthy Homes Initiative for competitive grants for research, standards development, and education and outreach activities to address lead-based paint poisoning and other housing-related diseases and hazards.

—$14,234,000 for the Lead Hazard Demonstration Project. While the Committee recognizes the value of this demonstration project, budgetary constraints limit the amount of funding the Committee can dedicate to this project.

The Committee continues language delegating the authority and responsibility for performing environmental review for the Healthy Homes Initiative, LEAP, and Lead Technical Studies projects and programs to governmental entities that are familiar with local environmental conditions, trends and priorities.

The Committee reminds the Department that all funding provided under this heading is to be competitively awarded as required under the HUD Reform Act of 1989 and Section 305 of the Administrative Provisions under this title.

MANAGEMENT AND ADMINISTRATION

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS}

Appropriation, fiscal year 2007	$581,108,000
Transfers FHA/GNMA	574,285,000
Total	1,155,393,000
Budget request, fiscal year 2008	654,092,000
Transfers	563,908,000
Total	1,218,000,000
Recommended in this bill	642,730,000
Transfers	568,649,650
Total	1,211,379,650
Bill compared with:	
Appropriation, fiscal year 2007	+55,986,650
Budget request, fiscal year 2008	−6,620,350

This account finances all salaries and related costs associated with administering the programs of the Department of Housing and Urban Development, except for the Office of Inspector General and the Office of Federal Housing Enterprise Oversight. These activities include housing, mortgage credit and secondary market pro-

grams, community planning and development programs, departmental management, legal services, field direction and administration.

COMMITTEE RECOMMENDATION

The Committee recommends total funding of $1,211,379,650 for the salaries and expenses of the Department. This is $55,986,650 above the fiscal year 2007 enacted amount and $6,620,350 below the budget request.

The Department is limited to the object class levels that are described in the fiscal year 2008 Congressional Budget Submission. This is the distribution that HUD must use unless changes are granted as part of the Department's Operating Plan.

Language is included to allow the Department to transfer up to $15,000,000 from Salaries and Expenses to the Working Capital Fund after receipt and approval of an Operating Plan change detailing the uses of the transfers and the object classes being reduced in this account.

Funding for indemnities is at the budget request level but is further limited to non-programmatic litigation and is restricted to the payment of attorney fees only. Program-related litigation must be paid from the individual program office Salaries and Expenses allocation. The budget submission must include program-related litigation costs as a separate line item request.

Operating Plans/Reprogramming Requirements.—All Departments within the Subcommittee's jurisdiction are required to submit operating plans and reprogramming letters and reorganization proposals for Committee approval. HUD is reminded that operating plans or reprogramming requirements apply to any reallocation of resources totaling more than $500,000 among any program, project or activity as well as to any significant reorganization within offices or the proposed creation or elimination of any program or office, regardless of the dollar amount involved and any reorganization, regardless of the dollar amount involved. Object class changes above $500,000 also are subject to operating plan or reprogramming requirements. Unless otherwise specified in this Act or the accompanying report, the approved level for any program, project, or activity is that amount detailed for that program, project, or activity in the Department's annual detailed Congressional submission. These requirements apply to all funds provided to the Department. The Department is expected to make any necessary changes during fiscal year 2008 to its current procedures and systems to ensure that it is able to meet the necessary operating plan and reprogramming requirements applied to other agencies funded in the bill.

Budget Submission.—The Committee expects the Department's fiscal year 2009 submission to be submitted in the identical format and continues its direction that strategic planning documents, formats or materials are not to be incorporated into the submission. The Committee continues language under General Provisions setting forth such requirements.

Language is included in the bill, similar to language carried in prior Acts, which designates amounts provided from various accounts for Salaries and Expenses and which requires the Depart-

ment to implement appropriate funds control and financial management procedures.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$195,356,000
Budget request, fiscal year 2008	220,000,000
Recommended in the bill	125,000,000
Bill compared with:	
Appropriation, fiscal year 2007	−70,356,000
Budget request, fiscal year 2008	−95,000,000

The Working Capital Fund was established pursuant to 42 U.S.C. 3535 to provide necessary capital for the development of, modifications to, and infrastructure for Department-wide information technology systems, and for the continuing operation of both Department-wide and program-specific information technology systems.

COMMITTEE RECOMMENDATION

The Committee remains concerned about HUD's information technology capacity. To a large extent, both HUD's and Congress' ability to oversee the effectiveness of HUD's programs is undermined due to the failure of HUD's information systems to provide the information necessary to assess program performance and ensure effective resource management. The Committee recommends $125,000,000 in direct appropriation for the Working Capital Fund to support Department-wide information technology system activities, $70,356,000 below the fiscal year 2007 level and $95,000,000 below the budget request. In addition to the direct appropriation for Department-wide systems, funds are transferred from various accounts to be used exclusively for program-specific information technology requirements.

The Committee has included language that precludes the use of these or any other funds appropriated previously to the Working Capital Fund or program offices for transfer to the Working Capital Fund that would be used or transferred to any other entity in HUD or elsewhere for the purposes of implementing the Administration's "e-Gov" initiative without the Committee's approval in HUD's operating plan. The Committee directs that funds appropriated for specific projects and activities should not be reduced or eliminated in order to fund other activities inside and outside of HUD without the expressed approval of the Committee. HUD is not to contribute or participate in activities that are specifically precluded in legislation, unless the Committee agrees to a change.

The Department is advised that the Committee is concerned about HUD's insufficient and ineffective information systems, but the Committee is not assured by the budget submission that additional appropriations will improve the situation. Until a thorough analysis is done of the current systems and the true needs of the Department are assessed, the Committee will not appropriate funds for yet more inefficient information systems. The Inspector General is instructed to report to the House and Senate Committees on Appropriations as to the status of current information systems and future needs by June 1, 2008.

OFFICE OF INSPECTOR GENERAL

(INCLUDING TRANSFERS OF FUNDS)

	Appropriation	FHA funds	Total
Appropriation, fiscal year 2007	$88,853,000	$23,760,000	$112,613,000
Budget request, fiscal year 2008	88,240,000	23,760,000	112,000,000
Recommended in the bill	90,000,000	23,760,000	113,760,000
Bill compared with:			
Appropriation, fiscal year 2007	+1,147,000	– – –	+1,147,000
Budget request, fiscal year 2008	– – –	– – –	+1,760,000

The Office of Inspector General (IG) provides agency-wide audit and investigative functions to identify and correct management and administrative deficiencies that create conditions for existing or potential instances of waste, fraud, and mismanagement. The audit function provides internal audit, contract audit, and inspection services. Contract audits provide professional advice to agency contracting officials on accounting and financial matters relative to negotiation, award, administration, re-pricing, and settlement of contracts. Internal audits evaluate all facets of agency operations. Inspection services provide detailed technical evaluations of agency operations. The investigative function provides for the detection and investigation of improper and illegal activities involving programs, personnel, and operations.

COMMITTEE RECOMMENDATION

The Committee recommends $113,760,000 for the Office of Inspector General, an increase of $1,147,000 above the amount provided in fiscal year 2007 and $1,760,000 above the budget request. Of this amount, $23,760,000 is derived from transfers from Federal Housing Administration funds.

Language is included in the bill which: (1) designates amounts available to the Inspector General from other accounts; and (2) clarifies the authority of the Inspector General with respect to certain personnel issues.

In the fiscal year 2008 appropriations bill, the Committee has made significant and necessary funding allocations to the Section 8 and Public Housing programs. In order to ensure that these increased allocations are spent efficiently and effectively, the Committee has also provided additional funds for the Office of the Inspector General. The Committee is confident that the Inspector General can provide the oversight necessary to ensure that this funding is properly utilized.

The Committee directs the IG to report on its audits and investigative efforts either in place or currently planned, related to the use of Departmental funds in the rebuilding efforts in the Gulf Coast in the aftermath of the 2005 hurricanes. The Committee notes that the Community Development Block Grant funds that were provided to the Gulf States have been spent at a slow rate. The Committee requests that the IG provide an update on their oversight on the allocation and distribution of these funds no later than January 1, 2008.

OFFICE OF FEDERAL HOUSING ENTERPRISE OVERSIGHT SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2007	$66,150,000
Budget request, fiscal year 2008	66,000,000
Recommended in the bill	66,000,000
Bill compared with:	
Appropriation, fiscal year 2007	−150,000
Budget request, fiscal year 2008	−150,000

The Office of Federal Housing Enterprise Oversight (OFHEO) was established in 1992 to regulate the financial safety and soundness of the two housing government-sponsored enterprises (GSEs)—the Federal National Mortgage Association (Fannie Mae) and the Federal Home Loan Mortgage Corporation (Freddie Mac). The office was authorized in the Federal Housing Enterprises Financial Safety and Soundness Act of 1992, which also provided enhanced authority to enforce these standards. In addition to financial regulation, the OFHEO monitors the GSEs compliance with affordable housing goals that were contained in the Act.

COMMITTEE RECOMMENDATION

The Committee recommends $66,000,000 for OFHEO, $150,000 below fiscal year 2007 and the budget request, to be derived from fees assessed to the GSEs and deposited into the Federal Housing Enterprises Oversight Fund.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Section 201 relates to the division of financing adjustment factors.

Section 202 prohibits available funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 continues language to correct an anomaly in the HOPWA formula that results in the loss of funds for certain States.

Section 204 continues language requiring funds appropriated to be distributed on a competitive basis in accordance with the Department of Housing and Urban Development Reform Act of 1989.

Section 205 continues language, carried in previous years, regarding the availability of funds subject to the Government Corporation Control Act and the Housing Act of 1950.

Section 206 continues language, carried in previous years, regarding allocation of funds in excess of the budget estimates.

Section 207 continues language, carried in previous years, regarding the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 208 continues language, carried in previous years, requiring submission of a spending plan for technical assistance, training and management improvement activities prior to the expenditure of funds.

Section 209 continues language requiring the Secretary to provide quarterly reports on uncommitted, unobligated and excess funds in each departmental program and activity.

Section 210 extends a technical amendment included in the fiscal year 2000 appropriations Act relating to the allocation of HOPWA

funds in the Philadelphia and Raleigh-Cary metropolitan areas. A proviso is added to allow a state to administer the HOPWA program in the event that a local government is unable to undertake the HOPWA grants management functions.

Section 211 continues language requiring HUD to submit an annual report to the House and Senate Committees on Appropriations on the number of Federally assisted units under lease and the per unit cost of these units.

Section 212 continues language setting certain requirements for the Department's annual congressional justification of appropriations.

Section 213 continues language carried in previous years elsewhere in this title requiring public housing authorities to continue to reserve incremental vouchers funded in previous years for persons with disabilities upon turnover.

Section 214 relates to state authority regarding participation on housing boards.

Section 215 authorizes the transfer of project-based assistance in specific circumstances.

Section 216 continues language in previous acts specifying the allocation of Indian Block grants to Native Alaskan recipients.

Section 217 continues language carried in previous years elsewhere in this title requiring public housing authorities to continue to reserve incremental vouchers funded in previous years for family unification upon turnover.

Section 218 prohibits the IG from changing the basis on which the audit of GNMA is conducted.

Section 219 clarifies eligibility for students in the Section 8 program.

Section 220 lifts the cap on Home Equity Conversion Mortgages until September 30, 2008.

Section 221 increases the FHA multifamily loan limit. The Committee does not recommend several new administrative provisions proposed in the budget to amend various housing authorization statutes.

Section 222 continues language authorizing the Secretary to waive certain requirements related to an assisted living pilot project.

Section 223 continues language clarifying that the projects selected by HUD for Section 202b assistance prior to December 1, 2003 are aslo eligible to use the limited partnership ownership structure. No more than three commercial properties are authorized to receive grants under section 202b of the Housing Act of 1959.

Section 224 continues language requiring priority consideration for Moving to Work Demonstration applications from Santa Clara, San Jose and San Bernardino.

TITLE III—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2007	$5,914,000
Budget request, fiscal year 2008	6,150,000
Recommended in the bill	6,150,000
Bill compared with:.	
Appropriation, fiscal year 2007	+236,000
Budget request, fiscal year 2008	– – –

The Architectural and Transportation Barriers Compliance Board (Access Board) was established by section 502 of the Rehabilitation Act of 1973. The Access Board is responsible for developing guidelines under the Americans with Disabilities Act, the Architectural Barriers Act, and the Telecommunications Act. These guidelines ensure that buildings and facilities, transportation vehicles, and telecommunications equipment covered by these laws are readily accessible to and usable by people with disabilities. The Access Board is also responsible for developing standards under section 508 of the Rehabilitation Act for accessible electronic and information technology used by Federal agencies. In addition, the Access Board enforces the Architectural Barriers Act, and provides training and technical assistance on the guidelines and standards it develops.

The Access Board also has additional responsibilities under the Help America Vote Act. The Access Board serves on the Board of Advisors and the Technical Guidelines Development Committee, which helps the Election Assistance Commission develop voluntary guidelines and guidance for voting systems, including accessibility for people with disabilities.

COMMITTEE RECOMMENDATION

The Committee recommends $6,150,000 for the operations of the Access Board, an increase of $236,000 over fiscal year 2007 and the same as the budget request.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriation, fiscal year 2007	20,428,000
Budget request, fiscal year 2008	22,322,000
Recommended in the bill	22,072,000
Bill compared with:	
Appropriation, fiscal year 2007	+1,894,000
Budget request, fiscal year 2008	−250,000

The Federal Maritime Commission (FMC) was established in 1961 as an independent government agency, responsible for the regulation of international waterborne commerce of the United States. In addition, FMC has responsibility for licensing and bonding ocean transportation intermediaries and assuring that vessel owners or operators establish financial responsibility to pay judgment for death or injury to passengers, or nonperformance of a cruise, on voyages from U.S. ports. It monitors the activities of ocean common carriers, who operate in the U.S./foreign commerce

to ensure just and reasonable practices, maintains a trade monitoring and enforcement program, monitors the laws and practices of foreign governments which could have a discriminatory or other impacts on shipping conditions in the U.S., among other activities. The principal shipping statutes administered by the FMC are the Shipping Act of 1984 (46 U.S.C. app. 1710 et seq.), the Foreign Shipping Practices Act of 1988 (46 U.S.C. app. 1701 et seq.), and section 19 of the Merchant Marine Act, 1920 (46 U.S.C. app. 876).

COMMITTEE RECOMMENDATION

The Committee recommends $22,072,000 for the Federal Maritime Commission, which is $1,644,000 above the amount provided in fiscal year 2007 and $250,000 below the budget request. The reduction below the budget request is due to overall budget constraints and is implemented without prejudice.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2007	$79,338,000
Budget request, fiscal year 2008	83,000,000
Recommended in the bill	85,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+5,662,000
Budget request, fiscal year 2008	+2,000,000

Initially established along with the Department of Transportation (DOT), the National Transportation Safety Board (NTSB) commenced operations on April 1, 1967, as an independent federal agency charged by Congress with investigating every civil aviation accident in the United States as well as significant accidents in the other modes of transportation—railroad, highway, marine and pipeline—and issuing safety recommendations aimed at preventing future accidents. Although it has always operated independently, NTSB relied on DOT for funding and administrative support until the Independent Safety Board Act of 1974 (Public Law 93–633) severed all ties between the two organizations effective April of 1975.

In addition to its investigatory duties, NTSB is responsible for maintaining the government's database of civil aviation accidents and also conducts special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, NTSB supplies investigators to serve as U.S. Accredited Representatives for aviation accidents overseas involving U.S.-registered aircraft, or involving aircraft or major components of U.S. manufacture. NTSB also serves as the "court of appeals" for any airman, mechanic or mariner whenever certificate action is taken by the Administrator of the Federal Aviation Administration (FAA) or the U.S. Coast Guard Commandant, or when civil penalties are assessed by FAA. In addition, the NTSB operates the NTSB Academy in Ashburn, Virginia.

COMMITTEE RECOMMENDATION

The Committee recommends $85,000,000 for salaries and expenses, an increase of $5,662,000 above fiscal year 2007 and $2,000,000 above the budget request. The NTSB had 424 employees in fiscal year 2005 and has received funding to maintain a staff

level of 396 since fiscal year 2006. The additional amount funds eleven safety critical staff, to result in a total staffing level of 407. Furthermore, the Committee directs that none of these additional funds shall be used for the Academy.

The Committee notes that NTSB violated and continues to be in violation of the Antideficiency Act because it did not obtain or have budget authority to cover the net present value of the entire 20–year training center lease obligation at the time the capital lease agreement was signed in 2001. To ensure the NTSB can satisfy it contractual obligations, the Committee includes language allowing the NTSB to use its fiscal year 2008 appropriation on the lease payments due in fiscal year 2008.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriation, fiscal year 2007	$116,820,000
Budget request, fiscal year 2008	119,800,000
Recommended in the bill	119,800,000
Bill compared with:	
Appropriation, fiscal year 2007	+2,980,000
Budget request, fiscal year 2008	– – –

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (title VI of the Housing and Community Development Amendments of 1978, Public Law 95–557, October 31, 1978). Neighborhood Reinvestment Corporation now operates under the trade name "NeighborWorks America." NeighborWorks America helps local communities establish working efficient and effective partnerships between residents and representatives of the public and private sectors. These partnership-based organizations are independent, tax-exempt, community-based nonprofit entities, often referred to as NeighborWorks organizations.

Neighborhood Reinvestment also provides grants to Neighborhood Housing Services of America (NHSA), the NeighborWorks network's national secondary market. The mission of NHSA is to utilize private sector support to replenish local NeighborWorks organizations' revolving loan funds. These loans are used to back securities that are placed with private sector social investors.

COMMITTEE RECOMMENDATION

The Committee recommends a funding level of $119,800,000 for fiscal year 2008, the same amount as the budget request and an increase of $2,980,000 when compared to the fiscal year 2007 appropriation. The Committee commends the Neighborhood Reinvestment Corporation for its commitment to building green, sustainable affordable housing and encourages the Corporation to continue its technical assistance and grant activities in a way that promotes more sustainable building practices in the field of affordable housing.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriation, fiscal year 2007	$1,788,000
Budget request, fiscal year 2008	2,320,000
Recommended in the bill	2,000,000
Bill compared with:	
Appropriation, fiscal year 2007	+212,000
Budget request, fiscal year 2008	−320,000

The Committee recommends $2,000,000 for operating expenses of the Interagency Council on Homelessness, $212,000 above the enacted amount for fiscal year 2007 and $320,000 below the requested amount. The continued lack of cooperation between the Council and the Department of Housing and Urban Development remains a concern for the Committee. In addition, the failure of the Administration to put forth a comprehensive funding plan for the elimination of chronic homelessness which includes other mainstream programs in multiple Departments indicates that the Council is not being successful in developing a government-wide response to this national problem. Therefore, the Council is instructed to work closely with the Departments that administer homeless assistance programs to develop comprehensive policies that make more efficient use of Federal dollars. While the Committee commends the Council for its role in encouraging local jurisdictions to develop 10-year plans to end homelessness, there must be a recognition that better Federal coordination and collaboration will lead to more effective strategies at the local level. As much, if not more, time and energy must be spent to pull together Federal resources in a complementary manner than extensive travel to reach more and more small jurisdictions. Local jurisdictions will benefit more from greater Federal coordination than from plans that rely on poorly integrated sources of revenue at the Federal and state levels. The Council must present to the House and Senate Appropriations Committees no later than March 15, 2008 a comprehensive funding strategy that demonstrates that the President's initiative to end chronic homelessness will achieve its result within the 10-year timeframe originally stated.

TITLE IV—GENERAL PROVISIONS, THIS ACT

(INCLUDING TRANSFERS OF FUNDS)

Section 401. The Committee continues the provision requiring pay raises to be funded within appropriated levels in this Act or previous appropriations Acts.

Section 402. The Committee continues the provision prohibiting pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act.

Section 403. The Committee continues the provision prohibiting obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 404. The Committee continues the provision limiting consulting service expenditures of public record in procurement contracts.

Section 405. The Committee continues the provision specifying reprogramming procedures by subjecting the establishment of new offices and reorganizations to the reprogramming process.

Section 406. The Committee continues the provision providing that fifty percent of unobligated balances may remain available for certain purposes.

Section 407. The Committee continues the provision requiring agencies and departments funded herein to report on sole source contracts.

Section 408. The Committee continues a provision prohibiting Federal training not directly related to the performance of official duties.

HOUSE OF REPRESENTATIVES REPORT REQUIREMENTS

The following items are included in accordance with various requirements of the Rules of the House of Representatives:

CONSTITUTIONAL AUTHORITY

Clause 3(d)(1) of the rule XXIII of the Rules of the House of Representatives states:

> Each report of a committee on a bill or joint resolution of a public character, shall include a statement citing the specific powers granted to the Congress in the Constitution to enact the law proposed by the bill or joint resolution.

The Committee on Appropriations bases its authority to report this legislation from clause 7 of section 9 of Article I of the Constitution of the United States of America which states:

> No money shall be drawn from the Treasury but in consequence of Appropriations made by law * * *

Appropriations contained in this Act are made pursuant to this specific power granted by the Constitution.

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the following is a statement of general performance goals and objectives for which this measure authorizes funding:

The Committee on Appropriations considers program performance, including a program's success in developing and attaining outcome-related goals and objectives, in developing funding recommendations.

APPROPRIATIONS NOT AUTHORIZED BY LAW

Pursuant to clause 3(f)(1) of rule XIII of the Rules of the House of Representatives, the following table lists the appropriations in the accompanying bill that are not authorized by law:

[Dollars in thousands]

Program	Last year of authorization	Authorization level	Appropriations in last year of authorization	Amount of program or new fees
Title I—Department of Transportation				
Federal Aviation Administration:				
Operations	2007	8,064,000	8,374,217	8,176,606
Facilities and Equipment	2007	3,110,000	2,516,520	2,515,000
Research, Engineering and Development	2007	356,261	130,234	140,000
Grants-in-Aid for Airports	2007	3,700,000	3,514,500	3,514,500
Federal Railroad Administration:				
Safety and Operations	1998	—	—	148,472
Railroad Research and Development	1998	20,758	—	33,250
Grants to the National Passenger Railroad Corp	2002	955,000	826,476	1,350,000
Pipeline and Hazardous Materials Safety Administration:				
Administrative Expenses	n/a	n/a	n/a	18,130
Research and Innovative Technology Administration:				
Research and Development	n/a	n/a	n/a	12,000
Surface Transportation Board	1998	12,000	13,850	26,495
Title II—Department of Housing and Urban Development				
Rental Assistance:				
Section 8 Contract Renewals and Administrative Expenses	1994	8,446,173	5,458,106	6,386,810
Section 441 Contracts	1994	109,410	150,000	54,100
Section 8 Preservation, Protection, and Family Unification	1994	759,259	541,000	—
Contract Administrators	—	—	—	145,728
Public Housing Capital Fund	2003	3,000,000	2,712,255	2,438,964
Public Housing Operating Fund	2003	2,900,000	3,576,600	4,200,000
Native American Housing Block Grants:				
Native American Housing Block Grants	2007	* SSAN	621,720	626,965
Federal Guarantees	2007	* SSAN	1,980	1,044
Indian Housing Loan Guarantee Fund	2007	* SSAN	6,000	7,450
Native Hawaiian Housing Block Grant	2005	—	8,928,000	8,727
Native Hawaiian Housing Loan Guarantee Fund	2005	—	992,000	1,010
Housing Opportunities for Persons with Aids	1994	156,300	156,000	300,100
Rural Housing and Economics Development	—	—	—	16,830
Community Development Fund:				
Community Development Block Grant	1994	4,168,000	4,380,000	3,951,900
Economic Development Initiatives	—	—	—	160,000
Neighborhood Initiatives	—	—	—	20,000
HOME Program:				
HOME Investment Partnership	1994	2,173,612	1,275,000	1,757,250
Downpayment Assistance Initiative	2007	200,000	24,750	—
HOPE VI	2007	SSAN*	99,000	100,000
Brownfields Redevelopment	—	—	—	9,900
Self Help and Assisted Homeownership Opportunity:				
Capacity Building	1994	25,000	20,000	31,000
Housing Assistance Council	—	—	—	—
Self-Help Homeownership Opportunity Program	2000	—	20,000	27,710
National Housing Development Corporation	—	—	—	—
Homeless Assistance Grants	1994	465,774	599,000	1,560,990
Housing for the Elderly	2003	—	783,286	734,580

[Dollars in thousands]

Program	Last year of authorization	Authorization level	Appropriations in last year of authorization	Amount of program or new fees
Housing for Persons with Disabilities	2003	—	250,515	236,610
FHA General and Special Risk Program Account:				
Limitation on Guaranteed Loans	1995	—	(20,885,072)	(45,000,000)
Limitation on Direct Loans	1995	—	(220,000)	(50,000,000)
Credit Subsidy	1995	—	188,395	8,600
Administrative Expenses	1995	—	197,470	229,086
GNMA Mortgage Backed Securities Loan Guarantee Program Account:				
Limitation on Guaranteed Loans	1996	(110,000,000)	(110,000,000)	(200,000,000)
Administrative Expenses	1996	—	9,101	11,000
Policy Development and Research	1994	36,470	35,000	58,087
Fair Housing Activities, Fair Housing Program	1994	26,000	20,481	45,540
Lead Hazards Reduction Program	1994	276,000	185,000	130,000
Salaries and Expenses	1994	1,029,496	916,963	1,160,638

*SSAN: Such sums as necessary.

Transfer of Funds

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following statement is submitted describing the transfers of funds provided in the accompanying bill.

Appropriation Transfers Recommended in the Bill

Under Title I—Department of Transportation

Account to which the transfer is made	Account from which the transfer is made	Amount
Office of the Secretary	Office of the Secretary	SSAN* Subject to certain conditions
OST: Minority Business Outreach	OST:Salaries and Expenses	Unexpended funds
Essential Air Service Program	Payments to Air Carriers	SSAN*
FMCSA: Motor Carrier Safety Grants	FHWA: Federal-aid highways	To be determined
FAA: Operations	FAA: Operations	≤2% of Certain Funds Subject to conditions
FTA: any new account	FTA: any old account	Available funding
FTA: Administrative Expenses	FTA: Administrative Expenses	SSDAN* Subject to Congressional Approval
Operations and Training	Maritime Guaranteed Loan (Title XI) Program Account.	$3,526,000**

*SSAN—Such Sums as Necessary.
**Up to this amount is available to be transferred.

Under Title II—Department of Housing and Urban Development

Account to which the transfer is made	Account from which the transfer is made	Amount
Working Captial Fund	Tenant-Based Rental Assistance	$6,494,000
Working Capital Fund	Project-Based Rental Assistance	1,960,000
Working Capital Fund	Public Housing Capital Fund	*10,000,000
Working Capital Fund	Community Development Fund	$1,584,000
Working Capital Fund	Home Investment Partnerships Program	990,000
Working Capital Fund	Homeless Assistance Grants	2,475,000
Working Capital Fund	Housing for the Elderly	1,980,000
Working Capital Fund	Housing for Persons with Disabilities	990,000
Working Capital Fund	FHA: Mutual Mortgage Insurance Program Account.	25,550,000
Working Capital Fund	FHA: General and Special Risk Program Account.	15,692,000
Working Capital Fund	Salaries and Expenses	*15,000,000

Account to which the transfer is made	Account from which the transfer is made	Amount
Working Capital Fund	Housing Opportunities of People with AIDS	1,485,000
Salaries and Expenses	Native American Housing Block Grants	* 148,500
Salaries and Expenses	Indian Housing Loan Guarantee Fund Program.	* 247,500
Salaries and Expenses	Native Hawaiian Housing Loan Guarantee Fund.	* 34,650
Salaries and Expenses	Community Development Loan Guarantees	743,000
Salaries and Expenses	FHA: Mutual Mortgage Insurance Program Account.	* 347,490,000
Salaries and Expenses	FHA: General and Special Risk Program Account.	209,286,000
Salaries and Expenses	GNMA: Guarantees of Mortgage-Backed Securities Loan Guarantee program Account.	10,700,000
Office of the Inspector General	FHA: Mutual Mortgage Insurance Program Account.	* 3,960,000
Office of the Inspector General	FHA: General and Special Risk Program Account.	19,800,000
Flexible Subsidy Fund	Flexible Subsidy Fund	** TBD

* Up to this amount is available to be transferred.
** Subject to the level of uncommitted balances of excess rental charges of Public Housing Authorities.

COMPLIANCE WITH RULE XIII, CL. 3(e) (RAMSEYER RULE)

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

COMPLIANCE WITH RULE XIII, CL. 3(e) (RAMSEYER RULE)

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

TITLE 49, UNITED STATES CODE

* * * * * * *

SUBTITLE VII—AVIATION PROGRAMS

* * * * * * *

PART A—AIR COMMERCE AND SAFETY

* * * * * * *

SUBPART III—SAFETY

* * * * * * *

CHAPTER 443—INSURANCE

* * * * * * *

§ 44302. General authority

(a) * * *

* * * * * * *

(f) EXTENSION OF POLICIES.—

(1) IN GENERAL.—The Secretary shall extend through August 31, 2006, and may extend through December 31, [2006] *2008*, the termination date of any insurance policy that the Department of Transportation issued to an air carrier under subsection (a) and that is in effect on the date of enactment of this subsection on no less favorable terms to the air carrier than existed on June 19, 2002; except that the Secretary shall amend the insurance policy, subject to such terms and conditions as the Secretary may prescribe, to add coverage for losses or injuries to aircraft hulls, passengers, and crew at the limits carried by air carriers for such losses and injuries as of such date of enactment and at an additional premium comparable to the premium charged for third-party casualty coverage under such policy.

* * * * * * *

§ 44303. Coverage

(a) * * *

(b) AIR CARRIER LIABILITY FOR THIRD PARTY CLAIMS ARISING OUT OF ACTS OF TERRORISM.—For acts of terrorism committed on or to an air carrier during the period beginning on September 22, 2001, and ending on December 31, [2006] *2008*, the Secretary may certify that the air carrier was a victim of an act of terrorism and in the Secretary's judgment, based on the Secretary's analysis and conclusions regarding the facts and circumstances of each case, shall not be responsible for losses suffered by third parties (as referred to in section 205.5(b)(1) of title 14, Code of Federal Regulations) that exceed $100,000,000, in the aggregate, for all claims by such parties arising out of such act. If the Secretary so certifies, the air carrier shall not be liable for an amount that exceeds $100,000,000, in the aggregate, for all claims by such parties arising out of such act, and the Government shall be responsible for any liability above such amount. No punitive damages may be awarded against an air carrier (or the Government taking responsibility for an air carrier under this subsection) under a cause of action arising out of such act. The Secretary may extend the provisions of this subsection to an aircraft manufacturer (as defined in section 44301) of the aircraft of the air carrier involved.

* * * * * * *

§ 44310. Ending effective date

The authority of the Secretary of Transportation to provide insurance and reinsurance under this chapter is not effective after [March 30, 2008] *December 31, 2008*.

* * * * * * *

NATIONAL HOUSING ACT

* * * * * * *

TITLE II—MORTGAGE INSURANCE

* * * * * * *

RENTAL HOUSING INSURANCE

SEC. 207. (a) * * *

* * * * * * *

(c) To be eligible for insurance under this section a mortgage on any property or project shall involve a principal obligation in an amount—

(2) * * *

(3)(A) not to exceed, for such part of the property or projects as may be attributable to dwelling use (excluding exterior and land improvements as defined by the Secretary), $38,025 per family unit without bedroom, $42,120 per family unit with one bedroom, $50,310 per family unit with two bedrooms, $62,010 per family unit with three bedrooms, and $70,200 per family unit with four or more bedrooms, or not to exceed $17,460 per space; except that as to projects to consist of elevator-type structures the Secretary may, in his discretion, increase the dollar amount limitations per family unit to not to exceed $43,875 per family unit without a bedroom, $49,140 per family unit with one bedroom, $60,255 per family unit with two bedrooms, $75,465 per family unit with three bedrooms, and $85,328 per family unit with four or more bedrooms, as the case may be, to compensate for the higher costs incident to the construction of elevator type structures of sound standards of construction and design; and except that the Secretary may, by regulation, increase any of the foregoing dollar amount limitations contained in this paragraph by not to exceed [140 percent] *170 percent* in any geographical area where the Secretary finds that cost levels so require and by not to exceed [140 percent] *170 percent*, or [170 percent in high cost areas] *215 percent in high cost areas*, where the Secretary determines it necessary on a project-by-project basis, but in no case may any such increase exceed 90 percent where the Secretary determines that a mortgage purchased or to be purchased by the Government National Mortgage Association in implementing its special assistance functions under section 305 of this Act (as such section existed immediately before November 30, 1983) is involved.

* * * * * * *

COOPERATIVE HOUSING INSURANCE

SEC. 213. (a) * * *

(b) To be eligible for insurance under this section a mortgage on any property or project of a corporation or trust of the character described in paragraph numbered (1) of subsection (a) of this section shall involve a principal obligation in an amount—

(2)(A) not to exceed, for such part of the property or project as may be attributable to dwelling use (excluding exterior land improvements as defined by the Secretary), $41,207 per family unit without a bedroom, $47,511 per family unit with one bedroom, $57,300 per family unit with two bedrooms, $73,343 per family unit with three bedrooms, and $81,708 per family unit with four or more bedrooms, and not to exceed 98 per centum of the amount which the Secretary estimates will be the re-

placement cost of the property or project when the proposed physical improvements are completed: *Provided,* That as to projects to consist of elevator-type structures the Secretary may, in his discretion, increase the dollar amount limitations per family unit to not to exceed $43,875 per family unit without a bedroom, $49,710 per family unit with one bedroom, $60,446 per family unit with two bedrooms, $78,197 per family unit with three bedrooms, and $85,836 per family unit with four or more bedrooms, as the case may be, to compensate for the higher cost incident to the construction of elevator-type structures of sound standards of construction and design; (B)(i) the Secretary may, by regulation, increase any of the dollar amount limitations in subparagraph (A) (as such limitations may have been adjusted in accordance with section 206A of this Act) by not to exceed [140 percent] *170 percent* in any geographical area where the Secretary finds that cost levels so require and by not to exceed [140 percent] *170 percent*, or [170 percent in high cost areas] *215 percent in high cost areas*, where the Secretary determines it necessary on a project-by-project basis, but in no case may any such increase exceed 90 percent where the Secretary determines that a mortgage purchased or to be purchased by the Government National Mortgage Association in implementing its special assistance functions under section 305 of this Act (as such section existed immediately before November 30, 1983) is involved; and (ii) in the case of a mortgagor of the character described in paragraph (3) of subsection (a) the mortgage shall involve a principal obligation in an amount not to exceed 90 per centum of the amount which the Secretary estimates will be the replacement cost of the property or project when the proposed physical improvements are completed; and (iii) upon the sale of a property or project by a mortgagor of the character described in paragraph (3) of subsection (a) to a nonprofit cooperative ownership housing corporation or trust within two years after the completion of such property or project the mortgage given to finance such sale shall involve a principal obligation in an amount not to exceed the maximum amount computed in accordance with this subparagraph (B)(i)..

* * * * * * *

REHABILITATION AND NEIGHBORHOOD CONSERVATION HOUSING INSURANCE

SEC. 220. (a) * * *

* * * * * * *

(d) To be eligible for insurance under this section a mortgage shall meet the following conditions:

(1) * * *

* * * * * * *

(3) The mortgage shall—

(A) * * *

(B)(ii) * * *

(iii)(I) not to exceed, for such part of the property or project as may be attributable to dwelling use (excluding exterior land

improvements as defined by the Secretary), $38,025 per family unit without a bedroom, $42,120 per family unit with one bedroom, $50,310 per family unit with two bedrooms, $62,010 per family unit with three bedrooms, and $70,200 per family unit with four or more bedrooms, except that as to projects to consist of elevator-type structures the Secretary may, in his discretion, increase the dollar amount limitations per family unit not to exceed $43,875 per family unit without a bedroom, $49,140 per family unit with one bedroom, $60,255 per family unit with two bedrooms, $75,465 per family unit with three bedrooms, and $85,328 per family unit with four or more bedrooms, as the case may be, to compensate for the higher costs incident to the construction of elevator-type structures of sound standards of construction and design; and (II) with respect to rehabilitation projects involving not more than five family units, the Secretary may by regulation increase by 25 per centum any of the dollar amount limitations in subparagraph (B)(iii)(I) (as such limitations may have been adjusted in accordance with section 206A of this Act) which are applicable to units with two, three, or four or more bedrooms; (III) the Secretary may, by regulation, increase the dollar amount limitations contained in subparagraph (B)(iii)(I) (as such limitations may have been adjusted in accordance with section [206A of this Act)) by not to exceed 110 percent in any geographical area where the Secretary finds that cost levels so require and by not to exceed 140 percent where the Secretary determines it necessary on a project-by-project basis] *206A of this Act) by not to exceed 170 percent in any geographical area where the Secretary finds that cost levels so require and by not to exceed 170 percent, or 215 percent in high cost areas, where the Secretary determines it necessary on a project-by-project basis*, but in no case may any such increase exceed 90 percent where the Secretary determines that a mortgage purchased or to be purchased by the Government National Mortgage Association in implementing its special assistance functions under section 305 of this Act (as such section existed immediately before November 30, 1983) is involved); (IV) That nothing contained in this subparagraph (B)(iii)(I) shall preclude the insurance of mortgages covering existing multifamily dwellings to be rehabilitated or reconstructed for the purposes set forth in subsection (a) of this section; (V) the Secretary may further increase any of the dollar limitations which would otherwise apply to such projects by not to exceed 20 per centum if such increase is necessary to account for the increased cost of the project due to the installation therein of a solar energy system (as defined in subparagraph (3) of the last paragraph of section 2(a) of this Act) or residential energy conservation measures (as defined in section 210(11)(A) through (G) and (I) of Public Law 95–619) in cases where the Secretary determines that such measures are in addition to those required under the minimum property standards and will be cost-effective over the life of the measure; and

HOUSING FOR MODERATE INCOME AND DISPLACED FAMILIES

SEC. 221. (a) * * *

* * * * * * *

(d) To be eligible for insurance under this section, a mortgage shall—

(1) * * *

* * * * * * *

(3) if executed by a mortgagor which is a public body or agency (and, except with respect to a project assisted or to be assisted pursuant to section 8 of the United States Housing Act of 1937, which certifies that it is not receiving financial assistance from the United States exclusively pursuant to such Act), a cooperative (including an investor-sponsor who meets such requirements as the Secretary may impose to assure that the consumer interest is protected), or a limited dividend corporation (as defined by the Secretary), or a private nonprofit corporation or association, or other mortgagor approved by the Secretary, and regulated or supervised under Federal or State laws or by political subdivisions of States, or agencies thereof, or by the Secretary under a regulatory agreement or otherwise, as to rents, charges, and methods of operation, in such form and in such manner as in the opinion of the Secretary will effectuate the purposes of this section—

(ii)(I) not exceed, for such part of the property or project as may be attributable to dwelling use (excluding exterior land improvements as defined by the Secretary), $42,048 per family unit without a bedroom, $48,481 per family unit with one bedroom, 58,469 per family unit with two bedrooms, $74,840 per family unit with three bedrooms, and $83,375 per family unit with four or more bedrooms; except that as to projects to consist of elevator-type structures the Secretary may, in his discretion, increase the dollar amount limitations per family unit to not to exceed $44,250 per family unit without a bedroom, $50,724 per family unit with one bedroom, $61,680 per family unit with two bedrooms, $79,793 per family unit with three bedrooms, and $87,588 per family unit with four or more bedrooms, as the case may be, to compensate for the higher costs incident to the construction of elevator-type structures of sound standards of construction and design; (II) the Secretary may, by regulation, increase any of the dollar amount limitations in subclause (I) (as such limitations may have been adjusted in accordance with section 206A of this Act) by not to exceed [140 percent] *170 percent* in any geographical area where the Secretary finds that cost levels so require and by not to exceed [140 percent] *170 percent*, or [170 percent in high cost areas] *215 percent in high cost areas*, where the Secretary determines it necessary on a project-by-project basis, but in no case may any such increase exceed 90 percent where the Secretary determines that a mortgage purchased or to be purchased by the Government National Mortgage Association in implementing its special assistance functions under section

305 of this Act (as such section existed immediately before November 30, 1983) is involved; and

* * * * * * *

(4) if executed by a mortgagor and which is approved by the Secretary—

(ii)(I) not exceed, or such part of the property or project as may be attributable to dwelling use (excluding exterior land improvements as defined by the Secretary), $37,843 per family unit without a bedroom, $42,954 per family unit with one bedroom, $51,920 per family unit with two bedrooms, $65,169 per family unit with three bedrooms, and $73,846 per family unit with four or more bedrooms; except that as to projects to consist of elevator-type structures the Secretary may, in his discretion, increase the dollar amount limitations per family unit to not to exceed $40,876 per family unit without a bedroom, $46,859 per family unit with one bedroom, $56,979 per family unit with two bedrooms, $73,710 per family unit with three bedrooms, and $80,913 per family unit with four or more bedrooms, as the case may be, to compensate for the higher costs incident to the construction of elevator-type structures of sound standards of construction and design; (II) the Secretary may, by regulation, increase any of the dollar limitations in subclause (I) (as such limitations may have been adjusted in accordance with section 206A of this Act) by not to exceed [140 percent] *170 percent* in any geographical area where the Secretary finds that cost levels so require and by not to exceed [140 percent] *170 percent*, or [170 percent in high cost areas] *215 percent in high cost areas*, where the Secretary determines it necessary on a project-by-project basis, but in no case may any such increase exceed 90 percent where the Secretary determines that a mortgage purchased or to be purchased by the Government National Mortgage Association in implementing its special assistance functions under section 305 of this Act (as such section existed immediately before November 30, 1983) is involved;

* * * * * * *

HOUSING FOR ELDERLY PERSONS

SEC. 231. (a) * * *

* * * * * * *

(c) To be eligible for insurance under this section, a mortgage to provide housing for elderly persons shall—

(2)(A) not to exceed, for such part of the property or project as may be attributable to dwelling use (excluding exterior land improvement as defined by the Secretary), $35,978 per family unit without a bedroom, $40,220 per family unit with one bedroom, $48,029 per family unit with two bedrooms, $57,798 per family unit with three bedrooms, and $67,950 per family unit with four or more bedrooms; except that as to projects to consist of elevator-type structures the Secretary may, in his discretion, increase the dollar amount limitations per family unit

to not to exceed $40,876 per family unit without a bedroom, $46,859 per family unit with one bedroom, $56,979 per family unit with two bedrooms, $73,710 per family unit with three bedrooms, and $80,913 per family unit with four or more bedrooms, as the case may be, to compensate for the higher costs incident to the construction of elevator-type structures of sound standards of construction and design; (B) the Secretary may, by regulation, increase any of the dollar limitations in subparagraph (A) (as such limitations may have been adjusted in accordance with section 206A of this Act) by not to exceed [140 percent] *170 percent* in any geographical area where the Secretary finds that cost levels so require and by not to exceed [140 percent] *170 percent*, or [170 percent in high cost areas] *215 percent in high cost areas*, where the Secretary determines it necessary on a project-by-project basis, but in no case may any such increase exceed 90 percent where the Secretary determines that a mortgage purchased or to be purchased by the Government National Mortgage Association in implementing its special assistance functions under section 305 of this Act (as such section existed immediately before November 30, 1983) is involved; (C) the Secretary may, by regulation, increase any of the dollar limitations in subparagraph (A) (as such limitations may have been adjusted in accordance with section 206A of this Act) by not to exceed 20 per centum if such increase is necessary to account for the increased cost of the project due to the installation therein of a solar energy system (as defined in subparagraph (3) of the last paragraph of section 2(a) of this Act) or residential energy conservation measures (as defined in section 210(11) (A) through (G) and (I) of Public Law 95–619) in cases where the Secretary determines that such measures are in addition to those required under the minimum property standards and will be cost-effective over the life of the measure;

* * * * * * *

MORTGAGE INSURANCE FOR CONDOMINIUMS

SEC. 234. (a) * * *

* * * * * * *

(e) To be eligible for insurance, a blanket mortgage on any multi-family project of a mortgagor of the character described in subsection (d) shall involve a principal obligation in an amount—

(2) * * *

(3)(A) not to exceed, for such part of the project as may be attributable to dwelling use (excluding exterior land improvements as defined by the Secretary), $42,048 per family unit without a bedroom, $48,481 per family unit with one bedroom, $58,469 per family unit with two bedrooms, $74,840 per family unit with three bedrooms, and $83,375 per family unit with four or more bedrooms; except that as to projects to consist of elevator-type structures the Secretary may, in his discretion, increase the dollar amount limitations per family unit to not to exceed $44,250 per family unit without a bedroom, $50,724 per family unit with one bedroom, $61,680 per family unit with two bedrooms, $79,793 per family unit with three bedrooms,

and $87,588 per family unit with four or more bedrooms, as the case may be, to compensate for higher costs incident to the construction of elevator-type structures of sound standards of construction and design; (B) the Secretary may, by regulation, increase any of the dollar limitations in subparagraph (A) (as such limitations may have been adjusted in accordance with section 206A of this Act) by not to exceed [140 percent] *170 percent* in any geographical area where the Secretary finds that cost levels so require and by not to exceed [140 percent] *170 percent*, or [170 percent in high cost areas] *215 percent in high cost areas*, where the Secretary determines it necessary on a project-by-project basis, but in no case may any such increase exceed 90 percent where the Secretary determines that a mortgage purchased or to be purchased by the Government National Mortgage Association in implementing its special assistance functions under section 305 of this Act (as such section existed immediately before November 30, 1983) is involved; and

* * * * * * *

MCKINNEY-VENTO HOMELESS ASSISTANCE ACT

* * * * * * *

TITLE II—INTERAGENCY COUNCIL ON THE HOMELESS

* * * * * * *

SEC. 209. TERMINATION.

The Council shall cease to exist, and the requirements of this title shall terminate, on October 1, [2006] *2008*.

* * * * * * *

SECTION 321 OF THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1986

SEC. 321. The Urban Mass Transportation Administration shall enter into a contract with the Southern California Rapid Transit District to conduct a study of the potential methane gas risks relating to the proposed alignment of the Metro Rail project beyond the Minimum Operable Segment, MOS–1. [None of the funds described in section 320 may be made available for any segment of the downtown Los Angeles to San Fernando Valley Metro Rail project unless and until the Southern California Rapid Transit District officially notifies and commits to the Urban Mass Transportation Administration that no part of the Metro Rail project will tunnel into or through any zone designated as a potential risk zone or high potential risk zone in the report of the City of Los Angeles dated June 10, 1985, entitled "Task Force Report on the March 24, 1985 Methane Gas Explosion and Fire in the Fairfax Area".] Funds for this study, in an amount not to exceed $1,000,000, shall be made avail-

able from funds previously allocated for the MOS–1 project, commencing within 30 days of enactment.

* * * * * * *

RESCISSIONS

Pursuant to the provisions of clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following table is submitted describing the rescissions recommended in the accompanying bill:

TITLE I—DEPARTMENT OF TRANSPORTATION

Office of the Secretary, Compensation for Air Carriers	−$22,000,000
Federal Aviation Administration, Grants-in-Aid Highways	−185,500,000
Federal Highway Administration, Federal-Aid Highways	−3,000,000,000
Federal Highway Administration	−390,050,734.53
Federal Motor Carrier Safety Administration, Motor Carrier Safety Operations and Programs	−3,469,553
Federal Motor Carrier Safety Administration, Motor Carrier Safety Grants	−11,260,214
Federal Motor Carrier Safety Administration, National Motor Carrier Safety	−32,187,720
Federal Motor Carrier Safety Administration, National Motor Carrier Safety Program	−5,212,858
National Highway Traffic Safety Administration, Operations and Research	−12,197,113.60
National Highway Traffic Safety Administration, National Driver Register	−119,914.61
National Highway Traffic Safety Administration, Highway Traffic Safety Grants	−10,528,958
Federal Transit Administration, Formula and Bus Grants	−28,660,920
Federal Transit Administration, Capital Investment Grants	−17,760,000
Maritime Administration, Ship Construction	−3,526,000

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Housing Certificate Fund	−$1,300,000,000
Rental Housing Assistance	−27,600,000

CHANGES IN THE APPLICATION OF EXISTING LAW

Pursuant to clause 3(f)(1)(A) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the effect of provisions proposed in the accompanying bill which may be considered, under certain circumstances, to change the application of existing law, either directly or indirectly. The bill provides that appropriations shall remain available for more than one year for a number of programs for which the basic authorizing legislation does not explicitly authorize such extended availability. The bill provides, in some instances, for funding of agencies and activities where legislation has not yet been finalized. In addition, the bill carries language, in some instances, permitting activities not authorized by law, or exempting agencies from certain provisions of law, but which has been carried in appropriations acts for many years.

The bill includes limitations on official entertainment, reception and representation expenses for the Secretary of Transportation, the Secretary of Housing and Urban Development and the National Transportation Safety Board. Similar provisions have appeared in many previous appropriations Acts. The bill includes a number of

limitations on the purchase of automobiles, motorcycles, or office furnishings. Similar limitations have appeared in many previous appropriations Acts. Language is included in several instances permitting certain funds to be credited to the appropriations recommended.

The bill continues a number of general provisions applying to agencies covered by the bill as well as certain provisions applying government-wide. These provisions have been carried in the prior year appropriations bill, and some have been carried for many years. Additionally, the Committee includes a number of new general provisions.

TITLE I—DEPARTMENT OF TRANSPORTATION

Language is included under Office of the Secretary, "Salaries and expenses" specifying certain amounts for individual offices of the Office of the Secretary and official reception and representation expenses, and specifying transfer authority among offices.

Language is included under Office of the Secretary, "Salaries and expenses" which would allow crediting the account with up to $2,500,000 in user fees; prohibits establishment of Assistant Secretary of Public Affairs. Language is included for the Office of Civil Rights.

Language is included under Office of the Secretary, "Transportation planning, research, and development" which provides funds for conducting transportation planning, research, systems development, development activities and making grants, and makes funds available until expended.

Language is included that limits operating costs and capital outlays of the Working Capital Fund for the Department of Transportation; provides that services shall be provided on a competitive basis, except for non-DOT entities; restricts the transfer for any funds to the Working Capital Fund with approval; and limits special assessments or reimbursable agreements levied against any program, project or activity funded in this Act to only those assessments or reimbursable agreements that are presented to and approved by the House and Senate Committees on Appropriations.

Language is included under the Office of the Secretary, "Minority business resource center" which limits the amount of loans that can be subsidized, and provides funds for administrative expenses.

Language is included under Office of the Secretary, "Minority business outreach" specifying that funds may be used for business opportunities related to any mode of transportation, and limits the availability of funds.

Language is included under the Office of the Secretary, "Payments to air carriers" that provides funds from the Airport and Airway Trust Fund, allows the Secretary of Transportation to consider subsidy requirements when determining service to a community, and allows the Secretary to repay any funds borrowed from the Federal Aviation Administration to fund the essential air service program.

Language is included under Office of the Secretary, "Compensation for air carriers" which rescinds funds.

Section 101. The Committee continues a provision allowing the Secretary of Transportation to transfer unexpended sums from "Of-

fice of the Secretary, Salaries and Expenses" to "Minority Business Outreach".

Section 102. The Committee continues a provision prohibiting the Office of the Secretary of Transportation from approving assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

Section 103. The Committee continues a provision prohibiting the use of funds to implement an essential air service local cost participation program.

Language is included under the Federal Aviation Administration, "Operations" that provides funds for operations, safety activities, staff offices and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement; funds for certain aviation program activities; and specifies transfer authority among offices.

Language is included under the Federal Aviation Administration, "Operations" that prohibits funds to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of enactment of this Act.

Language is included under the Federal Aviation Administration, "Operations" that credits funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources for expenses incurred in the provision of agency services.

Language is included under the Federal Aviation Administration, "Operations" permitting the use of funds to enter into a grant agreement with a nonprofit standard setting organization to develop aviation safety standards.

Language is included under the Federal Aviation Administration, "Operations" that provides $8,500,000 for the contract tower cost sharing program.

Language is included under the Federal Aviation Administration, "Operations" permitting transfer of funds, as specified.

Language is included under the Federal Aviation Administration, "Operations" that prohibits the use of funds for new applicants of the second career training program.

Language is included under the Federal Aviation Administration, "Operations" that prohibits the use of funds for Sunday premium pay unless an employee actually performed work during the time corresponding to the premium pay.

Language is included under the Federal Aviation Administration, "Operations" that prohibits funds for conducting and coordinating activities on aeronautical charting and cartography through the Working Capital Fund.

Language is included under the Federal Aviation Administration, "Operations" that prohibits the use of funds to purchase store gift cards or gift certificates through a government-issued credit card.

Language is included under Federal Aviation Administration, "Facilities and equipment" that provides funds for acquisition, establishment technical support services, improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment; engineering and service testing, construction and furnishing of quarters and related accommodations at remote localities; and the purchase, lease, or transfer of aircraft.

Language is included under Federal Aviation Administration, "Facilities and equipment" that provides funds from the Airport and Airway Trust Fund and limits the availability of funds.

Language is included under Federal Aviation Administration, "Facilities and equipment" that allows certain funds received for expenses incurred in the establishment and modernization of air navigation facilities to be credited to the account.

Language is included under Federal Aviation Administration, "Facilities and equipment" that requires the Secretary of Transportation to transmit a comprehensive capital investment plan for the Federal Aviation Administration.

Language is included under Federal Aviation Administration, "Research, engineering, and development" that provides funds from the Airport and Airway Trust Fund for research, engineering, and development, including construction of experimental facilities and acquisition of necessary sites by lease or grant; and limits the availability of funds.

Language is included under Federal Aviation Administration, "Research, engineering, and development" that allows certain funds received for expenses incurred in research, engineering and development to be credited to the account.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that provides funds from the Airport and Airway Trust Fund for airport planning and development; noise compatibility planning and programs; procurement, installation, and commissioning of runway incursion prevention devices and systems; grants authorized under section 41743 of title 49, U.S.C.; and inspection activities and administration of airport safety programs; and limits the availability of funds.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that limits funds available for the planning or execution of programs with obligations in excess of $3,600,000,000.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that prohibits funds for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that provides $80,676,000 for administration.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that specifies $10,000,000 for the airport cooperative research program, $18,712,000 for the airport technology research program and $10,000,000 for the Small Community Air Service Development Program.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports" that rescinds contract authority above the obligation limitation.

Section 110. The Committee retains a provision requiring FAA to accept landing systems, lighting systems, and associated equipment procured by airports, subject to certain criteria.

Section 111. The Committee retains a provision limiting the number of technical workyears at the Center for Advanced Aviation Systems Development to 375 in fiscal year 2008.

Section 112. The Committee retains a provision prohibiting FAA from requiring airport sponsors to provide the agency "without cost" building construction, maintenance, utilities and expenses, or space in sponsor-owned buildings, except in the case of certain specified exceptions.

Section 113. The Committee continues a provision that allowing reimbursement for fees collected and credited under 49 U.S.C. 45303.

Section 114. The Committee retains a provision allowing reimbursement of funds for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 115. The Committee continues a provision extending the current terms and conditions of FAA's aviation insurance program, commonly known as the "war risk insurance" program, for one additional year, from December 31, 2007 to December 31, 2008. In addition it extends the underlying authorization until December 31, 2008.

Section 116. The Committee retains a provision prohibiting funds to change weight restrictions or prior permission rules at Teterboro Airport, Teterboro, New Jersey.

Language is included under the Federal Highway Administration, "Limitation on administrative expenses" that limit the amount to be paid together with advances and reimbursements received.

Language is included under the Federal Highway Administration, "Federal-aid highways" that limits the obligations for Federal-aid highways and highway safety construction programs; limits the amount available for the implementation or execution of programs for transportation research, which shall not apply to any authority previously made available for obligation; authorizes funds and obligation limitation associated with a portion of revenue aligned budget authority for the motor carrier safety grant program to be transferred to the Federal motor Carrier Safety Administration; allows the Secretary to charge, collect and spend fees for loan applications and that such amounts are in addition to administrative expenses and are not subject to any obligation limitation or limitation on administrative expenses under section 608 of title 23, U.S.C., and which are available until expended.

Language is included under the Federal Highway Administration, "Federal-aid highways" that liquidates contract authority and rescinds unobligated balances with certain limitations.

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

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

Section 122. The Committee includes a provision that rescinds unobligated balances associated with completed demonstration or high priority projects from the Intermodal Surface Transportation Efficiency Act of 1991, Public Law 102–240.

Section 123. The Committee includes a provision that rescinds unobligated balances associated with completed high priority projects from the Transportation Equity Act for the 21st Century, Public Law 105–178.

Section 124. The Committee includes a provision that rescinds unobligated funds authorized for the TIFIA program.

Section 125. The Committee includes a provision that rescinds unobligated contract authority authorized for administrative expenses of the FHWA that will not be available for obligation because of the limitation on administrative expenses imposed in this Act and prior Acts.

Section 126. The Committee includes a provision that rescinds unobligated contract authority authorized for transportation research under title 5 of Public Law 109–59 that will not be available for obligation because of the limitation on obligations imposed on those funds in this Act and prior Acts.

Section 127. The Committee includes a provision that rescinds unobligated balances made available for highway related safety grants in prior appropriations Acts.

Section 128. The Committee includes a provision that rescinds unobligated balances associated with completed demonstration or high priority projects from previous appropriations acts.

Section 129. The Committee includes a provision that provides additional funding to the transportation, community, and system preservation program.

Language is included under the Federal Motor Carrier Safety Administration, "Motor carrier safety grants" that provides a limitation on obligations and liquidation of contract authorization, including specifying amounts available for the commercial driver's license improvements program, border enforcement grants program, the performance and registration information system management program, the commercial vehicle information systems and networks deployment program, the safety data improvement program, and the commercial driver's license information system modernization program; specifies amount for new entrant audits; and rescinds unobligated balances from prior years.

Language is included under the Federal Motor Carrier Safety Administration, "Motor Carrier Safety Operations and Programs", that provides a limitation on obligations and liquidation of contract authorization, including specifying amounts available for research and technology programs and commercial motor vehicle operator's grants; prohibits funds for outreach and education from being transferred; and rescinds unobligated balances from prior years.

Language is included under the Federal Motor Carrier Safety Administration, "Motor Carrier Safety" that rescinds unobligated balances from prior appropriations Acts.

Language is included under the Federal Motor Carrier Safety Administration, "National Motor Carrier Safety Program" that rescinds unobligated balances from prior appropriations Acts.

Section 130. The Committee continues a provision subjecting funds appropriated in this Act to the terms and conditions of sec-

tion 350 of Public Law 107–87 and Section 6901 of Public Law 110–28, including a requirement that the secretary submit a report on Mexico-domiciled motor carriers.

Language is included under National Highway Traffic Safety Administration, "Operations and research" that limits the availability of funds and prohibits the planning or implementation of any rulemaking on labeling passenger car tires for low rolling resistance.

Language is included under National Highway Traffic Safety Administration, "Operations and research" that provides a limitation on obligations, limits the availability of funds, and provides a liquidation of contract authorization from the Highway Trust Fund.

Language is included under the National Highway Traffic Safety Administration "National driver register" that provides a limitation on obligations and a liquidation of contract authorization from the Highway Trust Fund.

Language is included under the National Highway Traffic Safety Administration "Highway traffic safety grants" that provides a limitation on obligations, limits the availability of funds, specifies the amounts for certain programs and provides a liquidation of contract authorization from the Highway Trust Fund.

Language is included under National Highway Traffic Safety Administration, "Highway traffic safety grants" prohibiting the use of funds for construction, rehabilitation or remodeling costs or for office furniture for state, local, or private buildings.

Language is included under National Highway Traffic Safety Administration, "Highway traffic safety grants" that limits an evaluation for the High Visibility Enforcement Program to $750,000.

Language is included under National Highway Traffic Safety Administration, "Highway traffic safety grants" limiting the amount of funds available for technical assistance to states under section 410.

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

Section 141. The Committee includes a provision that 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. The Committee includes a provision that rescind 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. The Committee includes a provision that rescind 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.

Language is included under Federal Railroad Administration, "Safety and operations" limiting the availability of funds.

Language is included under Federal Railroad Administration, "Railroad research and development" limiting the availability of funds.

Language is included under Federal Railroad Administration, "Railroad rehabilitation and improvement program" authorizing

the Secretary to issue fund anticipation notes necessary to pay obligations under sections 511 and 513 of the Railroad Revitalization and Regulatory Reform Act.

Language is included under Federal Railroad Administration, "Railroad rehabilitation and improvement program" that prohibits new direct loans or loan guarantee commitments using federal funds for credit risk premium under section 502 of the Railroad Revitalization and Regulatory Reform Act.

Language is included under Federal Railroad Administration for the "Rail Line Relocation and Improvement Program" as authorized by section 9002 of Public Law 109–59.

Language is included under the Federal Railroad Administration, "Operating subsidy grants to the National Railroad Passenger Corporation" that allows the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation; allows the Secretary to approve funding only after receiving and reviewing a grant request for each train route; ensures that each grant request is accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection; requires the Corporation to achieve savings through operational efficiencies; requires the Inspector General of the Department of Transportation to provide quarterly reports to the Congress on estimates of the savings due to operational reforms; requires the Corporation to submit to Congress the status of its plan to improve the financial performance of food and beverage service as well as first class service, including sleeper car service as well as a report on progress compared with its targets provided in its fiscal year 2007 plan; requires the Corporation to submit a detailed business plan that includes targets for ridership, revenues, and capital and operating expenses as well as monthly reports regarding the status of the business plan; requires that contracts entered into by the Corporation will be governed by the laws of the District of Columbia; requires the Corporation to follow the provisions the direct loan agreement; and prohibits funds to support any route with a discounted fare of more than 50 percent off the normal peak fare, unless the operating loss is the result of a discount covered by a State.

Language is included providing funds for Amtrak's Office of Inspector General.

Language is included under the Federal Railroad Administration, "Capital and Debt Service Grants to the National Railroad Passenger Corporation" that allows the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for the maintenance and repair of capital infrastructure and debt service; allows the Secretary to retain some funds to be used for oversight; bars funds under this section to be used for operating losses; restricts the use of funds unless they have been approved by the Secretary or are contained in the Corporation's business plan; provides financial incentives that can be used for capital improvements if the Corporation demonstrates operational savings and meets ridership and revenue targets; provides funds for the development and implementation of a managerial cost accounting system; and requires the establishment of a common definition for "state of good repair" on the Northeast Corridor.

The Committee includes new language under Federal Railroad Administration, "Intercity Passenger Rail Program" as recommended in the President's budget that establishes and provides funding for an Intercity Passenger Rail Grant program.

Section 150. The Committee continues a provision that allows FRA to purchase promotional items for Operation Lifesaver.

Language is included under Federal Transit Administration, "Administrative Expenses" specifying an amount for administrative expenses and requires approval for central account transfers.

Language is included under Federal Transit Administration, "Administrative Expenses" prohibiting funds for a permanent office of transit security; specifying the amount to reimburse the IG for certain costs, and directing the submission of the annual report on new starts.

Language is included under Federal Transit Administration, "Formula and Bus Grants" that provides a limitation on obligations from the Highway Trust Fund, liquidation of contract authorization for the operating expenses of the agency, limits the availability of funds, and rescinds unobligated balances.

Language is included under Federal Transit Administration, "Research and University Centers" that limits the availability of funds and specifies the amounts for certain offices and programs.

Language is included under Federal Transit Administration, "Capital Investment Grants" that limits the availability of funds, specifies certain amounts for specific projects, and rescinds unobligated balances.

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

Section 161. The Committee continues the provision that allows unobligated funds for projects under "Capital Investment Grants" and bus and bus facilities under "Formula and Bus Grants" in prior year appropriations Acts to be used in this fiscal year.

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

Section 163. The Committee continues a provision that allows unobligated funds for projects under "Capital Investment Grants" to be used in this fiscal year for activities eligible in the year the funds were appropriated.

Section 164. The Committee recommends a new provision as proposed in the budget request that allows FTA to provide grants for 100 percent of the net capital cost of a factory-installed or retrofitted hybrid electric system in a bus.

Section 165. The Committee includes a new provision for grants under the clean fuel Program.

Section 166. The Committee includes a provision which repeals a fiscal year 1986 funding prohibition regarding a subway system in Los Angeles, CA.

Language is included under the Saint Lawrence Seaway Development Corporation that authorizes expenditures, contracts, and commitments as may be necessary.

Language is included under the Saint Lawrence Seaway Development Corporation "Operations and Maintenance" that provides funds derived from the Harbor Maintenance Trust Fund.

Language is included under Maritime Administration, "Maritime Security Program" that limits the availability of funds.

Language is included under Maritime Administration, "Operations and Training" that provides dedicated funds for salaries and benefits of employees of the United States Merchant Marine Academy, capital improvements at the United States Merchant Marine Academy, and the State Maritime Schools Schoolship Maintenance and Repair; and limits the availability of some funds.

Language is included under Maritime Administration, "Ship Disposal" that limits the availability of funds.

Language is included under Maritime Administration, "Maritime Guaranteed Loan (Title XI) Program Account" that provides for the transfer to Operations and Training and rescinds unobligated balances.

Language is included under Maritime Administration, "Ship Construction Program" that rescinds unobligated balances.

Section 170. The Committee continues a provision that allows the Maritime Administration to furnish utilities and services and make repairs to any lease, contract, or occupancy involving government property under the control of MARAD and retal payments shall be covered into the Treasury as miscellaneous receipts.

Section 171. The Committee continues a provision that prohibits obligations incurred during the current year from construction funds in excess of the appropriations contained in this Act or in any appropriations Act.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Administrative expenses" which specifies the amount derived from the Pipeline Safety Fund.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Hazardous materials safety" which limits the availability of a certain amount and allows up to $1,200,000 in fees collected under 49 U.S.C. 5108(g) to be deposited in the general fund of the Treasury as offsetting receipts.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Hazardous materials safety" that credits certain funds received for expenses incurred for training and other activities incurred in performance of hazardous materials exemptions and approval functions.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Pipeline safety" which specifies the amounts derived from the Pipeline Safety Fund and the Oil Spill Liability Trust Fund, and limits their period of availabilitiy.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Pipeline safety" that requires the agency to fund the one-call state grant program.

Language is included under Pipeline and Hazardous Materials Safety Administration, "Emergency Preparedness Grants" which specifies the amount derived from the Emergency Preparedness Fund, limits the availability of some funds, and prohibits funds from being obligated by anyone other than the Secretary or his designee.

Language is included under Research and Innovative Technology Administration, "Research and development" that limits the availability of funds and credits to the appropriation funds received from States and other sources for expenses incurred for training.

Language is included under Office of Inspector General, "Salaries and expenses" that provides the Inspector General with all necessary authority to investigate allegations of fraud by any person or entity that is subject to regulation by the Department of Transportation. Language is also included under Office of Inspector General, "Salaries and expenses" that authorizes the Office of Inspector General to investigate unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents.

Language is included under Surface Transportation Board, "Salaries and expenses" allowing the collection of $1,250,000 in fees established by the Chairman of the Surface Transportation Board; and providing that the sum appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such fees are received.

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

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

Section 182. The Committee continues the provision prohibiting funds in this Act for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation, and prohibits political and Presidential personnel assigned on temporary detail outside the Department of Transportation.

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

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

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

Section 186. The Committee continues the provision authorizing the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the Department of Transportation.

Section 187. The Committee continues the provision prohibiting funds in Title I of this Act from being issued for any grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations.

Section 188. The Committee continues a provision for the Department of Transportation allowing funds received from rebates, refunds, and similar sources to be credited to appropriations.

Section 189. The Committee continues a provision allowing amounts from improper payments to a third party contractor that are lawfully recovered by the Department of Transportation to be available to cover expenses incurred in recovery of such payments.

Section 190. The Committee includes a new provision that clarifies funding for a Monterey, California, highway bypass included in Public Law 102–143.

Section 191. The Committee includes a new provision that clarifies funding for a Marlboro Township, New Jersey, highway project included in section 378 of Public Law 106–346.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Language is included under Department of Housing and Urban Development, "Tenant-based rental assistance", which designates funds for various programs, activities, and purposes, and specifies the uses and availability of such funds.

Language is included under Department of Housing and Urban Development, "Tenant-based rental assistance", which specifies funds for certain programs and limits the use of certain funds; specifies the methodology for allocation of renewal funding; directs the Secretary to the extent possible to pro rate each public housing agency's (PHA) allocation; directs that those PHAs participating in Moving to Work, shall be funded according to that agreement; specifies the amount for additional rental subsidy due to unforeseen emergencies and portability; provides that additional tenant protection rental assistance costs be funded by prior year unobligated balances; provides funding for incremental vouchers for non-elderly disabled families and homeless veterans provides for the transfer of funds to the Working Capital Fund; specifies the amounts available to the Secretary to allocate to PHA that need additional funds and for fees; provides the criteria to allocate a portion of Administrative Fees; and directs that all funds shall be only for activities related to the provision of tenant-based rental assistance authorized under section 8.

Language is included under Department of Housing and Urban Development, "Housing certificate fund", which rescinds prior year funds; allows the Secretary to rescind funds from other accounts if there are insufficient unobligated balances; and directs the Secretary to report where the rescission is taken.

Language is included under Department of Housing and Urban Development, "Public housing capital fund", which limits the availability of funds; limits the delegation of certain waiver authorities and prohibits funds from being used for certain activities; specifies the total amount available for certain activities; prohibits funds from being used for certain purposes; and specifies the amount for grants, support services, service coordinators and congregate services, to support the costs of administrative and judicial receiverships, and to support the ongoing Public Housing Financial and Physical Assessment activities of the Real Estate Assessment Center.

Language is included under Department of Housing and Urban Development, "Public housing operating fund", which sets the basis for the allocation of funds and prohibits the use of funds under certain conditions.

Language is included under Department of Housing and Urban Development, "Native American Housing Block Grants", which limits the availability of funds; specifies the formula for allocation; specifies the amounts for technical assistance and capacity building, to support the inspection of Indian housing units, administrative expenses, to subsidize the total principal amount of any notes, and the cost of guaranteed notes, which are defined in section 502 of the Congressional budget Act of 1974.

Language is included under Department of Housing and Urban Development, "Native Hawaiian Housing Block Grant", which limits the availability of funds and specifies the amount for training and technical activities.

Language is included under Department of Housing and Urban Development, "Indian Housing Loan Guarantee Fund Program Account", which limits the availability of funds; specifies how to define the costs of modifying loans; specifies the amount and availability of funds to subsidize total loan principal; and provides a dedicated amount for administrative expenses and allows for its transfer to "Salaries and Expenses".

Language is included under Department of Housing and Urban Development, "Native Hawaiian Loan Guarantee Fund Program Account", which limits the availability of funds; specifies how to define the costs of modifying loans; specifies the amount and availability of funds to subsidize total loan principal; and provides a dedicated amount for administrative expenses and allows for its transfer to "Salaries and Expenses".

Language is included under Department of Housing and Urban Development, "Housing Opportunities for Persons with AIDS", which limits availability of funds, sets forth certain requirements for the allocation and renewal of funds and contracts, and specifies funds available for training, oversight, and technical assistance activities, and the amount available for transfer to the Working Capital Fund.

Language is included under Department of Housing and Urban Development, "Community development fund", which specifies the allocation of certain funds; limits the use and availability of certain funds; specifies the amount made available for grants to federally-recognized Indian tribes, emergencies, Economic Development Initiatives with certain restrictions, and neighborhood initiatives with certain restrictions.

Language is included under Department of Housing and Urban Development, "Home investment partnerships program", which limits the availability of funds; specifies the allocation of certain funds for certain purposes; and provides for the transfer of funds to the Working Capital Fund.

Language is included under Department of Housing and Urban Development, "Self-Help and Assisted Homeownership Opportunity Program", which limits the availability of funds and specifies the allocation of certain funds for certain purposes.

Language is included under Department of Housing and Urban Development, "Homeless assistance grants", which limits the avail-

ability of funds; establishes certain minimum funding and matching requirements; specifies the allocation of certain funds for certain purposes; directs the Secretary to renew contracts under certain conditions; requires grantees to integrate homeless programs with other social service providers; and provides for the transfer of funds to the Working Capital Fund.

Language is included under Department of Housing and Urban Development, "Project-Based Rental Assistance", which limits the availability of funds; specifies the amount for certain programs; specifies the allocation of certain funds for certain purposes; and provides for the transfer of funds to the Working Capital Fund.

Language is included under Department of Housing and Urban Development, "Housing for the elderly", which specifies the allocation of certain funds; designates certain funds to be used only for certain grants; allows the Secretary to waive certain provisions governing contract terms; and provides for the transfer of funds to the Working Capital Fund.

Language is included under Department of Housing and Urban Development, "Housing for persons with disabilities", which specifies the allocation of certain funds; allows funds to be used to renew certain contracts; allows the Secretary to waive certain provisions governing contract terms; and provides for the transfer of funds to the Working Capital Fund.

Language is included under Department of Housing and Urban Development, "Rental Housing Assistance", which limits the availability of funds and rescinds funds.

Language is included under Department of Housing and Urban Development, "Manufactured housing fees trust fund", which limits the availability of funds and permits fees to be assessed, modified, and collected, and permits temporary borrowing authority from the General Fund of the Treasury.

Language is included under the Department of Housing and Urban Development, "Mutual Mortgage Insurance Program Account", which sets a loan principal limitation; limits the obligations to make direct loans; specifies funds for specific purposes; allows for the transfer of funds "Salaries and Expenses", "Office of Inspector General", and the Working Capital Fund; allows for additional contract expenses as guaranteed loan commitments exceed certain levels.

Language is included under Department of Housing and Urban Development, "General and Special Risk Program Account", which limits the amount of commitments to guarantee loans; specifies funds for specific purposes; and allows for the transfer of funds "Salaries and Expenses", "Office of Inspector General", and the Working Capital Fund.

Language is included under Department of Housing and Urban Development, "Government National Mortgage Association", which limits new commitments to issue guarantees, specifies amounts for administrative expenses, and allows for the transfer of funds to "Salaries and Expenses".

Language is included under Department of Housing and Urban Development, "Policy Development and Research", which limits the availability of funds; specifies funds for the Partnership for Advancing Technology in Housing Initiative, and that related activi-

ties shall be administered by the Office of Policy Development and Research; and specifies the amount for grants.

Language is included under Department of Housing and Urban Development, "Fair housing and equal opportunity", which limits the availability of funds, authorizes the Secretary to assess and collect fees, and places restrictions on the use of funds for lobbying activities.

Language is included under Department of Housing and Urban Development, "Office of Lead Hazard Control", which limits the availability of funds, specifies the amount of funds for specific purposes, specifies the treatment of certain grants, and specifies recipient matching and application requirements.

Language is included under Department of Housing and Urban Development, "Management and Administration", which specifies the allocation of funds; identifies the transfer to "Management and Administration"; sets forth certain authorities of, and requirements on, the office of the Chief Financial Officer; defines the point of obligation of funds; provides for funds to be transferred to the Working Capital Fund; and directs the Secretary to fill certain vacancies.

Language is included under Department of Housing and Urban Development, "Working Capital Fund", which limits the purpose and availability of funds, including funds transferred.

Language is included under Department of Housing and Urban Development, "Office of Inspector General", which specifies a certain amount provided from the various funds of the Federal Housing Administration, and directs that the IG shall have independent authority over all personnel issues within the office.

Language is included under Department of Housing and Urban Development, "Office of Federal Housing Enterprise Oversight", which limits the availability of certain funds, specifies the amounts for certain activities, and permits temporary borrowing authority from the General Fund of the Treasury.

Section 201 relates to the division of financing adjustment factors.

Section 202 prohibits available funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 continues language to correct an anomaly in the HOPWA formula that results in the loss of funds for certain States.

Section 204 continues language requiring funds appropriated to be distributed on a competitive basis in accordance with the Department of Housing and Urban Development Reform Act of 1989.

Section 205 continues language, carried in previous years, regarding the availability of funds subject to the Government Corporation Control Act and the Housing Act of 1950.

Section 206 continues language, carried in previous years, regarding allocation of funds in excess of the budget estimates.

Section 207 continues language, carried in previous years, regarding the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 208 continues language, carried in previous years, requiring submission of a spending plan for technical assistance, training and management improvement activities prior to the expenditure of funds.

Section 209 continues language requiring the Secretary to provide quarterly reports on uncommitted, unobligated and excess funds in each departmental program and activity.

Section 210 extends a technical amendment included in the fiscal year 2000 appropriations Act relating to the allocation of HOPWA funds in the Philadelphia and Raleigh-Cary metropolitan areas. A proviso is added to allow a state to administer the HOPWA program in the event that a local government is unable to undertake the HOPWA grants management functions.

Section 211 continues language requiring HUD to submit an annual report to the House and Senate Committees on Appropriations on the number of Federally assisted units under lease and the per unit cost of these units.

Section 212 continues language setting certain requirements for the Department's annual congressional justification of appropriations.

Section 213 continues language carried in previous year elsewhere in this title requiring public housing authorities to continue to reserve incremental vouchers funded in previous years for persons with disabilities upon turnover.

Section 214 relates to state authority regarding participation on housing boards.

Section 215 authorizes the transfer of project-based assistance in specific circumstances.

Section 216 continues language in precious acts specifying the allocation of Indian Block grants to Native Alaskan recipients.

Section 217 continues language carried in previous years elsewhere in this title requiring public housing authorities to continue to reserve incremental vouchers funded in previous years for family unification upon turnover.

Section 218 prohibits the IG from changing the basis on which the audit of GNMA is conducted.

Section 219 clarifies eligibility for students in the Section 8 program.

Section 220 lifts the cap on Home Equity Conversion Mortgages until September 30, 2008.

Section 221 increases the FHA multifamily loan limit. The Committee does not recommend several new administrative provisions proposed in the budget to amend various housing authorization statutes.

TITLE III—INDEPENDENT AGENCIES

Language is included for the Architectural and Transportation Barriers Compliance Board, "Salaries and Expenses" that allows for the credit to the appropriation of funds received for publications and training expenses.

Language is included for the Federal Maritime Commission, "Salaries and Expenses" that provides funds for services authorized by 5 U.S.C. 3109, the hire of passenger motor vehicles, uniforms and allowances, and official reception and representation expenses.

Language is included under National Transportation Safety Board, "Salaries and Expenses" that provides funds for hire of passenger motor vehicles and aircraft, services authorized by 5 U.S.C. 3109, uniforms or allowances therefore, and official reception and

representation expenses; and rescinds prior year unobligated balances.

Language is included under National Transportation Safety Board, "Salaries and Expenses" that allows funds provided herein to be used to pay for FY08 costs associated with a 2001 capital lease.

Language is included for the United States Interagency Council on Homelessness, "Operating Expenses" that provides funds for salaries, travel, hire of passenger motor vehicles, rental of conference rooms, and the employment of experts and consultants.

TITLE IV—GENERAL PROVISIONS, THIS ACT

Section 401. The Committee continues the provision requiring pay raises to be funded within appropriated levels in this Act or previous appropriations Acts.

Section 402. The Committee continues the provision prohibiting pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act.

Section 403. The Committee continues the provision prohibiting obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 404. The Committee continues the provision limiting consulting service expenditures of public record in procurement contracts.

Section 405. The Committee continues a provision specifying reprogramming procedures by subjecting the establishment of new offices and reorganizations to the reprogramming process.

Section 406. The Committee continues the provision providing that fifty percent of unobligated balances may remain available for certain purposes.

Section 407 continues a provision requiring a report from all agencies and departments funded under this Act to the Committees on Appropriations on all sole source contracts by no later than July 31, 2008.

Section 408 continues the provision prohibiting federal training not directly related to the performance of official duties.

Section 409. The Committee includes a provision prohibiting funds for contractors unless they participate in the basic pilot program described in section 403 (a) of 8 U.S.C. 1324a note.

COMPARISON WITH THE BUDGET RESOLUTION

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives requires an explanation of compliance with section 308(a)(1)(A) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93–344), as amended, which requires that the report accompanying a bill providing new budget authority contain a statement detailing how that authority compares with the reports submitted under section 302 of the Act for the most recently agreed to concurrent resolution on the budget for the fiscal year from the Committee's section 302(a) allocation.

FIVE-YEAR OUTLAY PROJECTIONS

In compliance with section 308(a)(1)(B) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93–

344), as amended, the following table contains five-year projections associated with the budget authority provided in the accompanying bill as provided to the Committee by the Congressional Budget Office.

FINANCIAL ASSISTANCE TO STATE AND LOCAL GOVERNMENTS

In accordance with section 308(a)(1)(C) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93–344), as amended, the Congressional Budget Office has provided the following estimates of new budget authority and outlays provided by the accompanying bill for financial assistance to state and local governments.

BUDGETARY IMPACT OF
FY 2008 TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL
PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO
SEC. 308(a), PUBLIC LAW 93-344, AS AMENDED

[In millions of dollars]

	302 (b) Allocation		This Bill		
	Budget Authority	Outlays	Budget Authority		Outlays
Comparison of amounts in the bill with Committee allocations to its subcommittees of amounts in the First Concurrent Resolution for 2008: Subcommittee on Transportation, Housing and Urban Development, and Related Agencies					
General purpose discretionary	50,738	114,869	50,738	1/	114,511
Mandatory	0	0	0		0
Projection of outlays associated with the recommendation:					
2008	n.a.	n.a.	n.a.	2/	43,496
2009	n.a.	n.a.	n.a.		31,859
2010	n.a.	n.a.	n.a.		14,575
2011	n.a.	n.a.	n.a.		6,421
2012 and future years	n.a.	n.a.	n.a.		6,788
Financial assistance to State and local governments for 2008	n.a.	n.a.	26,570	2/	27,681

1/ Includes outlays from prior-year budget authority.
2/ Excludes outlays from prior-year budget authority.

n.a.: not applicable

EARMARKS

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, this bill, as reported, contains the following congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(d), 9(e), or 9(f) of rule XXI.

Project Name	Member Submitting Request
1/2 Street, Town of Turtle Lake, WI	Rep. David Obey
118th Avenue Expressway - Pinellas County, FL	Rep. C.W. Young
14th Street Bridge/GW Memorial Parkway	Rep. James Moran
159th Street bridge replacement, Andover, KS	Rep. Todd Tiahrt
16th Street, San Miguel Railroad Crossing Safety, CA	Rep. Kevin McCarthy
18th Street Corridor and Railroad Crossing Project, Logansport, IN	Rep. Joe Donnelly
19th Street Extension at Deschutes Junction, OR	Rep. Greg Walden
19th Street SW Grade Separation Mason City, IA	Rep. Tom Latham
69th Street Terminal Parking Facility, Upper Darby Township, PA	Rep. Joe Sestak
7th Avenue Transit Hub, FL	Rep. Kendrick Meek
Abilene Paratransit Vehicle Replacement, TX	Rep. Randy Neugebauer
Abilene, Texas Air Traffic Control Facilities	The President
AC Transit BRT Corridor - Alameda County, CA	Rep. Barbara Lee
Acquisition of MARTA Clean Fuel Buses, GA	Rep. Jack Kingston, Rep. John Lewis
Acquisition of Two Senior Transit Vehicles, NV	Rep. Jon Porter
Advanced CNG Buses Fleet Replacement - CATA, PA	Rep. John Peterson
Advanced Freight Locomotive Safety and Monitoring System, MA	Rep. John Olver
Advanced Transit Program / METRO Solutions Bus Expansion, TX	Rep. Al Green
Advanced Transit Program /METRO Solutions Phase 2, TX	Rep. John Culberson, Rep. Al Green, Rep. Gene Green
Advanced transit research BuSolutions, MI	Rep. Joe Knollenberg
Airport Boulevard/Highway 101 Interchange, Monterey, CA	Rep. Sam Farr
Airport Improvements, Stanly County, NC	Rep. Robin Hayes
Akron-Canton Regional, OH parking apron construction	Rep. Ralph Regula
Albert Lea Transit Facility, MN	Rep. Timothy Walz
Albert Whitted Airport improvements, FL	Rep. C.W. Young
Algonquin Road Extension, McHenry County, IL	Rep. Donald Manzullo
Alliance Airport runway extension, Fort Worth, TX	Rep. Michael Burgess, Rep. Kay Granger
Alma Dial-a-Ride (Gratiot County), MI	Rep. Dave Camp
Alsbury Boulevard Extension, Burleson, TX	Rep. Chet Edwards
Altus/Quartz Mountain Regional Airport, OK	Rep. Frank Lucas
American Cities Transportation Institute, PA	Rep. Chaka Fattah
Anaheim Regional Intermodal Center, Orange County,CA	Rep. Edward Royce, Rep. Loretta Sanchez
Andrews-Murphy Airport, Murphy, NC expansion	Rep. Heath Shuler
Ann Arbor Transportation Authority Transit Center, MI	Rep. John Dingell
Antelope Valley Transportation Improvements, NE	Rep. Jeff Fortenberry
APG Highway Access, Aberdeen Proving Ground, MD	Rep. C.A. Ruppersberger
Ardmore Transit Center, PA - One Year Extension	Rep. Jim Gerlach
Arnold Bridge Improvement, Willimantic, ME	Rep. Michael Michaud
Asheville Replacement Buses Asheville, NC	Rep. Heath Shuler
Atlantic City International Airport, NJ terminal apron	Rep. Frank LoBiondo
Atlantic Rail Underpass and Road Realignment Project, CT	Rep. Christopher Shays
Atmore, Alabama Road Improvement	Rep. Jo Bonner
Attleboro Intermodal Center, Attleboro MA	Rep. James McGovern
Attleboro Intermodal Mixed-Use Garage Facility, MA - One Year Extension	Rep. James McGovern
Augusta Bush Field terminal expansion, GA	Rep. John Barrow

Project Name	Member Submitting Request
Austin Intelligent Transportation Systems, TX	Rep. Michael McCaul, Rep. Lamar Smith
Austin Straubel International Airport, WI runway 6/24 pavement reconstruction	Rep. Steve Kagen
Bald Hill Slide Mitigation and Repair Project, CA	Rep. Mike Thompson
Ballast Water Research, University of Wisconsin-Superior, WI	Rep. David Obey
Baptist and Brighton Road Intersection, PA	Rep. Tim Murphy
Basic Transit Infrastructure, Hillsborough, FL	Rep. Gus Bilirakis, Rep. Kathy Castor
Beach Cities Transit Equipment, Redondo Beach, CA	Rep. Jane Harman
Beaudry Road Crossing and Pathway, Yakima Co. WA	Rep. Doc Hastings
Beckett Bascule Bridge Alternative Analysis, FL	Rep. Gus Bilirakis
Belding Dial-A-Ride vehicle, equipment acquisition, MI	Rep. Vernon Ehlers
Bella Vista Bypass, AR	Rep. John Boozman
Belleview Bypass, Marion County, FL	Rep. Cliff Stearns
Belleville Road/Ecorse Road Intersection, Wayne County, MI	Rep. Thaddeus McCotter
BeltLine Environment Impact, Atlanta, GA	Rep. John Lewis
Bemidji Regional Airport, MN termial modernization/expansion	Rep. Collin Peterson
Bemus-Stow Ferry and Facilities Upgrades, NY	Rep. Brian Higgins
Berkeley/Albany Ferry Service, CA	Rep. Barbara Lee
Berrien County Transit, MI	Rep. Fred Upton
Berwyn Intermodal Transit Facility, IL	Rep. Daniel Lipinski
Bethleham Transit Transfer Center, PA	Rep. Charles Dent
Bi-County Transit Center, Langley Park, MD	Rep. Chris Van Hollen
Binghamton Intermodal Terminal, Broome Country, NY - One Year Extension	Rep. Maurice Hinchey
Birmingham Intermodal Transit Facility, AL	Rep. Artur Davis
Blackstone River Canal Replication Project, Worcester, MA	Rep. James McGovern
Blossom Hill/Monterey Highway Crossing, San José, CA	Rep. Zoe Lofgren
Blue Ridge Parkway, Asheville, NC	Rep. Heath Shuler
Boca Raton, Florida I-95 Interchange	Rep. Robert Wexler
Boise, ID Air Traffic Control Facilities	The President
Boulder City Bypass Project, NV	Rep. Jon Porter
BRAC Related Improvements, Harford County, MD	Rep. C.A. Ruppersberger
BRAC–MD 355 - Transportation Analysis, Bethesda, MD	Rep. Chris Van Hollen
Brannon Stand Bridge, Al	Rep. Terry Everett
Brazos Valley Transportation Management Center, TX	Rep. Chet Edwards
Brentwood Boulevard/SR 4 Improvements, Brentwood, CA	Rep. Jerry McNerney
Bridge Over Brandywine Creek, Downingtown, PA	Rep. Jim Gerlach
Bridge Replacement I-75 at M-21/Corunna Rd Flint, MI	Rep. Dale Kildee
Bridge Street, Clay Street, Jackson Street Bridges, Essex County, NJ	Rep. Albio Sires
Bridgeport Intermodal Center, CT	Rep. Christopher Shays
Brockton Area Transit Authority Bus Replacement, MA	Rep. Stephen Lynch
Bronx Zoo Intermodal Transporation Facility, NY	Rep. Eliot Engel
Broward Bus Procurement, FL	Rep. Robert Wexler
Broward County Southwest Transit Facility, FL	Rep. Lincoln Diaz-Balart
Brunswick County Airport, NC runway extension	Rep. Mike McIntyre
Brush Creek Beautification, Kansas City, MO	Rep. Emanuel Cleaver
Buffalo-Niagra International, NY, subsurface engineered wetland water quality project	Rep. Brian Higgins
Burbank Empire Area Transit Center, CA - One Year Extension	Rep. Brad Sherman

Project Name	Member Submitting Request
Burlington-Alamance County Regional Airport, NC runway taxiway extension	Rep. Howard Coble
Burnt Store Road: Evacuation Route Widening, FL	Rep. Connie Mack, Rep. Tim Mahoney
Bus and ParaTransit Vans, OK	Rep. Mary Fallin
Bus Component Overhaul, Detroit, MI	Rep. John Conyers, Rep. Carolyn Kilpatrick
Bus Expansion--Phoenix, Avondale, Glendale, AZ	Rep. Ed Pastor
Bus Fleet Replacement Project, WRTA, Worcester, MA	Rep. James McGovern
Bus Fleet Replacement, Topeka Metropolitan Transit, KS	Rep. Nancy Boyda
Bus Maintenance Facility, Detroit, MI	Rep. John Conyers, Rep. Carolyn Kilpatrick
Bus Purchase, Portage Area Transit, Kent, OH	Rep. Tim Ryan
Bus Rapid Transit Alternatives Analysis, San Jose	Rep. Zoe Lofgren
Bus Rapid Transit, Cumberland County, PA	Rep. Todd Platts
Bus Replacement for Unified Government of Wyandotte County, KS	Rep. Dennis Moore
Bus Replacement Program, TANK, Ft. Wright, KY	Rep. Geoff Davis
Bus replacement/service expansion Suffolk Co, NY	Rep. Timothy Bishop
Bus Shelters for Bellflower, CA	Rep. Lucille Roybal-Allard
Buses and Bus Maintenance Facility, Tucson, AZ	Rep. Gabrielle Giffords, Rep. Raul Grijalva
Butler Multi-Modal Transit Center, PA	Rep. Phil English
Butterfield Road, Illinois Route 60/Canadian National Railroad Grade Separation, Lake County, IL	Rep. Melissa Bean
Byram-Clinton Norrell Corridor Project, MS	Rep. Bennie Thompson
Callowhill Bus Garage Replacement, PA - One Year Extension	Rep. Chaka Fattah
Calumet Avenue and 45th Street Grade Separation, Munster, IN	Rep. Peter Visclosky
Cambridge-Isanti Bike/Walk Trail, MN	Rep. James Oberstar
Campus Perimeter Transportation, Vanderburgh, IN	Rep. Brad Ellsworth
Canal Street Corridor Project, New Orleans, LA - One Year Extension	Rep. William Jefferson
Capital City Airport, MI phase II runway extension	Rep. Mike Rogers (MI)
Carson Freeway, Phase 2, Carson City, NV	Rep. Dean Heller
CARTA N. Shore Shuttle Parking & Terminal Facility, TN	Rep. Zach Wamp
Center for Commercial Deployment of Transportation Technologies, CA	Rep. Dana Rohrabacher
Central City Intermodal Transportation Terminal, NV	Rep. Shelley Berkley
Central Corridor Light Rail, Ramsey County, MN	Rep. Keith Ellison, Rep. Betty McCollum
Central Expressway Auxiliary Lanes, Santa Clara County, CA	Rep. Anna Eshoo
Central Link Initial Segment, Seattle, WA	The President
Central MD Transit Operations Facility, Anne Arundel County, MD	Rep. Elijah Cummings, Rep. C.A. Ruppersberger, Rep. John Sarbanes
Central New York Regional Transportation Authority, NY	Rep. James Walsh
Central Ohio Transit Authority Bus Replacement, OH	Rep. Deborah Pryce
Central Phoenix/East Valley Light Rail-Phoenix, AZ	The President, Rep. Harry Mitchell, Rep. Ed Pastor
Charlotte Rapid Transit Extension, NC	Rep. Sue Myrick, Rep. Melvin Watt
Chatham County, Savannah Bus Facility, GA	Rep. John Barrow, Rep. Jack Kingston
Chattanooga, TN airport taxiway relocation & reconstruction	Rep. Zach Wamp
Chesapeake and Delaware Canal Recreation Trail, DE	Rep. Michael Castle
Chesapeake By-Pass, Lawrence County, OH	Rep. Charlie Wilson

Project Name	Member Submitting Request
Chicago Transit Authority/69th Street Transit Center, IL	Rep. Bobby Rush
Chicago Transit Hub (Circle Line--Ogden Streetcar), IL	Rep. Rahm Emanuel
Chicora Bridge Safety Improvements, Butler, PA	Rep. Phil English
Chocorua Village Safety Improvement Project, Tamworth, NH	Rep. Carol Shea-Porter
Church Street Overpass, Huntsville, AL	Rep. Robert Cramer
Church Street Transportation Center, PA	Rep. Christopher Carney
Cincinnati Northern Kentucky International Airport, rehabilitation, Boone County, KY	Rep. Geoff Davis
Citracado Parkway Project, CA	Rep. Brian Bilbray
City Bus Replacement Plan Lafayette, IN	Rep. Steve Buyer
City of Anderson, IN, Transit	Rep. Mike Pence
City of El Paso Paratransit Van Replacement, TX	Rep. Silvestre Reyes
City of El Paso, Neighborhood Circulator, TX	Rep. Silvestre Reyes
City of Lawrence, KS -- Bus Replacement	Rep. Dennis Moore
City of Lubbock/Citibus for Alternative Fuel Buses, TX	Rep. Randy Neugebauer
City of Medford, MA - Water Taxi/Ferry Service	Rep. Edward Markey
City of Miami Beach Atlantic Corridor Greenway, FL	Rep. Ileana Ros-Lehtinen
City of Modesto Bus Maintenance Facility, CA	Rep. George Radanovich
City of Moultrie Intermodal Facility, GA	Rep. Jim Marshall
City of Northwood, OH Wales Road Grade Separation	Rep. Paul Gillmor
City of Rocks Back Country Byway, ID	Rep. Michael Simpson
Clark County, IN runway extension	Rep. Baron Hill
Clean Air Bus Purchase Program, Baldwin Park, CA	Rep. Hilda Solis
CNYRTA Transit Garage - Oneida County- Utica, NY	Rep. Michael Arcuri
Collard Street Reconstruction, Madisonville, TX	Rep. Chet Edwards
College Avenue Bridge Project, Appleton, WI	Rep. Steve Kagen
Colorado Transit Coalition Statewide Request	Rep. Diana DeGette, Rep. Marilyn Musgrave, Rep. Ed Perlmutter, Rep. John Salazar, Rep. Tom Tancredo, Rep. Mark Udall
Columbia River Crossing, Portland Oregon	Rep. Earl Blumenauer
Columbia Transit Facility, SC	Rep. James Clyburn
Columbus Viaduct Replacement, NE	Rep. Adrian Smith
Commack Road Bypass Study, Suffolk County, MD	Rep. Steve Israel
Commercial Vehicle Rollover Prevention Technology Demonstration, MI	Rep. Joe Knollenberg
Community Transportation Association of America, Nationwide Joblinks	Rep. John Olver
Community Transportation Association of America, Nationwide Joblinks	Rep. John Olver
Commuter Rail Station at Carmel Church, VA	Rep. Jo Ann Davis
Completion of ILS installation, Somerset Airport, KY	Rep. Harold Rogers
Concho Valley Multi-modal Terminal Building, TX	Rep. K. Conaway
Concord Regional Airport improvements, NC	Rep. Robin Hayes, Rep. Melvin Watt
Connellsville Airport, Fayette County PA expansion	Rep. John Murtha
Construct Four Lane Highway 20 West of U.S. 71, IA	Rep. Steve King
Construction of Amesbury Bus Facility, MA	Rep. John Tierney
Construction of intermodal Center, Scottsdale, AZ	Rep. Harry Mitchell
Construction of Riverside Multi-use Trailways, Parkland, FL	Rep. Ron Klein
Construction/Enhancement of Motts Lane, Penfield, NY	Rep. Louise Slaughter
Coralville Intermodal Facility, IA	Rep. David Loebsack

Project Name	Member Submitting Request
Corpus Christi RTA Bus & Bus Facilities, TX	Rep. Solomon Ortiz
CORRIDORone, PA	Rep. Tim Holden, Rep. Joseph Pitts
Council on Aging, LRTA; Lowell, MA	Rep. Martin Meehan
County Highway C Road Improvements, Bayfield County, WI	Rep. David Obey
County Highway F Reconstruction, Douglas County, WI	Rep. David Obey
CR 172 Improvements, Grimes County, TX	Rep. Chet Edwards
Craig Road Grade Separation/Overpass, NV	Rep. Shelley Berkley
Crisfield County Dock, Somerset County, MD	Rep. Wayne Gilchrest
CTA Brown Line Capacity Expansion (Ravenswood), IL	The President, Rep. Rahm Emanuel
CTA Orange Line Extension, IL	Rep. Daniel Lipinski
CTA Red Line Extension, IL	Rep. Jesse Jackson
CTA Yellow Line Extension-Village of Skokie, IL	Rep. Janice Schakowsky
Cuyahoga County Airport, OH Pavement maintenance and rehabilitation	Rep. Stephanie Jones
Dallas Woodall Rodgers Freeway Deck Plaza, TX	Rep. Pete Sessions
Dane County Regional Airport improvements, Madison, WI	Rep. Tammy Baldwin
Danville Regional Airport Improvements, VA	Rep. Virgil Goode
DART Alternatives Analysis Design, Des Moines, IA	Rep. Leonard Boswell
Dayton, OH Air Traffic Control Facilities	The President
DCTA Fixed Guideway/Engineering, Lewisville, TX	Rep. Michael Burgess
Del Rio Roadway Construction, Val Verde County, TX	Rep. Ciro Rodriguez
Denton Downtown Multimodal Transit Facility, TX - One Year Extension	Rep. Michael Burgess
Denver International Airport, CO pavement rehabilitation	Rep. Diana DeGette
Depot Street Bridge Revitalization, Beacon Falls, CT	Rep. Rosa DeLauro
Design & construction of Glen Cove Connector Road, NY	Rep. Peter King
Detroit Metro-Wayne County Airport, MI taxiway kilo rehabilitation	Rep. John Dingell
Diesel-Electric Hybrid Bus Pilot Project, KC, MO	Rep. Emanuel Cleaver
Diley Road Widening, City of Pickerington, OH	Rep. David Hobson
Discovery Trail - Long Beach to Port of Ilwaco, WA	Rep. Brian Baird
District Bus Services, Wisconsin	Rep. David Obey
Dorsey Drive Interchange in Grass Valley, CA	Rep. John Doolittle
Downtown Development Authority District Streetscap, GA	Rep. Nathan Deal
Downtown Franklin Revitalization, Franklin, NH	Rep. Paul Hodes
Downtown Parking Improvements, Ossining, NY	Rep. Nita Lowey
Downtown Revitalization Project, Lawton, OK	Rep. Tom Cole
Downtown Streetscape Improvements, Framingham, MA	Rep. Edward Markey
Downtown Streetscape Project, New Providence, NJ	Rep. Mike Ferguson
Downtown Transit Circulator Streetscapes, Broward County, FL	Rep. Ron Klein
Downtown Transit Circulator, FL	Rep. Debbie Wasserman Schultz
Dulles Corridor Metrorail Project, VA	Rep. Tom Davis, Rep. Frank Wolf
Dulles Corridor Rapid Transit Project, VA - One Year Extension	Rep. Tom Davis, Rep. James Moran, Rep. Frank Wolf
Eagle County Regional Airport, CO runway extension	Rep. Mark Udall
East County Bus Maintenance Facility, El Cajon, CA	Rep. Duncan Hunter
East Market Street Widen/Improve Design, Akron, OH	Rep. Tim Ryan
East Metropolitan Corridor - Rankin County, MS	Rep. Charles Pickering
East Tennessee Hydrogen Initiative, TN	Rep. John Duncan, Rep. Zach Wamp

Project Name	Member Submitting Request
East Valley Bus Maintenance Facility - Tempe, AZ	Rep. Harry Mitchell
East West Corridor Rapid Transit, Allegheny Cty,PA	Rep. Jason Altmire, Rep. Michael Doyle
Eastern Contra Costa County Park and Ride Lots, CA - One Year Extension	Rep. Ellen Tauscher
Eastern Hills Corridor, Clarence, NY	Rep. Thomas Reynolds
Eastgate Area Improvements, OH	Rep. Jean Schmidt
Ed Roberts Campus - Berkeley, CA	Rep. Barbara Lee
Edinburg International Airport, Hidalgo County, TX improvements	Rep. Ruben Hinojosa
Edwards Street Improvement, Springfield, MA	Rep. Richard Neal
Engineering & construction of Glen Cove Ferry, NY	Rep. Peter King
Engineering Project for NFDL Railyard Crossing, WI	Rep. Thomas Petri
Excursion Vessel Project, OH	Rep. Betty Sutton
Expands SR 46 to 4-lanes, Sanford, FL	Rep. Tom Feeney
Expansion of County Line Road - Hernando County FL	Rep. Ginny Brown-Waite
Expansion of the Scranton Electric Trolley System, PA	Rep. Paul Kanjorski
Extension of the Cobb Parkway, Marietta, GA	Rep. Tom Price
Fairfield Ranch Road, Chino Hills, CA	Rep. Gary Miller
Fairfield/Vacaville Intermodal Station, CA	Rep. Ellen Tauscher
Fairmont Gateway Connector, WV	Rep. Alan Mollohan
Fall Mountain Water Road Paving, Plymouth, CT	Rep. Christopher Murphy
FAST Corridor Grade Separations, WA	Rep. David Reichert, Rep. Adam Smith
Ferry Boats, USVI	Rep. Donna Christensen
Ferry in Wahkiakum County, WA	Rep. Brian Baird
Ferry infrastructure, NY	Rep. Anthony Weiner
Ferry Maintenance Facility in Vallejo, CA	Rep. George Miller
FH-24, Banks to Lowman, ID	Rep. Bill Sali
Fitchburg to Boston Rail Corridor Project Development and Construction, MA	Rep. John Olver
Flagler County Bus and Bus Facilities, FL	Rep. John Mica
Flats Eastbank Project, City of Cleveland, OH	Rep. Stephanie Jones
FM 3503 Relocation Improvements, TX	Rep. K. Conaway
Foothill Transit Oriented Neighborhood, CA	Rep. David Dreier, Rep. Hilda Solis
Forest City Southeast Federal Center and Anacostia Waterfront Improvements, DC	Rep. Eleanor Holmes Norton
Forest Highway 171 Widening, Butte County, CA	Rep. Wally Herger
Fort Bend County Sienna Plantation Park and Ride, TX	Rep. Nick Lampson
Fort Drum Connector Road, NY	Rep. John McHugh
Fort Lauderdale, FL Air Traffic Control Facilities	The President
Fort Wayne Clinton Street Bridge Replacement, IN	Rep. Mark Souder
Fort Worth Transportation Authority, TX	Rep. Joe Barton
Four Lane State Road 87 Santa Rosa County, FL	Rep. Jeff Miller
Franklin County Airport, NC runway extension, land acquisition, improvements	Rep. Bob Etheridge
Franklin County Transit, MO	Rep. Kenny Hulshof
Franklin Street Station Intermodel, Reading PA	Rep. Jim Gerlach
Freedom Crider Road Upgrade, Beaver County, PA	Rep. Jason Altmire
Friant Road Widening, CA	Rep. Devin Nunes, Rep. George Radanovich
Friends of Cheat Rails-to-Trails program, WV	Rep. Alan Mollohan
FRTA, Franklin Regional Transit Center, MA	Rep. John Olver
Fruit Belt Redevelopment Plan, Buffalo, NY	Rep. Louise Slaughter

Project Name	Member Submitting Request
Ft. Lee Access Points, Prince George, VA	Rep. J. Forbes
Fullerton, CA-State College/BNSF Grade Separation, CA	Rep. Edward Royce
Fulton County Transit Authority, KY	Rep. Ed Whitfield
Fulton Dr. and Wales Ave. Intersection Improvement, OH	Rep. Ralph Regula
Gainesville Regional Airport, FL taxiway rehabilitation	Rep. Cliff Stearns
Galbraith Road Interchange (exit) northbound I-75, OH	Rep. Steve Chabot
Geneva RD & Provo Center ST, UT	Rep. Chris Cannon
George Bush Intercontinental, Houston, TX noise mitigation	Rep. Ted Poe
Georgetown Airport, SC runway extension	Rep. Henry Brown, Rep. James Clyburn
Glenmont Metrorail Parking Garage Expansion, MD - One Year Extension	Rep. Chris Van Hollen
Glenwood Road Pedestrian Safety Improvements, DeKalb County, GA	Rep. Henry Johnson
Glynn County Airport Commission, GA improvements	Rep. Jack Kingston
Golden Gate Bridge Moveable Median Barrier, CA	Rep. Nancy Pelosi, Rep. Lynn Woolsey
Golden Gate National Park Conservancy, Park Access and Trails, San Francisco, CA	Rep. Tom Lantos, Rep. Nancy Pelosi, Rep. Lynn Woolsey
Grade Crossing Hazard Elimination, Glendale, CA	Rep. Adam Schiff
Grade Separations in Riverside, CA	Rep. Ken Calvert
Grand Ave. Transit Signal Priority Lake County, IL	Rep. Melissa Bean
Grand Avenue Improvements, City of Poughkeepsie, NY	Rep. Maurice Hinchey
Grand Forks Airport, Grand Forks, ND improvements	Rep. Earl Pomeroy
Grand Lagoon Bridge Replacement and Thomas Drive Widening Project, Bay County, FL	Rep. Allen Boyd
Granger Road/Transportation Boulevard Improvement, OH	Rep. Dennis Kucinich
Granite Street Widening and Reconstruction, Manchester, NH	Rep. Carol Shea-Porter
Grant Transit Authority, Bus Facility, WA - One Year Extension	Rep. Doc Hastings
Great Lakes Maritime Research Institute, University of Wisconsin-Superior, WI	Rep. David Obey
Greater Dayton RTA Bus Replacement, OH	Rep. Michael Turner
Greater Lapeer Transportation Authority Lapeer, MI	Rep. Candice Miller
Greater Ouachita Port and Intermodal Facility, LA	Rep. Rodney Alexander
Greater Richmond Transit Company Bus Operations and Maintenance Facility, VA	Rep. Robert Scott
Greater Southeast District Transit Facility, TX	Rep. Sheila Jackson-Lee
Green River Ferry Rehabilitation, KY	Rep. Ron Lewis
Greene Street/Williams Street connector, SC	Rep. James Clyburn
Greenway Path and Bridge, Southgate, Wayne County, MI	Rep. John Conyers
Gulf Coast Corridor Grade Crossing Hazard Elimination, MS and LA	Rep. William Jefferson, Rep. Gene Taylor
Gulfport, MS Air Traffic Control Facilities	The President
Halchita Bridge, San Juan County, UT	Rep. Jim Matheson
Hampton Roads Transit New Maintenance Facilities, VA - One Year Extension	Rep. Thelma Drake, Rep. Bobby Scott
Harbor Transit, MI	Rep. Peter Hoekstra
Harrison County Road 29, OH	Rep. Zack Space
HART Bus and Paratransit Van Acquisition, FL	Rep. Gus Bilirakis
Heckscher Drive and Bridge Replacement, FL	Rep. Ander Crenshaw
Henderson Starr Road Interchange, NV	Rep. Jon Porter
Highland Park Streetscape, Los Angeles, CA	Rep. Xavier Becerra
Highway 118 Corridor Study, CA	Rep. Elton Gallegly

Project Name	Member Submitting Request
Highway 14 from North Mankato, MN to New Ulm, MN	Rep. Tim Walz
Highway 14 from Waseca, MN to Owatonna, MN	Rep. Tim Walz
Highway 165 Overpass, Stuttgart, AR	Rep. Marion Berry
Highway 217, Beaverton-Hillsday Highway to Allen Boulevard, Washington County, OR	Rep. David Wu
Highway 241 Improvement, MN	Rep. Michele Bachmann
Highway 55 Hurricane Evacuation Corridor Study, AL	Rep. Terry Everett
Highway 610 Corridor, MN	Rep. Jim Ramstad
Highway 71/Future Interstate 49 Development and Construction between Louisiana Line and Doddridge, AR	Rep. Mike Ross
Highway 77 Rail Grade Separation, Marion, AR	Rep. Marion Berry
Highway By Pass Demonstration Shall Be Available for Improvement to Route 101 in vicinity of Prunedale, Monterey County, CA	Rep. Sam Farr
Highway Improvements in Sells, AZ	Rep. Raul Grijalva
Highway N Improvements , Platte County, MO	Rep. Sam Graves
Highway-Rail Grade Crossing Bypass, Silver Springs, NY	Rep. Thomas Reynolds
Holmes County Trail: Phase 5 Holmes County, OH	Rep. Zack Space
Holy Cross Road Safety Project, Worcester, MA	Rep. James McGovern
Honolulu Bus and Paratransit Replacement Program, HI	Rep. Neil Abercrombie, Rep. Maize Hirono
Honolulu High Capacity Transit Corridor Project, HI	Rep. Neil Abercrombie, Rep. Maize Hirono
Hoover Dam Bypass Bridge, AZ	Rep. Trent Franks
Hopson Road Grade Separation, Raleigh, NC	Rep. David Price
Houghton Road Corridor Bridge Replacement, Tucson, AZ	Rep. Gabrielle Giffords
Houston, TX Air Traffic Control Facilities	The President
Howard County Transit repair Facility, MD - One Year Extension	Rep. Elijah Cummings
HRTSouthside Bus Facility Replacement, Norfolk, VA	Rep. Thelma Drake
Hudson County Intermodal Station Pedestrian Bridge, NJ	Rep. Albio Sires
Hudson Valley Welcome Center, Hyde Park, NY	Rep. Kristen Gillibrand
Hugh White State Park Access Road, Grenada, MS	Rep. Roger Wicker
Huntingburg, IN airport upgrades	Rep. Baron Hill
Huntsville, AL Multimodal Dallas Branch	Rep. Robert Cramer
Hurricane Evacuation Route Signalization, FL	Rep. Ric Keller
Hwy 27 Hurricane Evacuation Route, MS	Rep. Charles Pickering
Hybrid Bus Program, WA	Rep. Jim McDermott, Rep. David Reichert
Hylan Drive, Henrietta, NY	Rep. John Kuhl
I -44 Arkansas River East to Yale Avenue, Tulsa, OK	Rep. John Sullivan
I-10 Improvements, Western Maricopa County, AZ	Rep. Trent Franks, Rep. Raul Grijalva
I-15 Corridor Study, NV	Rep. Shelley Berkley, Rep. Jon Porter
I-15 Dixie Drive Interchange, UT	Rep. Jim Matheson
I-195 Relocation in Providence, RI	Rep. Patrick Kennedy, Rep. James Langevin
I-20 Transp. Corridor Program-Lincoln Parish, LA	Rep. Rodney Alexander
I-205/Portland Mall Light Rail, OR	The President, Rep. Darlene Hooley
I-225 Corridor Improvements, CO	Rep. Ed Perlmutter
I-235 Storm Water Management Improvements, IA	Rep. Leonard Boswell
I-235/US 54 & I-235/Central Ave Interchange, KS	Rep. Todd Tiahrt
I-25 / SH 16 (Fort Carson Interchange), CO	Rep. Doug Lamborn

Project Name	Member Submitting Request
I-25 Mesa del Sol Interchange, Albuquerque, NM	Rep. Heather Wilson
I-25 North of SH 66, CO	Rep. Marilyn Musgrave
I-270 at MD 85, Frederick County MD	Rep. Roscoe Bartlett
I-280 Veterans Glass City Skyway Lighting Enhancement, OH	Rep. Marcy Kaptur
I-285 Bus Rapid Transit Project in Atlanta, GA	Rep. John Lewis, Rep. Tom Price
I-29/52nd Ave S Interchange Reconstruction, Fargo, ND	Rep. Earl Pomeroy
I-35 / MN TH 95, MN	Rep. James Oberstar
I-35W Reconstruction Design, New Brighton, MN	Rep. Betty McCollum
I-40 in McDowell County Raleigh, NC	Rep. Heath Shuler
I-5/SR18/SR161 - Triangle Project, Federal Way, WA	Rep. Adam Smith
I-5/Wilsonville Interchange, OR	Rep. Darlene Hooley
I-540 Western Wake Freeway, NC	Rep. David Price
I55 Noise Abatement Project (North), Woodridge, IL	Rep. Judy Biggert
I-555 Access Road, Poinsett County, AR	Rep. Marion Berry
I-66 Bus Rapid Transit Study, VA	Rep. Frank Wolf
I-670/Stelzer Road Interchange, OH	Rep. Patrick Tiberi
I-695 (Baltimore Beltway) NE, Baltimore County, MD	Rep. C.A. Ruppersberger, Rep. John Sarbanes
I-70 Stapleton Interchange, Denver	Rep. Diana DeGette
I-71 Corridor Access Improvements at MLK, OH	Rep. Steve Chabot
I-71/Rt 665 Interchange PE, Grove City, OH	Rep. Deborah Pryce
I-75 / Griffin Road Interchange, FL	Rep. Debbie Wasserman Schultz
I-75/Bruton Smith Pkwy Interchange Improvement, GA	Rep. Lynn Westmoreland
I-75/Collier Blvd/SR 84 Interchange Improvements, FL	Rep. Connie Mack
I-75/Everglades Blvd. Interchange Study, FL	Rep. Mario Diaz-Balart
I-76 (Colorado's NE Gateway), CO	Rep. Marilyn Musgrave
I-77 in Mecklenburg County, North Carolina	Rep. Melvin Watt
I-84 Sandy River Delta Project, Salem, OR	Rep. Earl Blumenauer
I-84, Curtis Road to Broadway IC Widening, ID	Rep. Michael Simpson
I-89 Park and Ride/Bus Terminal, NH	Rep. Paul Hodes
I-90 Exit 8 Phase 2 Connector, Rensselaer, NY	Rep. Michael McNulty
I-91 Fiber and Conduit Project, MA	Rep. John Olver
I-93 P&D Const. Andover, Tewksbury, Wilmington, MA	Rep. Marty Meehan
I-94/I-275 Interchange Ramp Reconstruction, MI	Rep. John Dingell
I-95 and SC 327 Interchange Improvement Project	Rep. John Spratt
I-95 in Cumberland, Harnett, and Johnston Counties, NC	Rep. Bob Etheridge
I-95 Interchange at Yamato Road&Spanish River Boca	Rep. Ron Klein
I-95/SC 301 Interchange Improvement Project, SC	Rep. James Clyburn, Rep. Joe Wilson
Idaho Transit Coalition Buses and Bus Facilities, ID	Rep. Michael Simpson
IH30 Interchange at Monty Stratton Pkwy-Greenville, TX	Rep. Ralph Hall
Illinois Route 120 Corridor, Lake County, IL	Rep. Melissa Bean
Illinois Valley Commuter Rail, Ottawa, IL	Rep. Jerry Weller
ILS at Aiken Municipal Airport, SC	Rep. J. Barrett
Implementing Red Mountain Area Plan, Benton Co. WA	Rep. Doc Hastings
Improve bike trails in Highland, IN	Rep. Peter Visclosky
Improved Access to Cuyahoga Valley National Park, OH	Rep. Betty Sutton
Independence Municipal Airport, KS	Rep. Todd Tiahrt
Indian Bend Road Improvements, Scottsdale, AZ	Rep. Harry Mitchell

Project Name	Member Submitting Request
Indian Street Bridge, Martin County, FL	Rep. Tim Mahoney
Indianapolis Downtown Transit Center & Fleet Additions, IN	Rep. Julia Carson
Integrated Control and Monitoring System, CA	Rep. David Dreier
Interchanger at Interstate and University Parkway, FL	Rep. Vern Buchanan
Intercity Transit Multimodal Facility Olympia, WA	Rep. Brian Baird
Inter-County Express Bus, Orange County, CA	Rep. Ken Calvert
Intermodal Center, Mansfield, CT	Rep. Joe Courtney
Intermodal Parking Facility-Springfield, MO	Rep. Roy Blunt
Intermodal Stations in Salem and Beverly, MA	Rep. John Tierney
Intermodal Transit Center, Port Chester, NY	Rep. Nita Lowey
Intermodal Transportation Facility, Winston-Salem, NC	Rep. Melvin Watt
Interstate 25 reconstruction, Glenrock to Hat Six, WY	Rep. Barbara Cubin
Interstate 40 Crosstown Expressway, Oklahoma City, OK	Rep. Mary Fallin
Interstate 44 at State Route 5--Laclede Co., MO	Rep. Ike Skelton
Interstate 49 North LA, I-220 to AR State Line, LA	Rep. Jim McCrery
Interstate 66 Pike County, KY	Rep. Harold Rogers
Interstate 66 Somerset to London, KY	Rep. Harold Rogers
Interstate 69 (Texas Portion)	Rep. Kevin Brady, Rep. Ralph Hall, Rep. Sheila Jackson-Lee, Rep Nick Lampson
Interstate 70 Viaduct Realignment, Topeka, KS	Rep. Nancy Boyda
Interstate 75 in Manatee County, FL	Rep. Vern Buchanan
Interstate-10, Pepper Ave., San Bernardino, CA	Rep. Joe Baca
Interstates 430/630 Interchange Modifications, AR	Rep. Vic Snyder
Ionia Dial-A-Ride vehicle, equipment acquisition, MI	Rep. Vernon Ehlers
Irvington Intermodal Upgrades, NY - One Year Extension	Rep. Nita Lowey
Isabella County Transportation Commission, MI	Rep. Dave Camp
Jack Dame Road Extension, City of Rochelle, IL	Rep. Donald Manzullo
Jackson Evers International Airport airfield infrastructure improvements, MS	Rep. Charles Pickering
Jacksonville Intermodal Center, FL	Rep. Ander Crenshaw
Jacksonville Trans. Auth., Bus and Bus Facilities, FL	Rep. Corrine Brown, Rep. Ander Crenshaw
Jacobi Transportation Facility, NY - One Year Extension	Rep. Joseph Crowley
Jamaica Intermodal Facilities, Jamaica, NY	Rep. Gregory Meeks
Janseville City Transit System, WI	Rep. Paul Ryan
Jefferson County Air Traffic Control Tower, CO	The President, Rep. Mark Udall, Rep. Tom Tancredo
Johnson County Transit Bus Replacement, KS	Rep. Dennis Moore
JTA Bus Rapid Transit System, Jacksonville, FL	Rep. Corrine Brown
JTA bus replacement, Jackson, MI	Rep. Timothy Walberg
Kalamazoo Battle Creek Airport terminal, MI	Rep. Fred Upton
Kalamazoo Metro Transit, MI	Rep. Fred Upton
Kalamazoo, MI Air Traffic Control Facilities	The President
Kapolei Interchange Complex, HI	Rep. Neil Abercrombie, Rep. Maize Hirono
Kent State Geauga, Regional Transit Shelter, OH	Rep. Steven LaTourette
Kent State Multimodal Transportation Facility, Kent, OH	Rep. Tim Ryan
Kentucky River Palisades Land Preservation, Lexington, KY	Rep. Ben Chandler

Project Name	Member Submitting Request
King County Pacific Highway South BRT, Seattle, WA	The President, Rep. Adam Smith
Kitsap Transit, purchase a low-wake passenger-only, WA	Rep. Norman Dicks
Klumac Road Grade Separation, Salisbury, NC	Rep. Melvin Watt
KY Ohio River Bridges Project, Louisville, KY	Rep. John Yarmuth
LA 675 Lane Improvements, Iberia Parish, LA	Rep. Charlie Melancon
La Canada Flintridge, CA I-210 Soundwall, CA	Rep. David Dreier
LA-42; Ascension Parish, LA	Rep. Richard Baker
Lafayette Regional Airport, LA airport upgrades	Rep. Charles Boustany
LaGuardia, NY Air Traffic Control Facilities	The President
Lake Ridge Parkway Extension in Grand Prairie, TX	Rep. Kenny Marchant
Lakeland Area Mass Transit District, Lakeland, FL	Rep. Adam Putnam
Landing Craft for Mackinac Island, MI	Rep. Bart Stupak
Lane expansion of RM 1431, TX	Rep. John Carter
Lane Transit District, Pioneer Parkway EmX Corridor, OR	The President, Rep. Peter DeFazio
Lathrop Road/Interstate 5 Interchange Improvements, CA	Rep. Dennis Cardoza
Latson Road interchange at I-96 in Livingston City, MI	Rep. Mike Rogers (MI)
Lee Highway Corridor Improvement Project, VA	Rep. Tom Davis
Leesburg Train Depot Renovation and Restoration, GA - One Year Extension	Rep. Sanford Bishop
Leucadia Boulevard/At-Grade Rail Safety Improvements, CA	Rep. Brian Bilbray
Lexington Traffic Movement and Revitalization Study, Lexington, KY	Rep. Ben Chandler
Library Lane-Coles Lane Improvements, Bronx, NY	Rep. Jose Serrano
Lighting along Interstate 85 at Exits 77 and 70, AL	Rep. Mike Rogers (AL)
Light-rail Alternatives Analysis Study, KC, MO	Rep. Emanuel Cleaver
Lincoln Bypass on SR65 in Placer County, CA	Rep. John Doolittle
Lincoln Center Corridor Redevelopment Project, NY	Rep. Jerrold Nadler, Rep. Charles Rangel, Rep. Edolphus Towns
Lincoln Center Corridor Redevelopment Project, NY	Rep. Jerrold Nadler, Rep. Charles Rangel
Lincoln/Belmont/Ashland Streetscape Project, Chicago, IL	Rep. Rahm Emanuel
Little Neck Quiet Zone, NY	Rep. Gary Ackerman
Long Island Bus Fleet Replacement, NY	Rep. Carolyn McCarthy
Long Island Rail Road East Side Access, New York, NY	The President
LOU Public Transit System, Oxford, MS	Rep. Roger Wicker
Louisville International Airport, KY runway widening/improvments, KY	Rep. John Yarmuth
Lower Keys Shuttle, Key West, FL	Rep. Ileana Ros-Lehtinen
LTD Alternatives Analysis for Third EmX Corridor, OR	Rep. Peter DeFazio
LYNX Buses, Orlando, Florida	Rep. Corrine Brown
Mahoning Avenue Improvements, Youngstown, OH	Rep. Tim Ryan
Main Street Streetscape, Haverstraw, NY	Rep. Nita Lowey
Manhattan Airport, KS runway safety improvements	Rep. Nancy Boyda
Maple Rd. SCATS signals; Bloomfield Twp. 6 miles, MI	Rep. Joe Knollenberg
Maple Rd. widening; 1.5 Miles; Walled Lake City, MI	Rep. Thaddeus McCotter
MART Bus and Commuter Facilities, MA	Rep. John Olver
MART Commuter Parking and Facilities, MA	Rep. John Olver
Martinsburg Borough Streetscape Project, PA	Rep. Bill Shuster
Maryland Statewide Bus and Bus Facility Program	Rep. Elijah Cummings, Rep. Wayne Gilchrest, Rep. Chris Van Hollen, Rep. Albert Wynn

Project Name	Member Submitting Request
Massachusetts Avenue Design and Recontruction, Arlington, MA	Rep. Edward Markey
Massachusetts Landscape Connectivity Study, MA	Rep. John Olver
Mayport Ferry Replacement Vessel, Jacksonville, FL	Rep. Ander Crenshaw
MBTA Commuter Rail Station Improvements, Melrose, MA	Rep. Edward Markey
McGinnis Ferry Road - Gwinnett County, GA	Rep. John Linder
MD 175 Improvements, Anne Arundel County, MD	Rep. C.A. Ruppersberger, Rep. John Sarbanes
MD 237, Pegg Road to MD 235, St. Mary's County, MD	Rep. Steny Hoyer
MD 246/MD 235 to Saratoga Drive, Lexington Park, MD	Rep. Steny Hoyer
MD 4 at Suitland Parkway, Prince George's County, MD	Rep. Steny Hoyer, Rep. Albert Wynn
Meacham Road Tollway Access Ramp, Schaumburg, IL	Rep. Melissa Bean
Meadowood Interchange Complex, Reno, NV	Rep. Dean Heller
Meadows Field Airport, CA expansion	Rep. Kevin McCarthy
Medford, OR Air Traffic Control Facilities	The President
Mehring Way Street Grid East, Cincinnati, OH	Rep. Jean Schmidt
Memorial Drive Feasibility Study, Beverly Hill, Texas	Rep. Chet Edwards
Memorial Park Drive in Upper Moreland Township, PA	Rep. Allyson Schwartz
Memphis Area Transit Authority, TN	Rep. Steve Cohen
Memphis, TN Air Traffic Control Facilities	The President
Mesa Extension Alternatives Analysis - Mesa, AZ	Rep. Harry Mitchell
Metra Connects, Southeast Service, IL	Rep. Jesse Jackson
METRA, STAR Line, Northeastern IL	Rep. Melissa Bean Rep. Judy Biggert, Rep. J. Hastert, Rep. Mark Kirk, Rep. Peter Roskam, Rep. Jerry Weller
METRA, Union Pacific Northwest Line, Northeastern IL	Rep. Melissa Bean, Rep. Rahm Emanuel, Rep. Mark Kirk
METRA, Union Pacific West Line, IL	Rep. J. Hastert, Rep. Peter Roskam
METRO Bus Expansion, Houston, TX	Rep. John Culberson
Metro Gold Line Eastside Extension, Los Angeles, CA	The President, Rep. Lucille Roybal Allard
METRO I-10 Extension Alternative Analysis, AZ	Rep. Ed Pastor
Metro Rapid Bus System Gap Closure, Los Angeles, CA	The President
MetroLINK Transit Facility, Rock Island, IL	Rep. Phil Hare
Metrorail Orange Line Expansion, FL	Rep. Kendrick Meek
Miami Lakes Transit Program, FL	Rep. Mario Diaz-Balart
Middle Georgia Regional Airport, GA improvements	Rep. Jim Marshall
Midland Dial-a-Ride (Midland County), MI	Rep. Dave Camp
Miller Road Widening, McHenry County, IL	Rep. Melissa Bean
Milwaukee Avenue Reconstruction Project, Chicago, IL	Rep. Rahm Emanuel
Milwaukee County Bus Capital, WI	Rep. Gwen Moore
Mission Road Beautification Project, Alhambra, CA	Rep. Adam Schiff
Mission Street Pedestrian Improvements, South Pasadena, CA	Rep. Adam Schiff
Missoula, MT Air Traffic Control Facilities	The President
MN TH 38 Improvements, MN	Rep. James Oberstar
MO 740 (Stadium Boulevard) Extension, MO	Rep. Kenny Hushof

Project Name	Member Submitting Request
Mobile Data Terminal/Chicago Paratransit Vehicles, IL	Rep. Danny Davis, Rep. Luis Gutierrez
Mobile data terminals for Pace, Arlington Hts, IL	Rep. Danny Davis
Monmouth-Ocean-Middlesex Cnty Passenger Rail Line, NJ	Rep. Jim Saxton, Rep. Christopher Smith
Monroe County Tennessee High Mast Lighting, TN	Rep. John Duncan
Monroe Regional Airport, LA new terminal	Rep. Rodney Alexander
Monrovia, CA Transit Village	Rep. David Dreier
Montana Secondary 323 from Ekalaka to Alzada, MT	Rep. Dennis Rehberg
Montclair, CA Ramona Ave grade separation, CA	Rep. David Dreier
Monterey Bay Sanctuary Scenic Trail, CA	Rep. Sam Farr
Monterey Salinas Transit Bus Financing, CA	Rep. Sam Farr
Montgomery County Regional Airport improvements, NC	Rep. Robin Hayes
Morgan Street Improvments, City of Elmwood, IL	Rep. Ray LaHood
Morris County Intermodel Park and Ride, NJ	Rep. Rodney Frelinghuysen
MOS2 of the Hudson Bergen Light Rail, NJ	The President, Rep. Albio Sires
Mount Vernon Railroad Cut	Rep. Eliot Engel
MTSU Intermodal Transportation Hub, TN	Rep. Bart Gordon
Mukilteo, WA Multimodal Terminal Redevelopment	Rep. Rick Larsen
Multimodal Center, Normal, IL	Rep. Timothy Johnson, Rep. Jerry Weller
Multi-Modal Transportation Program Boca Raton, FL	Rep. Ron Klein
Multimodel Transportation Facility, Lafayette, LA	Rep. Charles Boustany
Muni Bus Rehabilitation, San Francisco, CA	Rep. Nancy Pelosi
Municipal Transit Operators Coalition (MTOC), CA	Rep. Jane Harman, Rep. Grace Napolitano, Rep. Maxine Waters, Rep. Diane Watson, Rep. Henry Waxman
Murray Athletic Center, NY	Rep. John Kuhl
Muskegon Area Transit System, MI	Rep. Peter Hoekstra
Mystic River Bridge Rehabilitation, CT	Rep. Joe Courtney
Nantucket Municipal Airport, MA facility replacement	Rep. William Delahunt
Nash Road/Route AB, Cape Girardeau County, MO	Rep. Jo Ann Emerson
National Center for Manufacturing Sciences (NCMS)	Rep. Joe Knollenberg
Naugatuck River Greenway Design Study, CT	Rep. Rosa DeLauro, Rep. Christopher Murphy
NC 143 in Graham County Raleigh, NC	Rep. Heath Shuler
Needles Highway, Needles, CA	Rep. Jerry Lewis
New Bedford, MA safety upgrades (PAPI)	Rep. Barney Frank
New Ferry Boat Construction, WA	Rep. Jay Inslee
New interchange & road relocation, I-85 & CR 98, GA	Rep. Lynn Westmoreland
New Mexico Commuter Rail Bernalillo to Santa Fe	Rep. Tom Udall
New Orleans Regional Transit Authority, LA	Rep. William Jefferson
New Richmond Regional Airport, WI improvements	Rep. Ron Kind
New River Valley Airport, VA runway and taxiway rehabilitation	Rep. Rick Boucher
New York State Routes 5,8,12 Viaduct and Route 5A and 5S, Utica, NY	Rep. Michael Arcuri
Newark Penn Station Intermodel Improvement, NJ	Rep. Donald Payne
New-Britain-Hartford Busway, CT	Rep. John Larson
Newton Rapid Transit Handicap Accessibility, MA	Rep. Barney Frank

Project Name	Member Submitting Request
NFTA, Purchase Hybrid Buses, NY	Rep. Brian Higgins
Niagra Falls International Airport improvements, NY	Rep. Thomas Reynolds
Niagra Falls International Airport, NY, cargo apron-phase 1B	Rep. Louise Slaughter
Norfolk Light Rail Project, VA	Rep. Robert Scott
North Carolina Statewide Bus and Bus Facilities	Rep. Howard Coble, Rep. Robin Hayes, Rep. David Price, Rep. Melvin Watt
North Dakota Statewide Transit	Rep. Earl Pomeroy
North Main Street Corridor Master Plan, Freeport, NY	Rep. Carolyn McCarthy
North Second Street Corridor Upgrade, Memphis, TN	Rep. Steve Cohen
North Seminary Street Railroad Grade Separation Bridge, Galesburg, IL	Rep. Phil Hare
North Shore Corridor and Blue Line Extension, MA	Rep. John Tierney
North Shore LRT Connector, Pittsburgh, PA	The President
Northeast downtown corridor project, Indianapolis, IN - One Year Extension	Rep. Dan Burton, Rep. Julia Carson
Northeast Inner Loop intersection improvements, TX	Rep. John Carter
Northeastern Regional Airport ILS Completion, Edenton, NC	Rep. G. K. Butterfield
Northern Avenue Bridge Revitilzation, MA	Rep. Stephen Lynch
Northern Branch Rail Service Restoration, NJ	Rep. Steven Rothman
Northern Indiana Commuter Transit District Recapitalization, IN	Rep. Joe Donnelly, Rep. Peter Visclosky
Northern New Jersey Intermodal Stations & Park-N-Ride	Rep. Rodney Frelinghuysen, Rep. Steven Rothman
NorthStar Commuter Rail, MN	Rep. Keith Ellison, Rep. James Oberstar
Northstar Corridor Rail Project, Minneapolis, MN - One Year Extension	Rep. James Oberstar
Northwest NJ Intermodal Transit Improvements, NJ	Rep. Scott Garrett
Northwest NJ-Northeast PA Passenger Rail Project	Rep. Rodney Frelinghuysen
Northwestern Corridor Roundabouts; ROW and Construction, MI	Rep. Joe Knollenberg
Norwood Airport, MA reconstruction	Rep. Steven Lynch
NW/SE LRT MOS in Dallas, TX	The President, Rep. Joe Barton, Rep. Ralph Hall, Rep. Eddie Johnson, Rep. Sam Johnson Rep. Pete Sessions
Oak Bluffs Ferry Terminal Reconstruction, MA	Rep. William Delahunt
Oak Ridge Cemetery, Springfield, IL	Rep. Ray LaHood
Oakland County International Airport, MI improvement and noise mitigation programs	Rep. Joe Knollenberg
Oakland, CA Air Traffic Control Facilities	The President
Ocean Beach Ferry Terminal Enhancement	Rep. Steve Israel
Ocmulgee Heritage Trail, Bibb County, GA	Rep. Jim Marshall
Ogden Hinckley Airport taxiway project, Ogden, UT	Rep. Rob Bishop
Ohio University Airport Improvements, OH	Rep. Zachary Space, Rep.Charles Wilson
Orlando, FL Air Traffic Control Facilities	The President
Outagamie County Regional Airport, WI improvements	Rep. Steve Kagen
Pace Bus Park-N-Ride Facility, Plainfield, IL	Rep. Judy Biggert
PACE South Suburban Signal Transit Signal Priority, IL	Rep. Jesse Jackson
PACE Suburban Bus Roosevelt Rd/Arlington Hts, IL	Rep. Peter Roskam
Pacific Station Multimodal-Multiuse Facility, CA	Rep. Anna Eshoo, Rep. Sam Farr

Project Name	Member Submitting Request
Pacific Way Bridge, Marin County, CA	Rep. Lynn Woolsey
Palm Bay Parkway, Palm Bay, FL	Rep. Dave Weldon
Palm Beach County AVL/APC & Fareboxes, FL	Rep. Ron Klein, Rep. Tim Mahoney
Palm Springs Airport Air Traffic Control Tower, CA	The President, Rep. Mary Bono
Palmdale Transportation Center – Parking Lot, CA	Rep. Howard McKeon
Palo Alto Intermodal Transit Center, CA	Rep. Anna Eshoo
Paoli Transportation Center, Paoli, PA	Rep. Jim Gerlach, Rep. Joe Sestak
Para-Transit Van Replacement, NM	Rep. Stevan Pearce
Park Place Extension and Railroad Grade Separation, El Segundo, CA	Rep. Jane Harman
Parking Expansion, Dobbs Ferry, NY	Rep. Nita Lowey
Pasco County Public Transportation (Bus Purchase), FL	Rep. Gus Bilirakis
Passaic/Bergen Intermodal Facilities, NJ	Rep. Bill Pascrell
Paulding County Airport, GA land acquisition, site preparation and construction	Rep. Phil Gingrey
Paving of FS 512 (Young Road), AZ	Rep. Rick Renzi
Pecos Street grade crossing	Rep. Ed Perlmutter, Rep. Mark Udall
Pellston Regional Airport, MI improvements	Rep. Bart Stupak
Peninsula Park & Ride, WA	Rep. Norman Dicks
Pennsylvania Turnpike/I-95 Connection	Rep. Patrick Murphy
Pensacola, FL Air Traffic Control Facilities	The President
Phase 2 road improvements for Tri-County Technical, SC	Rep. J. Barrett
Philadelphia International Airport, PA runway rehabilitation (9R/27L)	Rep. Chaka Fattah
Philadelphia Navy Yard Transit Extension Study, PA	Rep. Robert Brady
Phoenix Regional Heavy Bus Maintenance Facility, AZ	Rep. Ed Pastor
Phoenix/Glendale West Valley Operating Facility, AZ	Rep. Harry Mitchell, Rep. Ed Pastor
Pierre Rail Improvements, Pierre, SD	Rep. Stephanie Herseth
Pinellas Suncoast Transit Auth bus replacement, Fl	Rep. C.W. Young
Pioneer Parkway, EmX BRT, Springfield, OR	The President
Pittsfield Downtown Streetscape, MA	Rep. John Olver
Port Aransas Ferryboat Expansion, TX	Rep. Solomon Ortiz
Port of New Bourbon, Ste. Genevieve, Missouri	Rep. Russ Carnahan
Port of Orange Intermodal Project, Orange, Texas	Rep. Kevin Brady
Port Road Expansion and Improvements, TX	Rep. Sheila Jackson-Lee, Rep. Nick Lampson
Potrero Boulevard/SR 60 Interchange, Beaumont, CA	Rep. Jerry Lewis
Preliminary Design of a Saratoga Bus Facility, NY	Rep. Kirsten Gillibrand
Private Crossing Safety Initiative, NC	Rep. Melvin Watt
Prospect and Gowanus Expressways ITS Deployment, NY	Rep. Yvette Clarke
PRTC Bus Facilities, VA	Rep. Frank Wolf
PSTA Bus and Bus Facilities, St. Petersburg, FL	Rep. Kathy Castor
Public Transportation Vehicle Enhancement Project, HI	Rep. Mazie Hirono
PUP Ride Share Program, Philadelphia, PA	Rep. Chaka Fattah
Purchase of transit vehicles, York County, PA	Rep. Todd Platts
Put-In-Bay Ferry Terminal Improvements, OH	Rep. Marcy Kaptur
Quadral Drive extension, Wadsworth, OH	Rep. Ralph Regula
Quiet Zone at Union Pacific Grade Crossings, Round Rock, TX	Rep. John Carter

Project Name	Member Submitting Request
Rail Line Relocation in Chester, SC	Rep. John Spratt
Rail Safety Upgrades, Coos County, NH	Rep. Paul Hodes
Railroad Grade Separation Project, Elkhart, IN	Rep. Joe Donnelly
Railroad Relocation Planning, Terre Haute, IN	Rep. Brad Ellsworth
Rails to Trails/Civic Center Project, Covington, GA	Rep. Jim Marshall
Raleigh Street Extension, WV	Rep. Shelley Capito
Ranchero Road Corridor Project, Hesperia, CA	Rep. Jerry Lewis
Rancho Cucamonga, CA I15/Baseline Rd. Interchange, CA	Rep. David Dreier
Rapid Transit (BRT) project, Livermore, CA	Rep. Jerry McNerney, Rep. Ellen Tauscher
Reconstruct French Camp/I-5 interchange and Sperry Road Connection, San Joaquin County, CA	Rep. Jerry McNerney
Reconstruct Route 6, Town of Cortlandt, NY	Rep. John Hall
Reconstruction of Commonwealth Avenue, Boston, MA	Rep. Michael Capuano
Reconstruction of K-20 between US75 and Horton, KS	Rep. Nancy Boyda
Reconstruction of Long Point Road in Houston, TX	Rep. John Culberson
Reconstruction of School Road East in Marlboro Township, NJ Shall Be Available for Spring Valley Road Project in Marlboro Township, NJ	Rep. Rush Holt
Reconstruction of the Wood Dale and Irving Park Rd, IL	Rep. Peter Roskam
Recontruct Interstate 80, Johnson County, IA	Rep. Dave Loebsack
Red Car Trolley Engineering Study, CA	Rep. Lucille Roybal-Allard
Red Gate Road Bridge, St. Charles, IL	Rep. J Hastert
Regional Bus Replacement, San Diego, CA	Rep. Susan Davis
Regional Telecommunications System on Pennsylvania Turnpike, PA	Rep. Robert Brady
Regional Transit Project for Quitman, Clay, Randolph and Stewart Counties, GA - One Year Extension	Rep. Sanford Bishop
Rehabilitation of I-696 from M-53 to I-94, MI	Rep. Sander Levin
Rehabilitation of the Martin's Mill Covered Bridge, PA	Rep. Bill Shuster
Renaissance Square, NY - One Year Extension	Rep. James Walsh
Reno, NV Air Traffic Control Facilities	The President
Repair of San Tomas Expressway Box Culvert, Santa Clara County, CA	Rep. Michael Honda
Replacement Buses, Detroit, MI	Rep. John Conyers, Rep. Carolyn Kilpatrick
Replacement of the Big River Bridge on US-77, KS	Rep. Jerry Moran
Replacement Small Buses, St. Cloud Metro Bus, MN	Rep. Michele Bachmann
Resurfacing and Reconstruction of Pacific Boulevard, Huntington Park, CA	Rep. Lucille Roybal-Allard
Reyes Adobe Road/U.S. 101 Interchange Reconstruction, Agoura Hills, CA	Rep. Henry Waxman
RI Bridge and Tunnel Authority EZPass Project for Claiborne Pell Bridge, RI	Rep. Patrick Kennedy
Rice Avenue Interchange at U.S. Highway 101, Ventura County, CA	Rep. Lois Capps
Rickenbacker Rail Spur, Pickaway and Franklin Counties, OH	Rep. David Hobson
Rio Hondo College Buses - Los Angeles, CA	Rep. Grace Napolitano
Rio Metro Intercity Transit, Hidalgo County, TX	Rep. Ruben Hinojosa
River Valley Metro, Kankakee, IL	Rep. Jerry Weller
Riverside and Corona Transit Centers, CA	Rep. Ken Calvert
Riverwalk Construction Phase 2 Section 3, Lowell, MA	Rep. Marty Meehan
Road from Hardrock to Pinon, AZ (Navajo Reservation)	Rep. Rick Renzi
Rochester Central Bus Terminal, NY - One Year Extension	Rep. James Walsh
Roger Snedden Drive Grade Separation Boone, IA	Rep. Tom Latham
Ronald Reagan Parkway, Hendricks County, Indiana	Rep. Steve Buyer
Route 1/619 Traffic Circle at Quantico, VA	Rep. Jo Ann Davis
Route 10 Upgrade from I-64 to Corridor G, WV	Rep. Nick Rahall

Project Name	Member Submitting Request
Route 116 and Bay Road Intersection and Road Improvements, Amherst, MA	Rep. John Olver
Route 195/Coggeshall Street Interchange, New Bedford, MA	Rep. Barney Frank
Route 22 Sustainable Corridor, Somerset County, NJ	Rep. Mike Ferguson, Rep. Rodney Frelinghuysen
Route 221, St. Francois and Iron Counties, MO	Rep. Jo Ann Emerson
Route 24 Additional Lanes Project Between Routes 495 and 140, MA	Rep. Barney Frank
Route 266 & Interchange with I44 Springfield, MO	Rep. Roy Blunt
Route 29 Boulevard Conversion Project, Trenton, NJ	Rep. Rush Holt
Route 495 Southbound Ramp (Mansfield & Norton, MA)	Rep. Barney Frank
Route 5 Overpass and River Center, St. Mary's County, MD	Rep. Steny Hoyer
Route 537/State Route 34 Intersection Monmouth, NJ	Rep. Christopher Smith
Route 60/422 Interchange, Union Township, PA	Rep. Jason Altmire
Route 63, Howell/Oregon Counties, MO	Rep. Jo Ann Emerson
Route Y, Stoddard County MO	Rep. Jo Ann Emerson
Rowan County Airport, NC land acquisition (runway protection zone)	Rep. Howard Coble, Rep. Melvin Watt
Rt. 47 and Warrior Ave., Warrenton, MO	Rep. Kenny Hulshof
Rte 295/42/I-76,Direct Connection,Camden County NJ	Rep. Robert Andrews
Runway Touchdown Zone and Centerline Lighting, Gulfport-Biloxi Airport, MS	Rep. Gene Taylor
Rutland State Airport Lighting (MALSR) Improvements, VT	Rep. Peter Welch
Sacramento Intermodal Terminal Facility Track Relocation	Rep. Matsui
Safety and Drainage Improvements on Route 46, Lodi, NJ	Rep. Steven Rothman
Safety and Traffic Improvements, Ardsley, NY	Rep. Nita Lowey
Safety Improvments to Highway 69, AZ	Rep. Rick Renzi
Saline County Airport ILS Continuation, AR	Rep. Vic Snyder
SamTrans Revenue Collection System, CA	Rep. Tom Lantos
San Diego Freeway (I-405) Widening and Improvement, CA	Rep. Dana Rohrabacher
San Francisco Control Tower Replacement, CA	Rep. Tom Lantos, Rep. Nancy Pelosi, Rep. Ellen Tauscher
San Joaquin Regional Transit District, CA	Rep. Dennis Cardoza, Rep. Jerry McNerney
San Juan County Road Bridge #567, NM	Rep. Tom Udall
San Luis Rey Transit Center, CA	Rep. Darrell Issa
Sandoval County Northwest Loop Access Road, NM	Rep. Tom Udall
Sandy Transit Fleet Replacement, Sandy, OR	Rep. Earl Blumenauer
Sanilac Transportation Authority Carsonville, MI	Rep. Candice Miller
Santa Clarita Cross Valley Connector, CA	Rep. Howard McKeon
Santa Fe Trails Transit Vehicles, NM	Rep. Tom Udall
Santa Maria Intermodal Transit Center, CA	Rep. Lois Capps
Sarasota County Area Transit Bus acquisition	Rep. Vern Buchanan
SC 9 Improvements, SC	Rep. Bob Inglis
School Zone Safety Improvements, Chula Vista, CA	Rep. Bob Filner
Scioto Mile River Level Park Project, Columbus, OH	Rep. Deborah Pryce
Scott Community College Campus Access Road, Davenport, IA	Rep. Bruce Braley
Scottsboro Municipal Airport, AL improvements	Rep. Robert Cramer
Second Avenue Subway Phase 1, NY	The President, Rep. Carolyn Maloney, Rep. Jerrold Nadler

Project Name	Member Submitting Request
Sect. 5309 Capital Appropriation-Tulsa Transit, OK	Rep. John Sullivan
Senior Transportation Connection, OH	Rep. Stephanie Jones, Rep. Dennis Kucinich
SEPTA Hybrid Fuel Buses, PA	Rep. Patrick Murphy, Rep. Joe Sestak
Sequoyah Refuge Road, Sequoyah, OK	Rep. Dan Boren
SFgo Market Street improvements, San Francisco, CA	Rep. Nancy Pelosi
SH 115, CO	Rep. Doug Lamborn
SH 13 from Wyoming State Line South through CO	Rep. John Salazar
SH150 in Alamosa, CO	Rep. John Salazar
SH66 from SH205 to FM 549, Rockwall TX	Rep. Ralph Hall
SH9, Frisco to Breckenridge, CO	Rep. Mark Udall
Sharpes Ferry Bridge Replacement, Marion County, FL	Rep. Ric Keller
Sheila Street at Commerce Way Improvements, Commerce, CA	Rep. Lucille Roybal-Allard
Sheridan Crossing improvements, North Chicago, IL	Rep. Mark Kirk
Shoal Creek Pedestrian Bridge, CA	Rep. Duncan Hunter
Sidewalk Construction in Ashland/Cherryland, CA	Rep. Barbara Lee
Silicon Valley Rapid Transit Corridor Project, Santa Clara County, CA - One Year Extension	Rep. Michael Honda
Silver Comet Trail Atlanta Road Connector, GA	Rep. Tom Price
Skagit Transit Bus Replacement, WA	Rep. Rick Larsen
Sky Harbor, Phoenix, AZ taxiway improvements	Rep. Ed Pastor
Slauson Avenue Corrider Improvement Project, Maywood, CA	Rep. Lucille Roybal-Allard
SMART EIS and PE, CA	Rep. Mike Thompson, Rep. Lynn Woolsey
Snelling Avenue/University Avenue Intersection Redesign, St. Paul, MN	Rep. Betty McCollum
Somerset Street Extension, Portland, ME	Rep. Thomas Allen
South Access to Golden Gate Bridge - Doyle Drive, CA	Rep. Nancy Pelosi
South Airport Connector Road, Boone County, KY	Rep. Geoff Davis
South Amboy Intermodal Transportation Initiative, NJ	Rep. Frank Pallone
South Bronx Greenway, Hunts Point Landing, NY	Rep. Jose Serrano
South Bronx Greenway, Randall's Island Connector, NY	Rep. Jose Serrano
South Capitol Street Corridor Improvements, DC	Rep. Steny Hoyer
South Norwalk Intermodal Facility Phase 2, CT	Rep. Christopher Shays
South Orange Avenue Roadway Improvements, Essex County, NJ	Rep. Bill Pascrell, Rep. Steven Rothman
South Sacramento Corridor Phase 2 Project, CA	Rep. Daniel Lungren, Rep. Doris Matsui
Southeast Corridor Multi-Modal Project (T-REX), CO	The President, Rep. Diana DeGette, Rep. Tom Tancredo, Rep. Mark Udall
Southern California Regional Rail Authority, San Fernando Valley, CA	Rep. Howard Berman
Southern Fuel Cell Coalition Demonstration Project, GA	Rep. John Lewis
Southern Maryland Commuter Bus Park and Ride Lots	Rep. Steny Hoyer
Southern Nevada Beltway Interchanges	Rep. Shelley Berkley, Rep. Jon Porter
Southside bridge replacement, Etowah County, AL	Rep. Robert Aderholt
Spokane Streetcar Study, Spokane, WA	Rep. Cathy McMorris Rodgers
SporTran Buses for the City of Shreveport, LA	Rep. Jim McCrery
Springfield Union Station, Springfield, MA - One Year Extension	Rep. Richard Neal
Springfield-Branson National Airport, MO midfield replacement terminal construction	Rep. Roy Blunt

Project Name	Member Submitting Request
SR 151 at CR 162/Colbert Hollow Road, Catoosa County, GA	Rep. Nathan Deal
SR 304/Bremerton Transportation Center Project, WA	Rep. Norman Dicks
SR 601 from I-10 to SR 26, MS	Rep. Gene Taylor
SR 8/US 29 Plsnt. Hl/Lester Rd., Gwinnett Co., GA	Rep. John Linder
SR 9 south of Cumming from SR 141 to SR 20, GA	Rep. Nathan Deal
SR-56 Connectors and I-5 Widening, CA	Rep. Brian Bilbray
St. Clair County, MI Airport improvements	Rep. Candice Miller
St. Louis Metro Bus & Paratransit Rolling Stock, MO	Rep. William Clay
St. Lucie County International, FL new parallel runway construction	Rep. Alcee Hastings
StarMetro Intelligent Transpo System,Tallahassee, FL	Rep. Allen Boyd
STARS Operations Center & Fare Boxes, Saginaw, MI	Rep. Dale Kildee
State Highway 53 Improvements, Barron County, WI	Rep. David Obey
State of Arkansas, Bus and Bus Facilities	Rep. Marion Berry, Rep. John Boozman
State of Delaware Turnpike Improvements Project, DE	Rep. Michael Castle
State Road 39/State Road 91 and US 84 Improvements, Donalsonville, GA	Rep. Sanford Bishop
State Road 62/337 Construction, Harrison County, IN	Rep. Baron Hill
State Road 982/Talbotton Road Improvements, Columbus, GA	Rep. Sanford Bishop
State Road 9B, St. Johns County, FL	Rep. John Mica
State Route 198 Expressway Widening, Kings County, CA	Rep. Jim Costa
State Route 21 Improvements and Upgrades, Fayette County, PA	Rep. John Murtha
State Route 21 Intersection at Junction Deli, Green County, PA	Rep. John Murtha
State Route 218 Extension, Henry County, TN	Rep. John Tanner
State Route 24 Widening, Sandersville, Washington County, GA	Rep. John Barrow
State Route 374 from SR 149 to 77 Montgomery Co,TN	Rep. Marsha Blackburn
State Route 67 Widening from I-16 to Statesboro bypass, GA	Rep. John Barrow
State Route 76 widening and realignment, CA	Rep. Darrell Issa
State Route 794 Relocation Initiative, OH	Rep. David Hobson
State Route 92, Lehi to Highland, UT	Rep. Jim Matheson
Staten Island Passenger Rail Service Study, NY	Rep. Jerrold Nadler
Statesville Regional Airport improvement, NC	Rep. Virginia Foxx, Rep. Patrick McHenry
Statewide Buses and Bus Facilities, ME	Rep. Thomas Allen
Stones River National Battlefield Tour Route, TN	Rep. Bart Gordon
Stony Run Township Road in Yellow Medicine County, MN	Rep. Collin Peterson
Street extension, Champaign, IL	Rep. Timothy Johnson
Street improvements in Burnham, IL	Rep. Jesse Jackson
Street improvements in Thornton, IL	Rep. Jesse Jackson
Street Shuttle Buses for Artesia, CA	Rep. Linda Sanchez
Streetscape Improvement Project, Bennington, VT	Rep. Peter Welch
Streetscape Improvements, Eastchester, NY	Rep. Nita Lowey
Streetscape Project - Town of Scottsville, VA	Rep. Virgil Goode
Study for improvm, I-270 at I-44, StLouis Cnty, MO	Rep. Robert Akin
Study Improvements to 109th Avenue, Winfield, IN	Rep. Peter Visclosky
Sugar Land Airport, TX expansion	Rep. Nick Lampson
Suitland Road Gateway Project, Prince George's County, MD	Rep. Steny Hoyer, Rep. Albert Wynn
Suntran Bus Acquisition, Marion County, FL	Rep. Cliff Stearns
TARC Clean Bus program, KY	Rep. John Yarmuth
TARTA Bus and Bus Facilities, OH	Rep. Marcy Kaptur

Project Name	Member Submitting Request
Taylor County Airport, Medford, WI improvements	Rep. David Obey
TECO Line Streetcar System Extension, Tampa, FL	Rep. Kathy Castor
Tempe Extension Alternatives Analysis - Tempe, AZ	Rep. Harry Mitchell
Tennessee DOT, Bus and Bus Facilities Replacement	Rep. Steve Cohen, Rep. Jim Cooper, Rep. John Duncan, Rep. Bart Gordon Rep. John Tanner
Tenth St. Connector, Greenville, NC	Rep. Walter Jones
Terry Creek Bridge Widening, GA	Rep. Jack Kingston
The Rapid feasibility study, MI	Rep. Vernon Ehlers
The Woodlands Capital Cost of Contracting, TX	Rep. Kevin Brady
Third Street Light Rail Transit Project-Central, CA	Rep. Nancy Pelosi
Thomas Road Project, McAllen, TX	Rep. Henry Cuellar
Three Affiliated Tribes Wells Road, ND	Rep. Earl Pomeroy
Toledo Express Airport, OH improvements	Rep. Marcy Kaptur
Toledo, OH Air Traffic Control Facilities	The President
Torrington Gateway, CT	Rep. Christopher Murphy
Town Center Transit Hub in Miramar, FL	Rep. Alcee Hastings
Trans-Hudson Midtown Corridor, New Jersey	Rep. Albio Sires
Transit Access Passenger Integration, Los Angeles, CA	Rep. Lucille Roybal-Allard
Transit Bus Facilities, Duluth, MN	Rep. James Oberstar
Transit Center, California State Univ, Northridge	Rep. Brad Sherman
TRANSPO Bus Operations Center, South Bend, IN	Rep. Joe Donnelly
Transportation to Wellness, Covington, KY	Rep. Geoff Davis
Traverse City, MI Air Traffic Control Facilities	The President
Trenton, NJ Route 29 Boulevard Conversion, NJ	Rep. Christopher Smith
Tri-Delta Transit Park-and-Ride Lots, CA	Rep. Ellen Tauscher
Trinity River Vision Bridges, Ft Worth, TX	Rep. Kay Granger
Troost Corridor Bus Rapid Transit, MO	The President, Rep. Emanuel Cleaver
TTA Replacement Buses, NC	Rep. Brad Miller
Tupelo Thoroughfare Corridor, Tupelo, MS	Rep. Roger Wicker
Turner County Airport, GA renovations	Rep. Jim Marshall
Tuscaloosa Regional Airport Masterplan, AL	Rep. Artur Davis
Twin Bridge Road, Decatur, IL	Rep. Ray LaHood
Twin Peaks Corridor Project, Marana, AZ	Rep. Gabrielle Giffords, Rep. Ed Pastor
U..S 491, Montezuma County, CO	Rep. John Salazar
U.S. 15 at Monocacy Boulevard, Frederick, MD	Rep. Roscoe Bartlett
U.S. 17 in Craven County, NC	Rep. Walter Jones
U.S. 17-92-US 192, Kissimmee, FL	Rep. Dave Weldon
U.S. 190/Collin Blvd. Widening, LA	Rep. Bobby Jindal
U.S. 20 Southwyck Corridor Improvements, OH	Rep. Marcy Kaptur
U.S. 278 Corridor, Beaufort County, SC	Rep. Joe Wilson
U.S. 290/S.H. 36 Improvements, TX	Rep. Michael McCaul
U.S. 301 Improvement in Charles and Prince George's County, MD	Rep. Steny Hoyer
U.S. 31 Freeway Upgrade Project in Marshall, Fulton, Miami and Tipton Counties, IN	Rep. Joe Donnelly
U.S. 34 Bridge Mills County, IA	Rep. Steve King
U.S. 395, North Spokane Corridor, WA	Rep. Cathy McMorris Rodgers

Project Name	Member Submitting Request
U.S. 41 Enhancements, Charlotte County, FL	Rep. Vern Buchanan, Rep. Tim Mahoney
U.S. 422 River Crossing Complex Projects, PA	Rep. Joe Sestak
U.S. 44 Improvements, Avon, CT	Rep. Christopher Murphy
U.S. 441/SR7 Interchange at 11th Street, Lauderhill, Broward County, FL	Rep. Alcee Hastings
U.S. 550 Improvements, Bernalillo, NM	Rep. Heather Wilson
U.S. 69 Improvements, Crawford County, KS	Rep. Nancy Boyda
U.S. 74 Interchange at NC 211, Brunswick County, NC	Rep. Mike McIntyre
U.S. 85 (Highlands Ranch to Castle Rock), CO	Rep. Thomas Tancredo
U.S. 93/ Interstate 15 Interchange, NV	Rep. Dean Heller, Rep. Jon Porter
U.S. Forest Highway 4, Winston County, Alabama	Rep. Robert Aderholt
U.S. Highway 10 Improvements between Marshfield and Stevens Point, WI	Rep. David Obey
U.S. Highway 41 Construction Project from Oconto, WI, to Peshtigo, WI	Rep. Steve Kagen
U.S. Highway 90 Widening, Leon County, Tallahassee, Fl	Rep. Allen Boyd
U.S. Rt 40 Water St. to Evergreen Ave, Teutopolis, IL	Rep. John Shimkus
U.S.-41 Capacity Improvements in Lee County, FL	Rep. Connie Mack
U.S.-64 - Hardeman/McNairy/Hardin/Wayne Counties, TN	Rep. Marsha Blackburn
U.S.-95, Thorncreek Road to Moscow, ID	Rep. Bill Sali
Union City Intermodal Station, Union City, CA	Rep. Fortney Stark
Union Depot Multi-Modal Hub, St. Paul, MN	Rep. Betty McCollum
Union Grove Interchange, Gordon County, GA	Rep. Phil Gingrey
Union Station Intermodal Trade and Transit Center, PA	Rep. Tim Holden
Union Station Intermodal Transportation Center, Washington, DC - One Year Extension	Rep. Eleanor Holmes Norton
Union Station Intermodal Transportation Facility, DC	Rep. Eleanor Holmes Norton
United Keetowah Band Tribal Roads, Tahlequah, OK	Rep. Dan Boren
University Boulevard Widening, Clive, IA	Rep. Leonard Boswell
University Link LRT Extension, Seattle, WA	The President
University of Texas at El Paso, Reconstruction of Off -Ramp	Rep. Silvestre Reyes
University Parkway Construction, Vanderburgh County, IN	Rep. Brad Ellsworth
University Parkway/I-215, San Bernardino, CA	Rep. Jerry Lewis
Upgrade and partly relocate MO Rt 141, St L County, MO	Rep. Robert Akin
Upgrade MO Rt 94 (Page Ext Ph 2), St Chas Cnty, MO	Rep. Robert Akin
Upgrade S.R. 31 in Mooresburg, Hawkins County, TN	Rep. David Davis
Upgrade signalized intersections, Allentown, PA	Rep. Charles Dent
Upper Cumberland Regional Airport, TN improvements	Rep. Lincoln Davis
Urban Commuter Rail Circulator Vehicles, TX	Rep. Michael McCaul
US 287 Ennis Bypass from BU 287 to South of SH 34, TX	Rep. Joe Barton
US 98 Six Lane Widening, FL	Rep. Adam Putnam
US Route 35, WV	Rep. Shelley Capito
Valentine National Wildlife Refuge Roads, NE	Rep. Adrian Smith
Vashon Island Passenger Only Ferry, WA	Rep. Jim McDermott
Vehicle Replacement - DuFAST, PA	Rep. John Peterson
Venice/Robertson Multi-Modal Station, CA	Rep. Diane Watson
Ventura County, Metrolink Grade Crossing Improvements, CA	Rep. Elton Gallegly
VIA Bus Improvements/Facility Modernization, San Antonio, TX	Rep. Charles Gonzalez, Rep. Ciro Rodriguez, Rep. Lamar Smith
VIA Bus Rapid Transit Corridor Project, San Antonio, TX	Rep. Charles Gonzalez, Rep. Ciro Rodriguez

Project Name	Member Submitting Request
Victoria Bus Replacement, TX	Rep. Ron Paul
Vienna Sidewalk construction, VA	Rep. Tom Davis
Virginia Railway Express Extension-Gainesville/Haymarket, VA	Rep. Tom Davis
VITRAN Purchase, USVI	Rep. Donna Christensen
VTA High Occupancy Toll Lane Demonstration Project, Santa Clara County, CA	Rep. Michael Honda
VTA Zero Emission Bus Demonstration Program, CA	Rep. Michael Honda
W.K. Kellogg Airport, Battle Creek, MI runway	Rep. Timothy Walberg
Walden Trail Connection, Town of Montgomery, NY	Rep. Maurice Hinchey
Walker Field Grand Junction, CO runway resurfacing	Rep. John Salazar
Walker Street Grade Separation, Town of Cary, NC	Rep. David Price
Wall Triana Road Project, Madison County, AL	Rep. Robert Cramer
Walton Boulevard Bridge widening, MI	Rep. Joe Knollenberg
Warren County, Southwest Connector Interchange, IA	Rep. Tom Latham
Washington DC/MD-Largo Metrorail Extension, MD	The President, Rep. Albert Wynn
Weber County to Salt Lake City Commuter Rail, UT	The President, Rep. Rob Bishop
Welcome Center on SR 410, WA	Rep. David Reichert
West Corridor Light Rail Project, Denver, CO	The President, Rep. Diana DeGette, Rep Ed Perlmutter, Rep. Tom Tancredo, Rep. Mark Udall
West Haven Intermodal Station, CT	Rep. Rosa DeLauro
West Main Street Streetscape, Meriden, CT	Rep. Christopher Murphy
West Palm Beach Air Traffic Control Facility, FL	The President, Rep. Robert Wexler
West Price Hill Park and Ride, OH	Rep. Steve Chabot
West Shore Corridor Alternatives Analysis, OH	Rep. Betty Sutton
West Vista Way widening, CA	Rep. Darrell Issa
Westchester Streetscape Improvement Project, CA	Rep. Maxine Waters
Western Maryland Welcome Center Frederick Co MD	Rep. Roscoe Bartlett
Westside (Caraway) Overpass, City of Jonesboro, AR	Rep. Marion Berry
White Bluff Intersection Widening Project, White Bluff, TX	Rep. Chet Edwards
White County, IL	Rep. John Shimkus
White Earth Tribal Nation SMART Transit and Buses, MN	Rep. Collin Peterson
White Plains Downtown Circulator, NY - One Year Extension	Rep. Nita Lowey
Widen Lee Road bridge at I-20, Georgia	Rep. David Scott
Widen Route 10, Chesterfield, VA	Rep. J. Forbes
Widening Loop 281, Longview, TX	Rep. Louie Gohmert
Widening of LA 16; Livingston Parish, LA	Rep. Richard Baker
Williams Gateway Airport, AZ taxiway B construction	Rep. Harry Mitchell
Winchester Road Widening, City of Huntsville, AL	Rep. Robert Cramer
Winter Haven Transit Bus and Bus Facility, FL	Rep. Adam Putnam
Wisconsin State Highway 57 Expansion from Dyckesyill to Sturgeon Bay, WI	Rep. Steve Kagen
Wisconsin West Rail Transit Authority, Barron, Wis	Rep. David Obey
WMATA Bus Safety Initiative, VA	Rep. James Moran, Rep. Eleanor Holmes Norton
Yamhill County Transit Project, OR	Rep. David Wu
Yates Dial-A-Ride, MI	Rep. Peter Hoekstra
Yolo County Bus Maintenance Facility Improvements, CA	Rep. Mike Thompson

Grantee	Purpose	Member Submitting Request
Ada Public Works Authority in Ada, OK	for construction of 1 million gallon water storage tower	Rep. Tom Cole
African American Cultural Center in Lumberton, NC	for renovation and buildout of the facility	Rep. Mike McIntyre
African American History Foundation of Nashville, TN	for planning, design and construction of a museum	Rep. Jim Cooper
African-American Male Achievers Network in Los Angeles, CA	for acquisition and renovation of a facility to provide educational opportunities for youth	Rep. Maxine Waters
Alexandria Central Economic Development District in Alexandria, LA	for development of marina, related dockside, access and utilities	Rep. Rodney Alexander
Allegheny County Department of Planning in Pittsburg, PA	for planning, design, renovation, construction and buildout of a brownfields site	Rep. Jason Altmire, Rep. Michael Doyle
Allentown Art Museum of the Lehigh Valley in Allentown, PA	for expansion	Rep. Charles Dent
Alpine Heritage Preservation in Thomas, WV	for renovation and buildout of the historic opera house	Rep. Alan Mollohan
America's Second Harvest of South Georgia in Valdosta, GA	for construction, expansion, and renovation of food distribution center	Rep. Jack Kingston
Amherst Cinema Arts Center, Inc. in Amherst, MA	for acquisition, renovation and buildout of an arts center, as part of area redevelopment	Rep. John Olver
Amherst Youth Foundation in Amherst, NY	for renovations to the Independent Health Youth and Family Center	Rep. Thomas Reynolds
Anderson Arts Center in Anderson, SC	for completion of the renovation of the Anderson Arts Warehouse Facility	Rep. J. Gresham Barrett
Appalachian Service Project, Inc. in Johnson City, TN	for emergency home repair for disadvantaged families	Rep. David Davis
Arc Mercer Inc. in Ewing, NJ	for upgrading facilities to serve people with developmental disabilities	Rep. Christopher Smith
Arc of Hilo in Hilo, HI	for construction and buildout of a community center for people with disabilities, the Employment Training Services and Client Support Services Community Center	Rep. Mazie Hirono
Ardmore Development Authority in Ardmore, OK	for a centrally located resource center	Rep. Tom Cole
Ark Memorial Foundation in Laramie, WY	for completion of construction of a national Creative Arts Center	Rep. Barbara Cubin
Arkansas State University at Mountain Home, in Mountain Home, AR	for construction, renovation, and buildout of a multipurpose facility	Rep. Marion Berry
Arkansas State University-Newport in Newport, Arkansas	for construction of the Regional Transportation Technology Center, an educational and training facility	Rep. Marion Berry
Arlington Chamber of Commerce in Arlington, TX	for commercialization of technology, especially bio- and nano-technology at University of Texas at Arlington	Rep. Joe Barton
Arlington Housing Corporation in Arlingon, VA	for renovation, expansion and construction of low-income housing	Rep. James Moran
Armed Services YMCA in Killeen, TX	for construction of a full service YMCA	Rep. John Carter
ArtsQuest of Bethlehem, PA	for revitalization of a brownsfield site and development of the SteelStax Performing Arts Center on the site	Rep. Charles Dent

Asian Youth Center of San Gabriel, CA	for acquisition of a multipurpose facility for the center	Rep. Adam Schiff
Atchison County Memorial Building Foundation in Atchison County, MO	for renovation of the Atchison County Memorial Building	Rep. Sam Graves
Atlanta Botanical Gardens	for construction of the Canopy Walk, an educational nature walk	Rep. John Lewis
Atlantic County, NJ	for development of an industrial park to foster economic development	Rep. Frank LoBiondo
Audie Murphy/American Cotton Museum in Greenville, TX	for construction of a memorial and building	Rep. Ralph Hall
Avesta Housing in Portland, ME	for planning, design, construction and buildout of the Florence House Center for Homeless Women	Rep. Thomas Allen
Bacon County Board of Commissioners in Bacon County, GA	for restoration of an old school building for community use	Rep. Jack Kingston
Ballard County, KY	for the Ballard County Chamber of Commerce and Tourism Community Shelter	Rep. Ed Whitfield
Bassett Historical Center in Hendry County, VA	for expansion of a facility	Rep. Virgil Goode
Bay Area Food Bank in Mobile, AL	for construction of a commerical-size kitchen	Rep. Jo Bonner
Beatitude House in Warren, OH	for renovation and construction of a facility for homeless women and children	Rep. Tim Ryan
Bel Alton High School Alumni Association CDC in Bel Alton, MD	for renovation, construction and buildout of a community center	Rep. Steny Hoyer
Belmont Complex in Kittanning, PA	for renovation and construction of the Belmont Complex	Rep. John Murtha
Berrien County Economic Development Authority in Berrien County, GA	for design and construction of new sewer system	Rep. Jack Kingston
Bethel School District in Spanaway, WA	for construction and buildout of a community center for seniors and youth	Rep. David Reichert, Rep. Adam Smith
Bethune-Cookman University in Daytona Beach, FL	for rehabilitation and renovation of the School of Nursing	Rep. John Mica
Billings Food Bank in Billings, MT	for demoliton of buidling	Rep. Dennis Rehberg
Bi-State Authority,Lawrenceville-Vincennes Airport in Lawrenceville, IL	for construction of a new airport building for a public use area	Rep. Timothy Johnson
Black Ensemble Theater in Chicago, IL	for planning, design and construction of the theater	Rep. Janice Schakowsky
Blount County Government in Blount County, TN	for infrastructure for Pellisippi Research Centre	Rep. John Duncan
Bolingbrook Park District in Bolingbrook, IL	for construction of the LEED Platinum nature center	Rep. Judy Biggert
Bonnie CLAC Lebanon, NH	for capitalization of a revolving loan fund to assist low-income populations with transportation needs	Rep. Paul Hodes
Boricua College in Brooklyn, NY	for renovation and buildout of the North Side Campus	Rep. Nydia Velazquez
Borough of Coraopolis, PA	for streetscape improvements in downtown Coraopolis	Rep. Michael Doyle
Borough of High Bridge, NJ	for construction of ramps and elevators	Rep. Mike Ferguson
Borough of Robesonia, PA	for signage and streetscape improvements as part of the Robesonia Downtown Revitalization project	Rep. Tim Holden

Borough of Telford, PA	for renovation of a freight building, enhancement of handicap access and development of a community pavillion	Rep. Charles Dent
Borough of West Paterson, NJ	for construction of an urban bikeway	Rep. Bill Pascrell
Boynton Beach Community Redevelopment Agency in Boynton Beach, FL	for construction of an educational facility	Rep. Ron Klein
Brainerd Institute of Chester, SC	for renovation and buildout of multipurpose facilities at the Brainerd Institute	Rep. James Clyburn
Brooklyn Children's Museum in Brooklyn, NY	for renovation and construction of the museum	Rep. Yvette Clarke, Rep. Anthony Weiner
Buhl Farm Trust in Sharon, PA	for building renovation at Bhul Farm	Rep. Phil English
Calvin College in Grand Rapids, MI	for renovation of a historic building in downown Grand Rapids	Rep. Vernon Ehlers
Cameron County, TX	for planning, design and construction of the Los Fresnos Boys and Girls club	Rep. Solomon Ortiz
Camp Wood YMCA in Elmdale, KS	for construction of alternative energy structures for facilities	Rep. Jerry Moran
Campbellsville-Taylor Co. Industrial Development in Campbellsville, KY	for development of two engineered, pad ready sites in the current business park	Rep. Ron Lewis
Carlisle Regional Perfroming Arts Center in Calisle, PA	for renovation of the Carlisle Theater	Rep. Todd Platts
Caroll County Community Center in Carrollton, OH	for planning, design and construction of a community center	Rep. Zachary Space
Carroll County Watershed Authority in Carroll County, TN	for land acquisition	Rep. John Tanner
Catholic Charities in Louisville, KY	for renovation of a historic building to create affordable housing for seniors	Rep. John Yarmuth
Central Bradford Progress Authority in Towanda, PA	for renovation of facilities as part of a redevelopment plan	Rep. Christopher Carney
Central Connecticut Coast YMCA, Inc. in New Haven, CT	for planning, design and construction of a community recreational facility	Rep. Rosa DeLauro
Charlotte County, FL	for renovation, construction and buildout of the Family Services Center	Rep. Vern Buchanan, Rep. Tim Mahoney
Charter Township of White Lake, MI	for land purchases, roadway improvements, public spaces, streetscape and pathways	Rep. Thaddeus McCotter
Cherokee Strip Regional Heritage Center in Enid, OK	for renovation and construction of the center	Rep. Frank Lucas
Chicago Parks District in Chicago, IL	for renovation of the historic Theatre on the Lake	Rep. Rahm Emanuel
Chicanos Por La Causa, Inc. in Phoenix, AZ	for acquisition of a facility to be used as a business incubator and training facility	Rep. Ed Pastor
Child Care Services Association in Chapel Hill, NC	for planning, design and construction of a child care resource center in Durham	Rep. David Price
Citizens for a Civic Auditorium in Casper, WY	for construction of a multipurpose Casper Civic Auditorium facility	Rep. Barbara Cubin
City College of New York in New York, NY	for planning, design, construction, renovation and buildout of a multipurpose educational facility	Rep. Charles Rangel
City of Agoura Hills, CA	for land acquisition to protect open space	Rep. Henry Waxman

City of Ansonia, CT	for planning and design of affordable housing as part of a redevelopment plan at the Riverside Apartment Complex	Rep. Rosa DeLauro
City of Astoria, OR	for planning, design and construction of the Chinese Heritage Park	Rep. David Wu
City of Austin, TX	for streetscape and façade improvements as part of the East Austin Façade Improvement Project	Rep. Lloyd Doggett, Rep. Lamar Smith
City of Azusa, CA	for renovation of the Azusa National Guard Armory to become a recreational facility for seniors and youth	Rep. Hilda Solis
City of Bastrop, TX	for planning, design and construction of a recreational trail	Rep. Lloyd Doggett
City of Bellflower, CA	for construction and buildout of the Los Angeles County Fire Museum	Rep. Lucille Roybal-Allard
City of Bellmead, TX	for facility construction, renovation and buildout	Rep. Chet Edwards
City of Benicia, CA	for renovation, construction and buildout of a facility for veterans	Rep. George Miller
City of Birmingham, AL	for land acquisition and construction of an urban park	Rep. Spencer Bachus, Rep. Artur Davis
City of Cadiz Downtown Development Project in Cadiz, KY	for economic development and community growth	Rep. Ed Whitfield
City of Cedar Rapids, IA	for revitalization of a brownfields site	Rep. David Loebsack
City of Center Point, AL	for the Polly Reed Road Greenway and Pedestrian Walkway Project	Rep. Spencer Bachus
City of Charlotte, NC	for land acquisition in the development of the Belvedere Business Park	Rep. Melvin Watts
City of Clearwater, FL	for a comprehensive plan, and to make corresponding infrastructure improvements to revitalize downtown Clearwater	Rep. Gus Bilirakis
City of Clearwater, FL	for a comprehensive plan to revitalize downtown Clearwater	Rep. C.W. Young
City of Columbus, IN	for construction of a senior citizen center	Rep. Baron Hill
City of Columbus, IN	for planning, design, construction and buildout of an educational facility	Rep. Baron Hill, Rep. Mike Pence
City of Commerce City, CO	for renovation and construction of a Boys and Girls Club	Rep. Ed Perlmutter
City of Daytona Beach, FL	for construction of a community center for services to disadvantaged youths	Rep. John Mica
City of Denver, CO	for acquisition and renovation of housing for homeless veterans with special needs	Rep. Diana DeGette
City of Desert Hot Springs, CA	for construction and site improvements for a civic and community center	Rep. Jerry Lewis
City of Detroit, MI	for demolition of abandoned properties as part of a redevelopment plan	Rep. John Conyers
City of Doral, FL	for redevelopment of recreation facilities	Rep. Lincoln Diaz-Balart
City of Eagle Mountain, UT	for park development to complete Phase I of the economic development area in Eagle Mountain City	Rep. Chris Cannon
City of Edmonds, Washington	for renovation of the Edmunds Center for the Arts	Rep. Jay Inslee
City of Evansville, IN	for renovation, construction and buildout of the historic Alhambra Theatre	Rep. Brad Ellsworth

City of Everett, WA	for renovation and construction of the City of Everett Senior Activity Center	Rep. Rick Larsen
City of Fayetteville, NC	for planning, design and construction of the Fayetteville Military Business Park	Rep. Bob Etheridge, Rep. Robin Hayes, Rep. Mike McIntyre
City of Fort Dodge, IA	for the acquisition and/or demolition of the former Beef Processors production plant	Rep. Tom Latham
City of Fredonia, KS	for sidewalks and streetscape improvements in the central business district	Rep. Nancy Boyda
City of Gillette, WY	for design costs for an addition to the current Campbell County Senior Center	Rep. Barbara Cubin
City of Green Bay, WI	for construction of the Riverfront Boardwalk, as part of a redevelopment plan	Rep. Steve Kagen
City of Greenville, IL	for construction of a business incubator	Rep. John Shimkus
City of Hackensack, NJ	for improvements to Foschini Park	Rep. Steven Rothman
City of Hammond, LA	for fire protection water services	Rep. Bobby Jindal
City of Hearne, TX	for construction of a visitors center and museum for the WWII POW Camp	Rep. Chet Edwards
City of Hermiston, OR	for construction of a learning center	Rep. Greg Walden
City of Humboldt, IA	for demolition and grading of the former Frit Industries plant	Rep. Tom Latham
City of Imperial, CA	for planning, design and construction of a regional parks facility	Rep. Bob Filner
City of Indianola, MS	for a revolving loan fund to provide affordable housing, as part of the Indianola Housing Initiative	Rep. Bennie Thompson
City of Jackson, AL	for construction of a building in conjunction with a 240-acre Industrial Development Park	Rep. Jo Bonner
City of Jacob in Cottondale, FL	for acquisition and renovation of a community center	Rep. Allen Boyd
City of Joplin, MO	for streetscape improvements in Center City	Rep. Roy Blunt
City of Kaysville City, UT	for reclamation and conversion of a city-owned property to an economic use	Rep. Rob Bishop
City of La Puente, CA	for planning, design and construction of a Nature Education Center for children	Rep. Grace Napolitano
City of Lauderdale Lakes, FL	for renovation and construction of a new educational and cultural addition to the library	Rep. Alcee Hastings
City of Livermore, CA	for capitalization of a housing loan fund through the Tri-Valley Housing Opportunity Center	Rep. Ellen Tauscher
City of Los Angeles, CA	for improvements to MacArthur Park	Rep. Xavier Becerra
City of Lufkin, TX	for construction of a convention center	Rep. Louie Gohmert
City of Luling, TX	for renovation, construction and buildout of a historic facility as part of the Zedler Mill Park Pavilion Restoration project	Rep. Lloyd Doggett
City of Lynwood, CA	for construction of a public park	Rep. Linda Sanchez
City of Madeira Beach, FL	for renovation of John's Pass Village to enhance public use	Rep. C.W. Young
City of Marathon, FL	for improvements to Boot Key Municial Harbor facilites	Rep. Ileana Ros-Lehtinen
City of Marshall, TX	for rehabilitation of a historic public building for a visitor center, museum and auditorium	Rep. Louie Gohmert
City of Memphis, TN	for demolition and planning as part of the University Place Revitalization project	Rep. Steve Cohen

City of Minneapolis	for land and building acquisition, renovation and construction as part of the City's redevelopment plan	Rep. Keith Ellison
City of Monroe, NC	for renovation of the Old Armory Building site into a community center	Rep. Robin Hayes
City of Montrose, CO	for planning, design and construction of the Montrose Higher Education and Technology Park	Rep. John Salazar
City of Mount Vernon, IN	for construction of a riverfront plaza as part of a redevelopment plan	Rep. Brad Ellsworth
City of Muncie, IN	for construction of a new community center to combine two youth organizations	Rep. Mike Pence
City of New Bedford, MA	for demolition of abandoned buildings as part of a redevelopment plan	Rep. Barney Frank
City of New Braunfels, TX	for relocation of the utilities underground	Rep. Lamar Smith
City of New Brunswick, NJ	for planning, design, streetscape improvements and sidewalks	Rep. Frank Pallone
City of New Iberia, LA	for planning, design, and construction of a multipurpose facility	Rep. Charlie Melancon
City of North Las Vegas, NV	for planning, design and construction of a senior center	Rep. Shelley Berkley
City of Northampton, MA	for demolition, planning, design, and construction of affordable housing units	Rep. Richard Neal
City of Ottawa, KS	for land acquisition, renovation and construction of the Ottawa Industrial Park	Rep. Nancy Boyda
City of Paxville, SC	for construction and buildout of a technology center for youth and senior citizens	Rep. James Clyburn
City of Phoenix, AZ	for streetscape improvements as part of the Maryvale Revitalization Project	Rep. Ed Pastor
City of Prattville, AL	for Phase II of the public acess and use at Cooters Pond Park	Rep. Terry Everett
City of Raeford, NC	for sidewalks and streetscape improvements	Rep. Robin Hayes
City of Rainsville, AL	for further construction of the Rainesville Ag center	Rep. Robert Aderholt
City of Rancho Cordova, CA	for construction and buildout of a community building at the White Rock Community Park	Rep. Doris Matsui
City of Raytown, MO	for the demolition of an abandoned church as part of a redevelopment plan	Rep. Emanuel Cleaver
City of Riverdale, GA	for planning, design and construction of a multipurpose facility for low- and moderate-income residents	Rep. David Scott
City of Romney, WV	for continued renovation and adaptive reuse of the Coca Cola Bottling plant as a cultural and arts center	Rep. Shelley Capito
City of Round Rock, TX	for infrastructure and sidewalk improvements on Main Street from IH35 to San Saba Street	Rep. John Carter
City of San Antonio, TX	for construction and buildout of an educational facility	Rep. Charles Gonzalez, Rep. Ciro Rodriguez
City of San Clemente, CA	for continued construction of the Coastal Trail	Rep. Ken Calvert
City of San Juan, TX	for planning, design and construction of a new library	Rep. Ruben Hinojosa
City of San Leandro, CA	for construction and buildout of senior center	Rep. Fortney Stark
City of Santa Maria, CA	for construction, renovation and buildout of a library	Rep. Lois Capps
City of Sarasota, FL	for renovation of the Robert L. Taylor Community Center	Rep. Vern Buchanan

City of Somerton in Tucson, AZ	for construction and buildout of the Dunbar Project Youth Cultural Center	Rep. Raul Grijalva
City of Springfield, OH	for acquisition, relocation, remediation and infrastructure improvements for the Community/Mercy Health Partners Hospital	Rep. David Hobson
City of St. Louis, MO	for streetscape improvements on Cherokee Street	Rep. Russ Carnahan
City of Suffolk, VA	for renovation of the former East Suffolk High School into a community and recreation center	Rep. J. Forbes
City of Tamarac, FL	for expansion, renovation and buildout of a recreational facility	Rep. Robert Wexler
City of Tampa, FL	for construction of the Tampa Riverwalk as part of a redevelopment plan	Rep. Kathy Castor
City of Toledo, OH	for construction, renovation and buildout in low-income neighborhoods	Rep. Marcy Kaptur
City of Topeka, KS	for land acquisition for a public park	Rep. Nancy Boyda
City of Valdosta, GA	for reconstruction and development of an eight block corridor	Rep. Jack Kingston
City of Wakefield, MI	for renovation, construction and buildout of the historic Wakefield Memorial Community Building	Rep. Bart Stupak
City of Waterbury, CT	for demolition of abandoned structures as part of a redevelopment plan	Rep. Christopher Murphy
City of Waterloo, IA	for renovation, construction and buildout of the Cedar Valley TechWorks Technology Center	Rep. Bruce Braley
City of Wichita, KS	for redevelopment of Dunbar Theater	Rep. Todd Tiahrt
City of Yucaipa, CA	for construction of a joint recreation facility for the City of Yucaipa and Crafton Hills Community College	Rep. Jerry Lewis
Clay County Drug Treatment Center in Manchester, KY	for construction of residential drug treatment facility	Rep. Harold Rogers
College of Mount Saint Vincent in Riverdale, NY	for renovation of the college's nursing laboratories	Rep. Eliot Engel
Collier County, FL	for construction of a Community Center in South Immokalee	Rep. Mario Diaz-Balart
Community Rehabilitation Center, Inc., in Jacksonville, FL	for streetscape improvements and renovation of Pearl Street Plaza	Rep. Corrine Brown
Community Reinvestment Association of North Carolina in Durham, NC	for capitalization of a housing loan fund as part of the Manufactured Housing Redevelopment Fund	Rep. David Price
Conemaugh Township Community Center in Saltsburg, PA	for rehabilitation of the center	Rep. Bill Shuster
Conway County, AR	for renovation and buildout of the historic Morrilton Post Office building	Rep. Vic Snyder
Cornucopia Adult Day Services in Albuquerque, NM	for renovation to the building located at 2002 Bridge Boulevard, SW	Rep. Heather Wilson
Council on Aging of Sonoma County in Santa Rosa, CA	for construction, renovation and buildout of a multipurpose facility for seniors	Rep. Lynn Woolsey
County of Hudson, NJ	for renovation of the Koppers Coke Brownfield site to establish an industrial park	Rep. Steven Rothman, Rep. Albio Sires
County of San Joaquin, CA	for construction and buildout of an economic development facility, the San Joaquin Agricultural Center	Rep. Jerry McNerney

Coventry CARES Community Center in Coventry, RI	for construction of a new community center for senior citizens	Rep. James Langevin
Crystal Lake Art Center in Frankfort, MI	for improvements to the former Frankfort Coast Guard station for use by the Crystal Lake Art Center	Rep. Peter Hoekstra
Cumberland County, KY	for the Burkesville Industrial Development Project	Rep. Ed Whitfield
Custer County, ID	for acquistion of an unused middle school building	Rep. Michael Simpson
Cypress Creek Fine Art Association in Spring, TX	for construction of the Pearl Fincher Museum of Fine Arts	Rep. Ted Poe
Dayton Metropolitan Housing Authority in Dayton, OH	for demolition and redevelopment of Cliburn Manor	Rep. Michael Turner
DBA Greater Honesdale Partnership in Honesdale, PA	for acquisition, renovation and construction of a facility	Rep. Christopher Carney
Destination Plymouth in Plymouth, MA	for renovation and buildout of facilities	Rep. William Delahunt
Detroit Science Center in Detroit, MI	for construction of the Michigan Careers in Engineering Theater	Rep. Joe Knollenberg
Downtown Improvement Program in Beaumont, TX	for redevelopment and enhancement to the streets, including Neches Street from Laurel to College Streets and Park Street from North to College Streets	Rep. Ted Poe
Downtown Roanoke, VA	for infrastructure renovations for awnings of the historic market	Rep. Bob Goodlatte
East County Family YMCA in San Diego, CA	for construction of the McGrath Family YMCA	Rep. Duncan Hunter
East Mississippi Community College Golden Triangle, MS	for construction of a metal-working facility for job training	Rep. Roger Wicker
Eastern Shore Community College in Melfa, VA	for additional laboratory, related equipment and infrastructure development at the Eastern Shore Community College	Rep. Thelma Drake
Eastern Shore Rural Health System, Inc. in Onley, VA	for construction of a new Onley Community Health facility	Rep. Thelma Drake
Eckerd College in St. Petersburg, FL	for construction of a center for programs serving low income and at-risk youth	Rep. C.W. Young
El Centro de Servicios Sociales, Inc. in Lorain, OH	for renovation and buildout of the South Lorain Lincoln Community Center, a community facility for youth and seniors	Rep. Betty Sutton
Elmira College in Elmira, NY	for preparation of construction plans to renovate a building	Rep. John Kuhl
Emergency Housing Consortium in San Jose, CA	for construction of the Sobrato Transitional Center, a residential facility for homeless individuals and families	Rep. Michael Honda, Rep. Zoe Lofgren
Enon-Coulter CDC in Philadelphia, PA	for streetscape improvements and redevelopment in low income neighborhoods	Rep. Chaka Fattah
Environmental Learning Centers of Connecticut in Bristol, CT	for construction of an educational facility	Rep. John Larson
Fairfax County Park Authority in Annandale, VA	for revitalization of Ossian Park	Rep. Tom Davis
Fairfax County Park Authority in Annondale, VA	for revitalization of athletic facilities in Fairfax City	Rep. Tom Davis
Farnum Neighborhood House in New Haven, CT	for renovation and buildout of Camp Farnum, a facility serving low-income children	Rep. Rosa DeLauro
Feedback Foundation in Anaheim, CA	for renovation and buildout of a facility that provides meals for low-income seniors	Rep. Loretta Sanchez
Florida Southern College in Lakeland, FL	for construction of library to house historic documents of Frank Loyd Wright	Rep. Adam Putnam

FM Kirby Center in Wilkes-Barre, PA	for renovation and buildout of a historic building	Rep. Paul Kanjorski
Focus on Renewal in McKees Rocks, PA	for planning, design and construction of the Sto-Rox Cultural Arts Center	Rep. Michael Doyle
Food Bank of the Virginia Peninsula in Newport News, VA	for renovation and buildout of a facility to provide food to low-income populations	Rep. Robert Scott
Friendship Circle of the South Bay in Redondo Beach, CA	for construction of a multipurpose facility for children with special needs	Rep. Jane Harman
Gannon University in Erie, PA	for development of the Erie Technology Incubator for economic development	Rep. Phil English
Genesee County Land Bank Authority in Flint, MI	for renovation and construction of the historic Durant Hotel as part of a redevelopment plan	Rep. Dale Kildee
Girls and Boys Town USA in Boys Town, NE	for construction of facilities at priority national projects	Rep. Jeff Fortenberry
Girls and Boys Town USA in Oviedo, FL	for expansion of facilities	Rep. Tom Feeney
Goodwill Industries of North Louisiana in Shreveport, LA	for renvoation of a donated building for use by the Goodwill	Rep. Jim McCrery
Goodwill Rescue Mission in Newark, NJ	for renovation, construction and buildout of a men's transitional living facility	Rep. Donald Payne, Rep. Albio Sires
Governing Body Supervisors of Berlin Township in Beach Lake, PA	for renovation, construction and buildout of the Berlin Township Community Center	Rep. Christopher Carney
Government of Guam Department of Public Works in Tamuning, Guam	for sidewalks, street furniture and façade improvements	Rep. Madeleine Bordallo
Grafton County Economic Development Council in Bristol, NH	for acquisition, renovation and buildout of a business incubator	Rep. Paul Hodes
Grant County Family YMCA in Marion, IN	for renovation of the Memorial Coliseum	Rep. Dan Burton
Grant County Housing Authority in Petersburg, WV	for streetscape improvements and construction of ADA accessible entrances for affordable housing	Rep. Alan Mollohan
Graveyard of the Atlantic Museum in Hatteras, NC	for completion of construction of the Graveyard of the Atlantic Museum	Rep. Walter Jones
Greater Cincinnati Foundation, Black Brigade Fund in Cincinnati, OH	for construction of a monument to commemorate the Black Brigade of Cincinnati	Rep. Jean Schmidt
Greene County Community Center in Waynesburg, PA	for construction, renovation and buildout of recreational facilities	Rep. John Murtha
Group Ministries, Inc. in Buffalo, NY	for renovation and buildout of a community services building	Rep. Louise Slaughter
Halifax County Historical Society in South Boston, VA	for installation of the Crossing of the Dan exhibit project	Rep. Virgil Goode
Hamilton County, TN	for construction of a building to house the Center for Entrepreneurial Growth	Rep. Zach Wamp
Harris County Commissioner's Office, Precinct Three in Houston, TX	for construction and buildout of a multipurpose facility, the Bayland Park Community Aquatic Center	Rep. Al Green
Harris County Community and Economic Development Department in Houston, TX	for planning studies and streetscape improvements	Rep. Gene Green
Harvest Community Foundation in Billings, MT	for construction of Billings Heights Community Center	Rep. Dennis Rehberg
Heidelberg College in Tiffin, OH	for construction of a Wellness and Recreation Center	Rep. Paul Gillmor

Helen Keller Birthplace Foundation in Tuscumbia, AL	for renovation of Ivy Green, the birthplace of Helen Keller	Rep. Robert Cramer
Helen Keller Services for the Blind in Brooklyn, NY	for renovation and construction of a recreational facility for handicapped children	Rep. Edolphus Towns
Hendry County, FL	for planning, design, and construction of recreational facilities at the Hendry LaBelle Regional Park	Rep. Tim Mahoney
Henry County Fiscal Court in Henry County, KY	for enabling the fiscal court to make the Henry County Commerce Park "site ready"	Rep. Geoff Davis
High Point Neighborhood Center Neighborhood House in Seattle, WA	for planning, design and construction of a neighborhood center	Rep. Jim McDermott
Highgate Recreation Center in Highgate, VT	for renovation of a recreational center	Rep. Peter Welch
Hillsborough Township, NJ	for construction of a community center	Rep. Mike Ferguson
Historic Globe Main Street Program in Globa, AZ	for renovation of the historic Gila County Courthouse for use as a community center	Rep. Rick Renzi
Historic St. Mary's City, MD	for construction and renovation of a historic facility	Rep. Steny Hoyer
Hocking Athens Perry Community Action in Athens, OH	for renovation and construction of a community center	Rep. Zachary Space
Holocaust Documentation and Education Center in North Miami Beach, FL	for facility renovation, construction and buildout of the museum	Rep. Debbie Wasserman Schultz
Housing Partnership Network, Inc. of Boston, MA	for capitalization of a revolving loan fund for affordable housing	Rep. Steny Hoyer
Housing Trust of Santa Clara County in San Jose, CA	for capitalization of a revolving loan fund for first time homebuyers	Rep. Anna Eshoo, Rep. Zoe Lofgren
Houston Fire Museum in Houston, TX	for construction of an Education Center	Rep. Sheila Jackson-Lee
Houston Zoo in Houston, TX	for development of an educational broadcast program	Rep. John Culberson, Rep. Michael McCaul
Hudson Area Joint Library in Hudson, WI	for land acquisition, planning, design and construction of a new library	Rep. Ron Kind
Hudson Guild Fulton Center in New York, NY	for construction, renovation and buildout of a community services center for seniors	Rep. Jerrold Nadler
Hudson Opera House, Inc. in Hudson, NY	for renovation of the Historic Hudson Opera House Arts Community Center	Rep. Kirsten Gillibrand
Huntingdon County Community Center in Huntingdon, PA	for expansion of the facilities	Rep. Bill Shuster
Huntsville Museum of Art in Huntsville, AL	for facility construction, expansion, renovation and buildout of the museum as part of the redevelopment of downtown Huntsville	Rep. Robert Cramer
Iberville Parish, LA	for construction of a visitors center	Rep. Richard Baker
Illinois College of Medicine at Peoria in Peoria, IL	for planning, construction, and design of a building at the Illinois College of Medicine	Rep. Ray LaHood
Indiana State University in Bedford, IN	for relocation and expansion of the ISU Learning Center	Rep. Steve Buyer
Institute of Puerto Rican Arts & Culture in Chicago, IL	for construction, renovation and buildout of a historic building	Rep. Luis Gutierrez
Interact in Raleigh, NC	for renovation and buildout of a shelter for victims of domestic violence	Rep. Brad Miller
Irvine Nature Center in Stevenson, MD	for planning, design and construction of nature trails	Rep. John Sarbanes
Isles Incorporated in Trenton, NJ	for redevelopment of a former textile mill as job training center for Youthbuild	Rep. Christopher Smith

Jewish Home for the Aging in Reseda, CA	for renovation and buildout of a residential facility for seniors with disabilities	Rep. Brad Sherman
Jim Hogg County, TX	for land acquisition and construction of a multipurpose community park	Rep. Henry Cuellar
Jimmie Hale Mission in Birmingham, AL	for construction of the Jimmie Hale Mission Men's Center Education and Administration Building	Rep. Robert Aderholt, Rep. Spencer Bachus
John Avery Boys and Girls Club, Inc. in Durham, NC	for construction, expansion, renovation and buildout of a multipurpose facility for Durham's youth and families	Rep. David Price
John P. Parker Historical Society in Ripley, OH	for refinement of site investigations and improvements for the John P. Parker residence	Rep. Jean Schmidt
Josephone Solomon Ellis Foundation, Inc. in Philedelphia, PA	for acquisition, renovation and construction of affordable housing for senior citizens	Rep. Robert Brady
Kips Bay Boys and Girls Club, Inc. in Bronx, NY	for renovation and buildout of the West Bronx Clubhouse	Rep. Jose Serrano
Kitsap County Consolidated Housing Authority in Silverdale, WA	for construction of a public waterfront facility, as part of a redevelopment plan	Rep. Norman Dicks
Kokomo YMCA in Kokomo, IN	for renovation, construction and buildout of the Kokomo YMCA	Rep. Joe Donnelly
Lake Erie College in Painesville, OH	for construction associated with the Austin Hall of Science Renovation Project	Rep. Steven LaTourette
Lakeview Museum in Peoria, IL	for planning, design, and construction of the Lakeview Museum in Peoria	Rep. Ray LaHood
Laveen Community Council in Phoenix, AZ	construction and buildout of the Laveen Community Center	Rep. Ed Pastor
Lawrence Community Works in Lawrence, MA	for renovation, construction and buildout of the Community Learning Center	Rep. Martin Meehan
Lawrence Economic Development Corporation in South Point, OH	for construction and buildout of the Point Industrial Park	Rep. Charles Wilson
Lesley University in Cambridge, MA	for construction, renovation and buildout of science labs	Rep. Michael Capuano
Lineville Downtown Redevelopment Authority in Lineville, AL	for renovation of theater for ecomomic and community purposes	Rep. Mike Rogers
Los Angeles Fashion District in Los Angeles, CA	for signage and streetscape improvements	Rep. Lucille Roybal-Allard
Louis Armstrong House Museum in Flushing, NY	for design and construction of a visitor's center	Rep. Gary Ackerman
Lovington Community Unit School District in Lovington, IL	for roof replacement on school buildings and electrial upgrades to the interior lighting system	Rep. Timothy Johnson
Lowcountry Food Bank in Charleston, SC	for construction of a new facility or renovation of an existing structure for storage of food	Rep. Henry Brown
Luna County, NM	for renovation to Sunshine School to house a drug treatment program	Rep. Steve Pearce
Lynchburg Academy of Fine Arts in Lynchburg, VA	for renovations to Lynchburg Academy of Music	Rep. Bob Goodlatte
Mahar Regional School	for renovation, construction and facility buildout of a recreational facility	Rep. John Olver
Mamaroneck Public Library in Mamaroneck, NY	for renovation, construction and buildout of the library	Rep. Nita Lowey
Mariner's Museum in Newport News, VA	for promoting development and tourism related to the USS Monitor Center	Rep. Jo Ann Davis
Marion County 4-H Camp Board Association in Fairmont, WV	for renovation, construction and buildout of at the 4-H camp	Rep. Alan Mollohan

Marshall County Commission in Marshall County, AL	for purchase and renovation of the Douglas Senior Center	Rep. Robert Aderholt
Marshall University in Huntington, WV	for design, planning and construction of the Advanced Engineering and Applied Technology Complex	Rep. Nick Rahall
Martin Luther King Family Center in Dallas, TX	for renovation and construction of a family center	Rep. E.B. Johnson
Masores Bais Yaakov in Brooklyn, NY	for construction of a community center for youth and adults	Rep. Anthony Weiner
Mayfair Community Development Corporation in Philadelphia, PA	for construction, renovation and buildout of the Devon Theatre of Performing Arts as part of a redevelopment plan	Rep. Allyson Schwartz
Mecklenburg County Community Service Corporation in Mecklenburg County, VA	for construction of a community center	Rep. Virgil Goode
Mercy Hospital of Folsom in Folsom, CA	for construction of an above ground helipad at the Mercy Hospital	Rep. Daniel Lungren
Mesabi Academy of KidsPeace in Buhl, MN	for construction, renovation, expansion and buildout of the youth services facility	Rep. James Oberstar
Methuen Arlington Neighborhood, Inc. in Methuen, MA	for planning, design and construction of a multipurpose facility for low-income residents	Rep. Martin Meehan
Metropolitan Business Collaborative in Milwaukee, WI	for planning, design and construction of the Urban Entrepreneurship Center, a multipurpose facility to promote the growth of small businesses	Rep. Gwen Moore
Metropolitan Council on Jewish Poverty in New York, NY	for planning, design, construction, renovation and buildout of affordable housing	Rep. Carolyn Maloney
Meyersdale Community Center Roof Improvement in Meyersdale, PA	for improvements to the Center to meet ADA requirements	Rep. Bill Shuster
Miami Dade College in Haleah, FL	for construction of an addition to the Hialeah Campus' Learning Resources and Media Services Center	Rep. Lincoln Diaz-Balart
Miami-Dade County, FL	for renovation and buildout of educational laboratories at the Poinciana Industrial Park	Rep. Kendrick Meek
Michigan Holocaust Memorial Center in Farmington Hills, MI	for construction of the Children's Gallery exhibit	Rep. Joe Knollenberg
MLK, Jr. Center in Rock Island, IL	for renovation and construction of the Rock Island MLK, Jr. Center	Rep. Phil Hare
Monroe County Fairgrounds Association in Rochester, NY	for the Monroe County Fairgrounds Rehabilitation and Americans with Disabilities Act Compliance Project	Rep. John Kuhl
Montgomery County Community College in Pottstown, PA	for expansion of West Campus	Rep. Jim Gerlach
Morehouse University School of Medicine in Atlanta, GA	for land acquisition and construction of the medical school campus	Rep. John Barrow
Municipality of Corozal, Puerto Rico	for renovation and sidewalk improvements	Rep. Luis Fortuno
Municipality of Gurabo, Puerto Rico	for construction of a recreational and cultural center	Rep. Luis Fortuno
Municipality of Monroeville, PA	for redesign of main thoroughfare as pedestiran friendly along US Rt. 22	Rep. Tim Murphy
Municipality of Salinas, Puerto Rico	for construction of a boardwalk in La Playa	Rep. Luis Fortuno
Municipality of Yauco, Puerto Rico	for construction of low income housing units in Bo. Pueblo Sur	Rep. Luis Fortuno

Muntu Dance Theatre in Chicago, IL	for construction of a cultural arts facility	Rep. Bobby Rush
National Association of Latino Art and Culture in San Antonio, TX	for renovation of the Buena Vista Gardens building and an adjacent property to create a community arts space	Rep. Charles Gonzalez
National Children's Advocacy Center in Huntsville, AL	for renovation, construction and buildout at the Child Abuse Digital Library and the training facility	Rep. Robert Cramer
National Forest Recreation Association in Woodlake, CA	for construction of a National Mule and Packers Museum in Bishop CA	Rep. Howard McKeon
National Sports Center for the Disabled in Denver, CO	for land acquisition, planning, design and construction of a multipurpose facility for disabled children and adults	Rep. Diana DeGette, Rep. Tom Tancredo, Rep. Mark Udall
Near North Development Corporation in Indianapolis, IN	for construction and renovation of affordable housing as part of The Children's District Neighborhood Revitalization Project	Rep. Julia Carson
Neighbors for Kids in Depoe Bay, OR	for renovation, construction and buildout of the Kids Zone, a facility designed to provide recreational and educational after school activities for children	Rep. Darlene Hooley
New Song Urban Ministries, Inc. in Baltimore, MD	for renovation and construction of the Community Learning Center	Rep. Elijah Cummings
New York State Education and Research Network in Troy, NY	for development of a Disaster Recovery and Business Continuation Facility	Rep. James Walsh
New Zion Community Resource Center in Louisville, KY	for renovation and buildout of facilities for at-risk youth	Rep. John Yarmuth
Newkirk Senior Citizens, Inc. in Newkirk, OK	for construction of the Newkirk Senior Citizens Center	Rep. Frank Lucas
Ninth District Development Financing in Abingdon, VA	for capitalization of a revolving loan fund	Rep. Rick Boucher
Of One Accord, Inc. Ministry in Rogersville, TN	for renovation and expansion of Food Pantry in Hawkins and Hancock Counties	Rep. David Davis
Office of Economic Development in Detroit, MI	for demolition of vacant buildings as part of a redevelopment plan	Rep. Carolyn Kilpatrick
Office of the Board of Selectmen, MA	for construction of recreational facilities at Oliver Ames High School	Rep. Stephen Lynch
Office of Town Manager of Miami, AZ	for repair and clearing of housing in the Town of Miami	Rep. Rick Renzi
Ohio Dept. of Natural Resources, Division of Parks in Columbus, OH	for enhancements to the Punderson State Park Lodge	Rep. Steven LaTourette
Ohio Rail Development Commission in Columbus, OH	for rehabilitation of an industrial building	Rep. Jean Schmidt
Olympic Theater Arts in Sequim, WA	for renovation, construction and buildout of a community theater	Rep. Norman Dicks
Opportunity Village in Las Vegas, NV	for construction of Employment and Training Center	Rep. Jon Porter
Orleans County Cornell Cooperative Extension in Albion, NY	for renovations to Trolley building	Rep. Thomas Reynolds
Overton County, TN	for construction and buildout of the new Overton County Library	Rep. Bart Gordon
Peace At Home Family Shelter in Fayettevill, AR	for establishment of "safe housing" transitional housing in several counties	Rep. John Boozman
Peoria/NEXT in Peoria, IL	for construction of the Innovation Center for bioscience and technology small business incubator	Rep. Ray LaHood
Phenix City, AL	for riverfront development	Rep. Mike Rogers

Players of Utica in New Hartford, NY	for construction and buildout of a community theater	Rep. Michael Arcuri
Plum Senior Community Center in Pittsburgh, PA	for construction and facility buildout of a senior center	Rep. Jason Altmire
Polk County, Florida Community Center Project in Polk County, FL	for construction of a community center	Rep. Adam Putnam
Port of Cascade Locks, OR	for final design, engineering and permitting services for Cascade Locks Waterfront Park	Rep. Greg Walden
Port of Gold Beach in Gold Beach, OR	for renovation and construction as part of a redevelopment plan	Rep. Peter DeFazio
Porter County, IN	for sidewalks and streetscape improvements in the South Haven community	Rep. Peter Visclosky
Portland State University in Portland, OR	for renovation, construction and buildout of a multipurpose facility	Rep. Earl Blumenauer, Rep. Greg Walden, Rep. David Wu
Pregones Theater in Bronx, NY	for renovation and buildout of the theater	Rep. Jose Serrano
Prime Time House in Torrington, CT	for renovation and construction of a community services facility	Rep. Christopher Murphy
Project One in Cincinnati, OH	for procurement of computers and other education equipment for Project One	Rep. Steve Chabot
Pueblo of Acoma, NM	for the Acoma Community Center and Wellness facility	Rep. Steve Pearce
Quapaw Community Center in Hot Springs, AR	for renovation and buildout of a community center for senior citizens	Rep. Mike Ross
Quinn Chapel in Chicago, IL	for renovation and buildout of a historic building	Rep. Danny Davis
R.M. Warren Community Center Society for Helping, Inc. in Philadelphia, PA	for the purchase of a community center for disabled populations	Rep. Chaka Fattah
Rainbow Senior Center in Boerne, TX	for equiping a health and wellness center with senior-oriented facilities and equipment	Rep. Lamar Smith
Red Lake Band Chippewa Indians in Red Lake, MN	for construction, renovation, and buildout of a multipurpose facility	Rep. Collin Peterson
Red Mountain Greenway and Recreational Area Commission in Jefferson County, AL	for land acquisition and construction of the Red Mountain Greenway and Recreation Area	Rep. Spencer Bachus
Redevelopment Authority of the City of Corry, PA	for redevelopment of six buildings located on the west side of Center Street	Rep. Phil English
Rehabilitation of Matthew Street in Westland, MI	for renovation of existing paved street and boulevard areas	Rep. Thaddeus McCotter
Reid Community Development Corporation in Glenn Dale, MD	for land acquisition as part of the development of a small business and employment center	Rep. Albert Wynn
Rembert Area Community Coalition in Rembert, SC	for planning, design and construction of a community center	Rep. John Spratt
Renaissance Art Center, Inc. in Rupert, ID	for renovations to the historic theater	Rep. Michael Simpson
Rialto Square Theater in Joliet, IL	for repairs to the Rialto Square Theater	Rep. Jerry Weller
Riverton City, UT	for reconstruction of a historic building for a senior center and community center	Rep. Chris Cannon
Rocking the Boat in Bronx, NY	for construction of a facility for educational programs	Rep. Jose Serrano
Rocky Mountain Development Council in Helena, MT	for completion of Eagle Manor III project	Rep. Dennis Rehberg
Rome Community Brownfield Restoration Corporation in Rome, NY	for renovation and construction of a brownfields site	Rep. Michael Arcuri

Russell School Community Service Center, Inc. in Lexington, KY	for renovation, construction and buildout of affordable housing for seniors and a community center	Rep. Ben Chandler
Rutgers University, Camden-LEAP in Camden, NJ	for planning, design and construction of the Rutgers/LEAP Early Learning Research Academy	Rep. Robert Andrews
Sacramento Food Bank Services in Sacramento, CA	for conversion of an existing facility for use by the Sacremento Food Bank Services	Rep. John Doolittle, Rep. Doris Matsui
Saint Francis University Achatz Hall at Fort Wayne, IN	for renovation and equipment	Rep. Mark Souder
Saint Richard Parish in Chicago, IL	for construction, renovation and buildout of a new community center	Rep. Daniel Lipinski
San Antonio Food Bank	for construction and buildout of a new food bank	Rep. Ciro Rodriguez
San Bernardino Boys and Girls Club in San Bernardino, CA	for renovation and buildout of the Delman Heights Community Center	Rep. Joe Baca
San Jose Conservation Corps and Charter School Youthbuild in San Jose, CA	for construction of low-income housing	Rep. Zoe Lofgren
San Mateo County, CA	for acquisition, renovation and buildout of an apartment complex to provide transitional housing for special needs populations	Rep. Tom Lantos
Santa Clara Pueblo, NM	for planning, design and construction of the Santa Clara Pueblo Regional Adult Daycare Center, a multipurpose center for disabled adults	Rep. Tom Udall
Santa Cruz Redevelopment Agency in Santa Cruz, CA	for streetscape and façade improvements at an affordable housing complex	Rep. Sam Farr
Sayville American Legion Post in Sayville, NY	for renovation and buildout of a historic building	Rep. Steve Israel
Second Harvest Foodbank in Madison, WI	for renovation, construction and buildout of the food bank	Rep. Tammy Baldwin
Shea's Performing Arts Center in Buffalo, NY	for renovation, construction and buildout of the historic theater	Rep. Louise Slaughter
Sheboygan Development Corporation in Sheboygan, WI	for construction of the Great Lakes Aerospace Science and Education Center	Rep. Thomas Petri
Simsbury Public Library in Simsbury, CT	for renovation and buildout of the library	Rep. Christopher Murphy
South Carolina School for the Deaf and Blind in Spartenburg, SC	for renovation of rehabilitation facility	Rep. Bob Inglis
South Salem Library Association in South Salem, NY	for construction of a new library	Rep. John Hall
Southeast Missouri State University in Cape Girardeau, MO	for renovation and construction for the new River Campus	Rep. Jo Ann Emerson
Southeast Rio Vista YMCA in Huntington Park, CA	for renovation and buildout of the Southeast Rio Vista YMCA	Rep. Lucille Roybal-Allard
Southeastern Massachusetts Veterans Housing Program, Inc. in New Bedford, MA	for renovation, construction and buildout of a housing facility for low-income veterans	Rep. Barney Frank
Southfield Youth Center Committee in Southfield, MI	for construction, renovation and buildout of the Southfield Youth Center	Rep. Sander Levin
SOWEGA Council on Aging in Albany, GA	for construction of a senior center	Rep. Sanford Bishop
Spanish Speaking Unity Council in Oakland, CA	for renovation and construction of a facility for the Fruitvale Cultural and Performing Arts Center	Rep. Barbara Lee
Spring Hill Community Center Redevelopment Agency in DeLand, FL	for construction of a facility for low income adolescents	Rep. John Mica

Springfield Arts Council in Springfield, OH	for construction of Phase III of the west plaza comfort station	Rep. David Hobson
St. Mary's Development Corporation in Dayton, OH	for implementation of a master plan to revitalize several neighborhoods	Rep. Michael Turner
Stanislaus Ag Center Foundation in Modesto, CA	for planning, design and construction of The Ag Science Center	Rep. Dennis Cardoza
Stark County Park District in Canton, OH	for purchase of 100 acres and additional right of way to link to Towpath Trail	Rep. Ralph Regula
Starr Commonwealth in Columbus, OH	for renovation and expansion of the Center	Rep. Deborah Pryce
Starr Commonwealth in Van Wert, OH	for renovation to existing Van Wert facilties, including structural improvements and systems replacement	Rep. Paul Gillmor
State Employee's Credit Union Family House in Chapel Hill, NC	for planning, design and construction of a residential facility for critically ill patients and their families	Rep. David Price
State University of New York at Fredonia in Fredonia, NY	for renovation, construction and buildout of the SUNY Fredonia High Technology Incubator	Rep. Brian Higgins
Stephenson County Board in Freeport, IL	for development of the Mill Race Crossing Industrial Park	Rep. Donald Manzullo
Strand Theater Performing Arts Center in Plattsburgh, NY	for restoration of the 1924 Vaudeville Theater to create a performing arts cener	Rep. John McHugh
Syracuse Neighborhood Initiative in Syracuse, NY	for rehabilitation and revitalization of neighborhoods throughout Syracuse	Rep. James Walsh
Tech2020 in Oak Ridge, TN	for construction of a Nanotechnology Commercialization Center	Rep. Zach Wamp
Texas College in Tyler, TX	for construction and renovation of existing space and for equipment for childcare, healthcare and learning needs	Rep. Louie Gohmert
Texas Wesleyan University in Fort Worth, TX	for renovation of the Neighborhood Empowerment Zone surronding Texas Wesleyan University	Rep. Michael Burgess
The Black World History Museum in St. Louis, MO	for facility upgrades, renovation, construction and buildout	Rep. William Clay
The Blairstown Historic Preservation Commission in Blairstown, NJ	for renovation of a historic structure into an education center and museum	Rep. Scott Garrett
The Hunting & Fishing Museum of Pennsylvania in Tionesta, PA	for development and to create interactive, educational, and historical exhibits for the main museum building	Rep. John Peterson
The Lincoln Museum in Hodgenville, KY	for expansion and renovation of the museum	Rep. Ron Lewis
The University of Pittsburgh at Greensburg in Greensburg, PA	for expansion of McKenna Hall	Rep. Tim Murphy
Time and Space Limited Theatre Company, Inc. in Hudson, NY	for construction and buildout of a youth center	Rep. Kirsten Gillibrand
Titusville YMCA in Titusville, PA	for bringing facility into compliance with Americans with Disabilities Act	Rep. John Peterson
Toledo Lucas County Port Authority in Toledo, OH	for improvements to South Airport Industrial Park site	Rep. Paul Gillmor
Toledo Metroparks in Toledo, OH	for land acquisiton of Kiel Farm	Rep. Marcy Kaptur
Town of Boydton, VA	for development of the Walking Tour of Boydton	Rep. Virgil Goode
Town of Boylston, MA	for renovation and buildout of the historic John Bartholomew Gough Estate	Rep. James McGovern
Town of Clarkstown, NY	for mainstreet revitalization and streetscape improvements	Rep. Nita Lowey
Town of Colmar Manor, MD	for planning, design and construction of a community center	Rep. Chris Van Hollen

Town of Enfield, CT	for streetscape improvements and ADA compliance on North Main Street	Rep. Joe Courtney
Town of Manchester, CT	for renovation and buildout of the Spruce Street Youth Center	Rep. John Larson
Town of Millinocket, ME	for planning and design of the Penobscot Indian Cultural Center	Rep. Michael Michaud
Town of North Hempstead, NY	for renovation, construction and buildout of two community recreational centers	Rep. Carolyn McCarthy
Town of Piedmont, WV	for a planning study to revitalize downtown Piedmont	Rep. Alan Mollohan
Town of Schererville, IN	for renovation and construction of Rohrman Park	Rep. Peter Visclosky
Town of South Hill, VA	for renovations to the historic Colonial Theatre	Rep. Virgil Goode
Town of Tatum, NM	for demoliton and rebuilding of housing for the elderly and low-middle-income families	Rep. Steve Pearce
Town of Wakefield, MA	for planning, design and construction of the Wakefield Community Recreational Facility	Rep. John Tierney
Town of Watertown, MA	for an economic development planning study	Rep. Edward Markey
Town of Willington, CT	for construction of low- and moderate-income housing for senior citizens	Rep. Joe Courtney
Town of Yucca Valley, CA	for development of a park and recreational facilites	Rep. Jerry Lewis
Township of Delaware, NJ	for planning, design and construction of the Delaware Township Community Center	Rep. Rush Holt
Tri-City Community Action Program, Inc. in Malden, MA	for acquisition, renovation and buildout of facilities for low-income families	Rep. Edward Markey
Tri-County Community College in Robbinsville, NC	for construction of an occupational and technical training facility for students	Rep. Heath Shuler
Trinity Repertory Company in Providence, RI	for renovation and construction of the Lederer Theater	Rep. Patrick Kennedy
Trinity River Vision in Fort Worth, TX	for facilities design, construction, and property acquistion of the Trinity River Vision plan	Rep. Kay Granger
Tri-State Center for the Arts in Sharon, CT	for renovation, construction and buildout of the arts facility	Rep. Christopher Murphy
Troy Chamber of Commerce in Troy, MI	for purchase of a solar green house from Lawrence Tech University	Rep. Joe Knollenberg
Tubman African American Museum in Macon, GA	for construction and buildout of a new facility at the museum	Rep. Jim Marshall
Ukiah Cultural and Recreational Center in Ukiah, CA	for construction and buildout of the recreational facility	Rep. Mike Thompson
Unified Government of Wyandotte County and Kansas City, KS	for downtown streetscape improvements	Rep. Dennis Moore
United Teen Equality Center in Lowell, MA	for renovation and buildout of a youth center	Rep. Martin Meehan
Unity House of Troy, Inc. in Troy, NY	for renovation and buildout of an emergency shelter for victims of domestic violence	Rep. Michael McNulty
University of North Carolina-Asheville in Asheville, NC	for construction and buildout of the Zeis Science and Multimedia Building	Rep. Heath Shuler
Urban League of Springfield, MA, Inc.	for construction, renovation and buildout activities at a camp for inner-city children	Rep. Richard Neal
Valley Family Center in San Fernando, CA	for construction and buildout of a family center	Rep. Howard Berman
Veterans of Foreign Wars Post #4927 in Centereach, NY	for building renovation and buildout of a veterans center	Rep. Timothy Bishop
Veterans Village of San Diego, CA	for construction of affordable housing for homeless veterans	Rep. Susan Davis

Village of Clyde, NY	for downtown lighting and other streetscape infrastructure improvements	Rep. James Walsh
Village of Dixmoor, IL	for buildout of a community center	Rep. Jesse Jackson, Rep. Bobby Rush
Village of Ellenville, NY	for streetscape improvements and sidewalk furniture	Rep. Maurice Hinchey
Village of Ridgewood, NJ	for repair of the roof of a historic building	Rep. Scott Garrett
Village of Riverdale, IL	for construction and renovation of the Pacesetter residential properties	Rep. Jesse Jackson
Village of Sauget, IL	for renovations at the Sauget Business Park	Rep. Jerry Costello
Village of Tijeras Senior Center in Tijeras, NM	for construction of a Senior Center for seniors in Tijeras and East Mountain areas	Rep. Heather Wilson
Village of Wappingers Falls, NY	for land acquisition as part of a redevelopment plan	Rep. John Hall
Wabash County YMCA in Wabash, IN	for rehabilitation of a brownfield site in the city of Wabash	Rep. Dan Burton
Wakely Lodge Resort in Hamilton County, NY	for renovation of the Wakely Lodge	Rep. John McHugh
Wakpa Sica Reconciliation Place in Ft. Pierre, SD	for facility construction and buildout	Rep. Stephanie Herseth-Sandlin
Wallace Community College in Dothan, AL	for conversion of an existing building to a multi-purpose instructional and training facility on the Sparks Campus in Eufaula	Rep. Terry Everett
Walsh College in Troy, MI	for completion of construction of the Walsh College Library	Rep. Joe Knollenberg
Walter Clore Wine and Culinary Center in Prosser, WA	for construction of the Walter Clore Wine and Culinary Center	Rep. Doc Hastings
Warner Theatre in Torrington, CT	for renovation, construction and buildout of the theater	Rep. Christopher Murphy
Warren County Economic Development Corporation in Glens Falls, NY	for renovation and construction of the Glens Falls Civic Center	Rep. Kirsten Gillibrand
Washington Technology Center in Seattle, WA	for construction, renovation and buildout of a technology center	Rep. Brian Baird
Wattstar Theatre in Los Angeles, CA	for construction and buildout of a theater and educational facility in Watts	Rep. Juanita Millender-McDonald
Wayne Theatre Alliance in Waynesboro, VA	for renovations for the Wayne Theatre	Rep. Bob Goodlatte
Western Kentucky University Business Accelerator in Bowling Green, KY	for expansion of the WKU Business Accelerator	Rep. Ron Lewis
Western Mining and Railroad Museum in Helper, UT	for construction and renovation of an addition to the museum to improve accessibility	Rep. Jim Matheson
Western Reserve Land Conservancy in Geauga County, OH	for puchase of 246 acres in Lake and Geuga Counties, to be converted to a public park	Rep. Steven LaTourette
Western States Black Research & Education Center in Culver City, CA	for renovation and buildout of the Mayme Clayton Library	Rep. Diane Watson
Whitman-Walker Clinic, Inc. of Washington, DC	for design, planning and land acquisition for a new facility	Rep. Eleanor Holmes Norton
Willowbrook Wildlife Center in Glen Ellyn, IL	for design and construction of an education center and wildlife rehabilitation and recovery clinic	Rep. Peter Roskam
Wilson Community Improvement Association, Inc. in Wilson, NC	for renovation, construction and buildout of the Gee Corbett Village Senior Center	Rep. G.K. Butterfield

Woodbridge Township, NJ	for construction of a Woodbridge Historical Museum	Rep. Mike Ferguson
World Impact's Morning Star Ranch in Florence, KS	for expansion and renovation of student homes and staff houses at the ranch	Rep. Jerry Moran
Wright Dunbar, Inc. in Dayton, OH	for revitalization of Wright Dunbar Village	Rep. Michael Turner
Wyckoff Heights Medical Center in Brooklyn, NY	for construction of a health care facility for low-income populations	Rep. Nydia Velazquez
Year Up in Boston, MA	for construction, renovation and buildout of a technology training facility	Rep. Stephen Lynch
YMCA of Greater New York in New York, NY	for renovation, construction and buildout of the Rockaway YMCA	Rep. Gregory Meeks
YMCA of Greater New York-Castle Hill in Bronx, NY	for construction of a multipurpose facility at the YMCA	Rep. Joseph Crowley
YMCA of High Point, NC Archdale Trinity Branch in Archdale, NC	for construction of a YMCA facility	Rep. Howard Coble
Youthville Dodge City Campus in Dodge City, KS	for expansion of central kitchen and dining facility	Rep. Jerry Moran
Ypsilanti Housing Commission in Ypsilanti, MI	for acquisition of the Parkview Apartments for low-income housing	Rep. John Dingell
YWCA Columbus in Columbus, OH	for restoration of the historic Griswold Building that houses the YWCA	Rep. Deborah Pryce

Grantee	Purpose	Member Submitting Request
Barrington Stage Company in Pittsfield, MA	for renovation and buildout of the Berkshire Music Hall and Octagon House	Rep. John Olver
Bucks County Community College in Newtown, PA	for design and construction of a training facility	Rep. Patrick Murphy
CAP Services, Inc. in Stevens Point, WI	for capitalization of a revolving loan fund for small business development	Rep. David Obey
Chicago Parks District in Chicago, IL	for renovation and construction as part of the Lane Tech High School Field Improvement Project	Rep. Rahm Emanuel
City and County of San Francisco Mayor's Office of Housing in San Francisco, CA	for construction of permanent supportive housing for homeless individuals as part of the Mason Street Project	Rep. Nancy Pelosi
City of Charleston, SC	for planning, design, construction and buildout of the City of Charleston's International African American Museum	Rep. James Clyburn
City of College Park, MD	for construction in coordination with the Downtown College Park Redevelopment Project	Rep. Steny Hoyer
Community Health Connections in Gardner, MA	for renovation of a former elementary school for a multipurpose health facility	Rep. John Olver
Douglas County, WI	for extension of sewer and water utilities to the Parkland Industrial Park	Rep. David Obey
Metropolitan Development Association in Syracuse, NY	for implementation of a comprehensive regional economic development strategy	Rep. James Walsh
National Housing Development Corporation in Rancho Cucamonga, CA	for development and preservation of affordable housing	Rep. Gary Miller
North Central Wisconsin Regional Planning Commission in Wausau, WI	for capitalization of a revolving loan for new business development	Rep. David Obey
San Francisco Housing Authority in San Francisco, CA	for demolition, planning, design, and construction of mixed-income housing at the Hunters View Housing Project	Rep. Nancy Pelosi
University of Hartford in Hartford, CT	for renovation and buildout of a historic building	Rep. John Larson
Westfield Vocational-Technical High School in Westfield, MA	for buildout of the Manufacturing Technology program	Rep. John Olver
Yardley Borough, PA	for acquisition and installation of equipment to improve stormwater systems as part of a redevelopment plan	Rep. Patrick Murphy

Grantee for HUD Technical Correction	Member Submitting Request
Borough of Liverpool, PA	Rep. Bill Shuster
Borough of Mahanoy City, PA	Rep. Tim Holden
City of Covington, GA	Rep. Jim Marshall
City of Poughkeepsie, NY	Rep. Maurice Hinchey
Fayette County Community Action Council in Fayette County, OH	Rep. David Hobson
Missouri Soybean Association in Jefferson City, MO	Rep. Sam Graves
Pathway Services in Jacksonville, IL	Rep. Ray LaHood
Sunnyside Community Services in Queens, NY	Rep. Carolyn Maloney

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	84,553	96,197	90,678	+6,125	-5,519
Immediate Office of the Secretary	(2,197)	---	(2,305)	(+108)	(+2,305)
Immediate Office of the Deputy Secretary	(697)	---	(724)	(+27)	(+724)
Office of the General Counsel	(15,148)	---	(15,753)	(+605)	(+15,753)
Office of the Under Secretary of Transportation for Policy	(11,635)	---	(12,100)	(+465)	(+12,100)
Office of the Assistant Secretary for Budget and Programs	(8,465)	---	(8,903)	(+438)	(+8,903)
Office of the Assistant Secretary for Governmental Affairs	(2,291)	---	(2,382)	(+91)	(+2,382)
Office of the Assistant Secretary for Administration	(21,880)	---	(23,568)	(+1,688)	(+23,568)
Office of Public Affairs	(1,908)	---	(1,984)	(+76)	(+1,984)
Executive Secretariat	(1,441)	---	(1,498)	(+57)	(+1,498)
Board of Contract Appeals	(696)	---	---	(-696)	---
Office of Small and Disadvantaged Business Utilization	(1,264)	---	(1,314)	(+50)	(+1,314)
Office of Intelligence and Security	(2,027)	---	(2,737)	(+710)	(+2,737)
Office of the Chief Information Officer	(11,801)	---	(12,273)	(+472)	(+12,273)
Office of Emergency Transportation	(3,103)	---	(5,137)	(+2,034)	(+5,137)
Undesignated pay raise	---	---	---	---	---
Subtotal	(84,553)	(96,197)	(90,678)	(+6,125)	(-5,519)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Office of Civil Rights	8,528	9,141	9,141	+613	---
Rescission of excess compensation for air carriers	-50,000	-22,000	-22,000	+28,000	---
Transportation planning, research, and development	14,893	9,115	8,515	-6,378	-600
Working capital fund	(118,014)	---	(128,094)	(+10,080)	(+128,094)
Minority business resource center program	893	891	893	---	+2
(Limitation on guaranteed loans)	(18,367)	(18,367)	(18,367)	---	---
Minority business outreach	2,970	2,970	2,970	---	---
New headquarters building	49,500	---	---	-49,500	---
Payments to air carriers (Airport & Airway Trust Fund)	59,400	---	60,000	+600	+60,000
Total, Office of the Secretary	170,737	96,314	150,197	-20,540	+53,883
Federal Aviation Administration					
Operations	8,374,217	---	8,716,606	+342,389	+8,716,606
Air traffic organization	(6,739,761)	---	(6,958,413)	(+218,652)	(+6,958,413)
Aviation Safety	(1,003,410)	---	(1,076,103)	(+72,693)	(+1,076,103)
Commercial Space Transportation	(11,696)	---	(12,549)	(+853)	(+12,549)
Financial Services	(76,289)	---	(100,593)	(+24,304)	(+100,593)
Human Resource Management	(85,738)	---	(89,101)	(+3,363)	(+89,101)
Region and Center Operations	(275,797)	---	(286,848)	(+11,051)	(+286,848)
Staff Offices	(145,524)	---	(162,349)	(+16,825)	(+162,349)
Information Services	(36,002)	---	(38,650)	(+2,648)	(+38,650)
Subtotal	(8,374,217)	---	(8,716,606)	(+342,389)	(+8,716,606)
Safety and Operations	---	1,879,453	---	---	-1,879,453
Air Traffic Organization	---	9,307,896	---	---	-9,307,896

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Facilities & equipment (Airport & Airway Trust Fund)..	2,516,920	---	2,515,000	-1,920	+2,515,000
Research, engineering, and development (Airport and Airway Trust Fund).....	130,234	140,000	140,000	+9,766	---
Grants-in-aid for airports (Airport and Airway Trust Fund)(Liquidation of contract authorization).....	(4,399,000)	(4,300,000)	(4,399,000)	---	(+99,000)
(Limitation on obligations).....	(3,514,500)	(2,750,000)	(3,600,000)	(+85,500)	(+850,000)
Small community air service development program...	(10,000)	---	(10,000)	---	(+10,000)
Administration.....	---	(80,676)	(80,676)	(+80,676)	---
Airport Cooperative Research Program.....	(10,000)	(10,000)	(10,000)	---	---
Airport Technology Research.....	(17,870)	(18,712)	(18,712)	(+842)	---
2007 F&E Pop-up contract authority.....	596,000	---	---	-596,000	---
Rescission of contract authority (BY F&E Pop-up)	-596,000	---	---	+596,000	---
Rescission of contract authority (BY AIP).....	---	---	-185,500	-185,500	-185,500
Rescission of contract authority (prior yr Pop-up)	-25,000	---	---	+25,000	---
Subtotal.....	(3,489,500)	(2,750,000)	(3,414,500)	(-75,000)	(+664,500)
War risk insurance program extension.....	-29,000	---	-164,000	-135,000	-164,000
Total, Federal Aviation Administration.....	10,967,371	11,327,349	11,022,106	+54,735	-305,243
Appropriations.....	(11,588,371)	(11,327,349)	(11,207,606)	(-380,765)	(-119,743)
Rescissions of contract authority.....	(-621,000)	---	(-185,500)	(+435,500)	(-185,500)
(Limitations on obligations).....	(3,514,500)	(2,750,000)	(3,600,000)	(+85,500)	(+850,000)
Total budgetary resources.....	(14,481,871)	(14,077,349)	(14,622,106)	(+140,235)	(+544,757)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Highway Administration					
Limitation on administrative expenses	(360,992)	(384,556)	(384,556)	(+23,564)	---
Federal-aid highways (Highway Trust Fund):					
(Liquidation of contract authorization)	(36,032,344)	(38,000,000)	(40,955,051)	(+4,922,707)	(+2,955,051)
(Limitation on obligations)	(39,086,465)	(39,585,075)	(40,216,051)	(+1,129,586)	(+630,976)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
(Transfer to NHTSA)	(-121,232)	---	---	(+121,232)	---
Congestion reduction initiative (leg. proposal)	---	(175,000)	---	---	(-175,000)
Pay raise (Sec. 111 of P.L.110-5)	2,794	---	---	-2,794	---
Appalachian development highway system	19,800	---	---	-19,800	---
Emergency relief programs (Highway Trust Fund)					
Emergency appropriations (P.L. 110-28)	871,022	---	---	-871,022	---
Rescission of contract authority (HTF)(P.L.110-28)	-871,022	---	---	+871,022	---
Rescission of contract authority (Highway Trust Fund)	-3,471,582	-1,317,000	-3,000,000	+471,582	-1,683,000
Rescission of ISTEA contract authority (HTF)(sec. 122)	---	-52,000	-1,292	-1,292	+50,708
Rescission of TEA-21 contract authority(HTF)(sec. 123)	---	---	-6,139	-6,139	-6,139
TIFIA (rescission of contract authority)(sec. 124)	---	---	-162,253	-162,253	-162,253
Administration (rescission of contract authority)(sec. 125)	---	---	-43,359	-43,359	-43,359
Research (rescission of contract authority)(sec. 126)	---	---	-172,243	-172,243	-172,243
Highway related safety grants (rescission)(sec. 127)	---	---	-11	-11	-11
Miscellaneous appropriations and miscellaneous highway trust funds (rescission)	---	-409,469	-4,754	-4,754	+404,715

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
'08 rescission of revenue-aligned budget authority....	---	-630,976	---	---	+630,976
Total, Federal Highway Administration.....	-3,448,988	-2,409,445	-3,390,051	+58,937	-980,606
Appropriations.....	(22,594)	---	---	(-22,594)	---
Rescissions.....	---	(-409,469)	(-4,765)	(-4,765)	(+404,704)
Rescissions of contract authority.....	(-4,342,604)	(-1,999,976)	(-3,385,286)	(+957,318)	(-1,385,310)
(Limitations on obligations).....	(39,086,465)	(39,585,075)	(40,216,051)	(+1,129,586)	(+630,976)
(Exempt contract authority).....	(739,000)	(739,000)	(739,000)	---	---
(Transfer out).....	(-121,232)	---	---	(+121,232)	---
Total budgetary resources.....	(36,255,245)	(37,914,630)	(37,565,000)	(+1,309,755)	(-349,630)
Federal Motor Carrier Safety Administration					
Motor carrier safety operations and programs (Highway Trust Fund)(Liquidation of contract authorization)..	(223,000)	(228,000)	(228,000)	(+5,000)	---
(Limitation on obligations).....	(223,000)	(228,000)	(228,000)	(+5,000)	---
Motor carrier safety grants (Highway Trust Fund) (Liquidation of contract authorization).....	(294,000)	(300,000)	(300,000)	(+6,000)	---
(Limitation on obligations).....	(294,000)	(300,000)	(300,000)	(+6,000)	---
National motor carrier safety program (HTF) (rescission of contract authority).....	---	---	-5,213	-5,213	-5,213
Motor carrier safety (HTF) (rescission of contract authority).....	---	---	-32,188	-32,188	-32,188
Motor carrier safety grants (HTF) (rescission of contract authority).....	---	---	-11,260	-11,260	-11,260

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Motor carrier safety operations and programs (HTF) (rescission of contract authority)	---	---	-3,470	-3,470	-3,470
Total, Federal Motor Carrier Safety Admin	---	---	-52,131	-52,131	-52,131
Rescissions of contract authority	---	---	-52,131	-52,131	-52,131
(Limitations on obligations)	(517,000)	(528,000)	(528,000)	(+11,000)	---
Total budgetary resources	(517,000)	(528,000)	(475,869)	(-41,131)	(-52,131)
National Highway Traffic Safety Administration					
Operations and research (general fund)	---	---	125,000	+125,000	+125,000
Operations and research (Highway trust fund)					
(Liquidation of contract authorization)	(107,750)	(229,750)	(107,750)	---	(-122,000)
(Limitation on obligations)	(107,750)	(229,750)	(107,750)	---	(-122,000)
(Transfer from FHWA)	(121,232)	---	---	(-121,232)	---
National Driver Register (Highway trust fund)					
(Liquidation of contract authorization)	(4,000)	(4,000)	(4,000)	---	---
(Limitation on obligations)	(4,000)	(4,000)	(4,000)	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Highway traffic safety grants (Highway Trust Fund)					
(Liquidation of contract authorization)	(587,750)	(599,250)	(599,250)	(+11,500)	---
(Limitation on obligations):					
Highway safety programs (Sec. 402)	(220,000)	(225,000)	(225,000)	(+5,000)	---
Occupant protection incentive grants (Sec. 405)	(25,000)	(25,000)	(25,000)	---	---
Safety belt performance grants (Sec. 406)	(124,500)	(124,500)	(124,500)	---	---
Alcohol-impaired driving countermeasures grants (Sec. 410)	(125,000)	(131,000)	(131,000)	(+6,000)	---
State traffic safety information system improvement grants (Sec. 408)	(34,500)	(34,500)	(34,500)	---	---
High visibility enforcement	(29,000)	(29,000)	(29,000)	---	---
Child safety and booster seat grants	(6,000)	(6,000)	(6,000)	---	---
Motorcyclist safety	(6,000)	(6,000)	(6,000)	---	---
Grant administration	(17,750)	(18,250)	(18,250)	(+500)	---
Subtotal	(587,750)	(599,250)	(599,250)	(+11,500)	---
Operations and research (rescission of contract authority)(sec. 141)	---	---	-12,197	-12,197	-12,197
National driver register (rescission of contract authority)(sec. 142)	---	---	-120	-120	-120

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Highway traffic safety grants (rescission of contract authority)(sec. 143)	---	---	-10,529	-10,529	-10,529
Total, National Highway Traffic Safety Admin..	---	---	102,154	+102,154	+102,154
Appropriations	---	---	(125,000)	(+125,000)	(+125,000)
Rescissions of contract authority	---	---	(-22,846)	(-22,846)	(-22,846)
(Limitations on obligations)	(699,500)	(833,000)	(711,000)	(+11,500)	(-122,000)
(by transfer)	(121,232)	---	---	(-121,232)	---
Total budgetary resources	(820,732)	(833,000)	(813,154)	(-7,578)	(-19,846)
Federal Railroad Administration					
Safety and operations	150,271	148,472	148,472	-1,799	---
Railroad research and development	34,524	32,250	33,250	-1,274	+1,000
Pennsylvania Station Redevelopment (rescission)	---	-9,000	---	---	+9,000
Rail line relocation and improvement program	---	---	35,000	+35,000	+35,000
National Railroad Passenger Corporation					
Operating subsidy grants to the National Railroad Passenger Corporation	490,050	---	475,000	-15,050	+475,000
Capital grants to the National Railroad Passenger Corporation	772,200	500,000	925,000	+152,800	+425,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Efficiency incentive grants to National Railroad Passenger Corporation	31,300	300,000	---	-31,300	-300,000
Intercity Passenger Rail Grant Program (leg proposal)	---	100,000	50,000	+50,000	-50,000
Total, National Railroad Passenger Corporation	1,293,550	900,000	1,450,000	+156,450	+550,000
Total, Federal Railroad Administration	1,478,345	1,071,722	1,666,722	+188,377	+595,000
Appropriations	(1,478,345)	(1,080,722)	(1,666,722)	(+188,377)	(+586,000)
Rescissions	---	(-9,000)	---	---	(+9,000)
Federal Transit Administration					
Administrative expenses, general fund	85,000	89,300	92,500	+7,500	+3,200
Office of the Administrator	(1,063)	---	---	(-1,063)	---
Office of Chief Counsel	(4,273)	---	---	(-4,273)	---
Office of Civil Rights	(3,272)	---	---	(-3,272)	---
Office of Communications and Congressional Affairs	(1,394)	---	---	(-1,394)	---
Office of Budget and Policy	(9,259)	---	---	(-9,259)	---
Office of Planning	(4,718)	---	---	(-4,718)	---
Office of Program Management	(8,403)	---	---	(-8,403)	---
Office of Demonstration and Innovation	(4,876)	---	---	(-4,876)	---
Office of Administration	(7,654)	---	---	(-7,654)	---
Central Account	(17,668)	---	---	(-17,668)	---
Regional offices	(22,420)	---	---	(-22,420)	---
Subtotal	(85,000)	(89,300)	(92,500)	(+7,500)	(+3,200)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Formula and Bus Grants (Highway Trust Fund, Mass Transit Account)(limitation on obligations)	(7,262,775)	(7,871,895)	(7,872,893)	(+610,118)	(+998)
Emergency appropriations (P.L. 110-28)	35,000	---	---	-35,000	---
Rescission of contract authority (HTF)	---	---	-28,661	-28,661	-28,661
Clean fuel buses (Sec. 165)	---	---	26,000	+26,000	+26,000
Subtotal	(7,297,775)	(7,871,895)	(7,870,232)	(+572,457)	(-1,663)
Research and University Research Centers	61,000	61,000	65,500	+4,500	+4,500
Trust fund share of expenses(Mass Transit Account,HTF) (liquidation of contract authorization)	(4,660,000)	(6,855,000)	(4,660,000)	---	(-2,195,000)
Capital investment grants	1,566,000	1,399,818	1,700,000	+134,000	+300,182
Rescission	---	---	-17,760	-17,760	-17,760
Total, Federal Transit Administration	1,747,000	1,550,118	1,837,579	+90,579	+287,461
Appropriations	1,712,000	1,550,118	1,884,000	+172,000	+333,882
Rescissions	---	---	-17,760	-17,760	-17,760
Rescissions of contract authority	---	---	-28,661	-28,661	-28,661
Emergency appropriations	35,000	---	---	-35,000	---
(Limitations on obligations)	(7,262,775)	(7,871,895)	(7,872,893)	(+610,118)	(+998)
Total budgetary resources	(9,009,775)	(9,422,013)	(9,710,472)	(+700,697)	(+288,459)
Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance Trust Fund)	16,223	17,392	17,392	+1,169	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Maritime Administration					
Maritime security program	154,440	154,440	156,000	+1,560	+1,560
Operations and training	111,522	115,276	118,646	+7,124	+3,370
Ship disposal	20,790	20,000	17,000	-3,790	-3,000
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses	4,085	---	3,408	-677	+3,408
Fund admin expenses with takedowns (leg proposal)	---	(3,408)	---	---	(-3,408)
National defense tank vessel program (rescission)	-74,400	---	---	+74,400	---
Alteration of bridges	---	5,650	---	---	-5,650
Ship construction (rescission)	-2,000	---	-3,526	-1,526	-3,526
Total, Maritime Administration	214,437	295,366	291,528	+77,091	-3,838
Appropriations	(290,837)	(295,366)	(295,054)	(+4,217)	(-312)
Rescissions	(-76,400)	---	(-3,526)	(+72,874)	(-3,526)
Pipeline and Hazardous Materials Safety Administration					
Hazardous materials safety	26,723	27,003	28,899	+2,176	+1,896
Administrative expenses	18,031	17,491	17,491	-540	---
Pipeline Safety Fund	---	639	639	+639	---
Subtotal	(18,031)	(18,130)	(18,130)	(+99)	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pipeline safety:					
Pipeline Safety Fund	60,065	55,770	60,065	---	+4,295
Oil Spill Liability Trust Fund	14,850	18,810	18,810	+3,960	---
Subtotal	(74,915)	(74,580)	(78,875)	(+3,960)	(+4,295)
Emergency preparedness grants:					
Emergency preparedness fund	198	188	188	-10	---
Limitation on emergency preparedness fund	(14,157)	(28,318)	(28,318)	(+14,161)	---
Total, Pipeline and Hazardous Materials Safety Administration	134,024	148,219	154,410	+20,386	+6,191
Research and Innovative Technology Administration					
Research and development	7,736	12,000	12,000	+4,264	---
Office of Inspector General					
Salaries and expenses	64,043	66,400	66,400	+2,357	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Surface Transportation Board					
Salaries and expenses	26,313	23,085	26,495	+182	+3,410
Offsetting collections	-1,250	-1,250	-1,250	---	---
Total, Surface Transportation Board	25,063	21,835	25,245	+182	+3,410
Total, title I, Department of Transportation	11,361,834	12,168,952	11,875,233	+513,399	-293,719
Appropriations	(15,545,816)	(14,609,397)	(15,597,708)	(+51,892)	(+988,311)
Rescissions	(-126,400)	(-440,469)	(-48,051)	(+78,349)	(+392,418)
Rescission of contract authority	(-4,963,604)	(-1,999,976)	(-3,674,424)	(+1,289,180)	(-1,674,448)
Emergency appropriations	(906,022)	---	---	(-906,022)	---
(Limitations on obligations)	(51,080,240)	(51,571,378)	(52,927,944)	(+1,847,704)	(+1,356,566)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources	(63,181,074)	(64,479,330)	(65,542,177)	(+2,361,103)	(+1,062,847)
Transportation discretionary total	11,361,834	12,168,952	11,875,233	+513,399	-293,719

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals	14,436,200	14,437,506	14,744,506	+308,306	+307,000
Tenant protection vouchers	149,300	150,000	150,000	+700	---
Family self-sufficiency coordinators	47,500	48,000	48,000	+500	---
Administrative fees	1,288,100	1,351,000	1,351,000	+62,900	---
Working capital fund	5,900	6,494	6,494	+594	---
Incremental vouchers	---	---	30,000	+30,000	+30,000
Subtotal	(15,927,000)	(15,993,000)	(16,330,000)	(+403,000)	(+337,000)
Emergency appropriations (P.L. 109-148)	---	---	---	---	---
Advance appropriations	4,193,000	4,200,000	4,193,000	---	-7,000
Less appropriations from prior year advances	-4,200,000	-4,193,000	-4,193,000	+7,000	---
Total, Tenant-based rental assistance	15,920,000	16,000,000	16,330,000	+410,000	+330,000
Project-based rental assistance:					
Renewals	5,829,303	5,522,810	6,239,122	+409,819	+716,312
Contract administrators	145,728	286,230	238,728	+93,000	-47,502
Working capital fund	1,386	3,960	1,960	+574	-2,000
Total, Project-based rental assistance	5,976,417	5,813,000	6,479,810	+503,393	+666,810
Public Housing Capital Fund	2,438,964	2,024,000	2,438,964	---	+414,964
Public Housing Operating Fund	3,864,000	4,000,000	4,200,000	+336,000	+200,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Revitalization of severely distressed public housing..	99,000	---	120,000	+21,000	+120,000
Rescission	---	-99,000	---	---	+99,000
Native American housing block grants	623,700	626,965	626,965	+3,265	---
Indian housing loan guarantee fund program account....	6,000	7,450	7,450	+1,450	---
(Limitation on guaranteed loans)	(251,000)	(367,000)	(367,000)	(+116,000)	---
Native Hawaiian housing block grant	8,727	5,940	8,727	---	+2,787
Native Hawaiian loan guarantee fund program account...	891	1,044	1,044	+153	---
(Limitation on guaranteed loans)	(35,714)	(41,504)	(41,504)	(+5,790)	---
Total, Public and Indian Housing	28,937,699	28,379,399	30,212,960	+1,275,261	+1,833,561
Community Planning and Development					
Housing opportunities for persons with AIDS	286,110	300,100	300,100	+13,990	---
Rural housing and economic development	16,830	---	16,830	---	+16,830
Community development fund	3,771,900	3,036,570	4,180,000	+408,100	+1,143,430
Section 108 loan guarantees:					
(Limitation on guaranteed loans)	(137,500)	---	(137,500)	---	(+137,500)
Credit subsidy	2,970	---	2,970	---	+2,970
Administrative expenses	743	---	743	---	+743
Brownfields redevelopment	9,900	---	9,900	---	+9,900
HOME investment partnerships program	1,757,250	1,966,640	1,757,250	---	-209,390
Homeless assistance grants	1,441,600	1,585,990	1,560,990	+119,390	-25,000
Self-help homeownership opportunity program	49,390	69,700	59,700	+10,310	-10,000
Total, Community Planning and Development	7,336,693	6,959,000	7,888,483	+551,790	+929,483

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Housing Programs					
Housing for the elderly	734,580	575,000	734,580	---	+159,580
Housing for persons with disabilities	236,610	125,000	236,610	---	+111,610
Housing counseling assistance	---	50,000	---	---	-50,000
Manufactured housing fees trust fund	13,000	16,000	16,000	+3,000	---
Offsetting collections	-13,000	-13,000	-13,000	---	---
Offsetting collections (legislative proposal)	---	-3,000	-3,000	-3,000	---
Rental housing assistance	26,136	27,600	27,600	+1,464	---
Rent supplement (rescission)	---	-27,600	-27,600	-27,600	---
Total, Housing Programs	997,326	750,000	971,190	-26,136	+221,190
Federal Housing Administration					
FHA - Mutual mortgage insurance program account:					
(Limitation on guaranteed loans)	(185,000,000)	(185,000,000)	(185,000,000)	---	---
(Limitation on direct loans)	(50,000)	(50,000)	(50,000)	---	---
Administrative expenses	351,450	351,450	351,450	---	---
Offsetting receipts	-176,000	---	---	+176,000	---
Administrative contract expenses	61,974	77,400	77,400	+15,426	---
FHA - General and special risk program account:					
(Limitation on guaranteed loans)	(45,000,000)	(35,000,000)	(45,000,000)	---	(+10,000,000)
(Limitation on direct loans)	(50,000)	(50,000)	(50,000)	---	---
Administrative expenses	229,086	229,086	229,086	---	---
Offsetting receipts	-476,000	-230,000	-230,000	+246,000	---
Credit subsidy	8,712	8,600	8,712	---	+112
Non-overhead administrative expenses	71,181	78,111	78,111	+6,930	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Administrative fee increase	---	-20,000	-20,000	-20,000	---
Move single-family programs to MMI (leg.proposal)	---	22,000	---	---	-22,000
Total, Federal Housing Administration	70,403	516,647	494,759	+424,356	-21,888
Government National Mortgage Association (GNMA)					
Guarantees of mortgage-backed securities loan guarantee program account:					
(Limitation on guaranteed loans)	(200,000,000)	(100,000,000)	(200,000,000)	---	(+100,000,000)
Administrative expenses	10,700	11,000	10,700	---	-300
Consolidate admin expenses (Sec 312)(leg.proposal)	---	(43,000)	---	---	(-43,000)
Offsetting receipts	-181,000	-163,000	-163,000	+18,000	---
Move single-family prgms from GSRI (leg.proposal)	---	-22,000	---	---	+22,000
Total, Gov't National Mortgage Association	-170,300	-174,000	-152,300	+18,000	+21,700
Policy Development and Research					
Research and technology	50,087	65,040	58,087	+8,000	-6,953
Fair Housing and Equal Opportunity					
Fair housing activities	45,540	45,000	45,540	---	+540
Office of Lead Hazard Control					
Lead hazard reduction	150,480	116,000	130,000	-20,480	+14,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Management and Administration					
Salaries and expenses	581,108	654,093	642,730	+61,622	-11,363
GSE regulator/HUD oversight (leg proposal)	---	-4,000	---	---	+4,000
Transfer from:					
Limitation on FHA corporate funds	(562,400)	(556,776)	(556,776)	(-5,624)	---
GNMA	(10,700)	(10,700)	(10,700)	---	---
Community Development Loan Guarantees Program	(750)	---	(743)	(-7)	(+743)
Native American Housing Block Grants	(150)	(149)	(149)	(-1)	---
Indian Housing Loan Guarantee Fund Program	(250)	(247)	(247)	(-3)	---
Native Hawaiian Housing Loan Guarantees	(35)	(35)	(35)	---	---
Subtotal	(1,155,393)	(1,218,000)	(1,211,380)	(+55,987)	(-6,620)
Working capital fund	195,356	220,000	125,000	-70,356	-95,000
Office of Inspector General	81,853	88,240	90,000	+8,147	+1,760
(By transfer, limitation on FHA corporate funds)	(23,760)	(23,760)	(23,760)	---	---
Emergency appropriations (P.L. 110-28)	7,000	---	---	-7,000	---
Subtotal	(112,613)	(112,000)	(113,760)	(+1,147)	(+1,760)
Office of Federal Housing Enterprise Oversight	66,150	66,000	66,000	-150	---
Offsetting receipts	-66,150	-66,000	-66,000	+150	---
Total, Management and Administration	865,317	958,333	857,730	-7,587	-100,603

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
Rescissions:					
Housing certificate fund	-1,650,000	-1,300,000	-1,300,000	+350,000	---
Community Development Fund	---	-356,400	---	---	+356,400
Subtotal	-1,650,000	-1,656,400	-1,300,000	+350,000	+356,400
FHA Proposals:					
Remove HECM cap for FY 2008	---	-333,000	-512,000	-512,000	-179,000
Increase multifamily loan limit	---	-14,000	-28,000	-28,000	-14,000
GNMA six basis point premium	---	-15,000	---	---	+15,000
Total, title II, Department of Housing and Urban Development	36,633,245	35,597,019	38,666,449	+2,033,204	+3,069,430
Appropriations	(34,995,395)	(33,675,019)	(36,296,049)	(+1,300,654)	(+2,621,030)
Rescissions	(-1,650,000)	(-1,783,000)	(-1,327,600)	(+322,400)	(+455,400)
Advance appropriations	(4,193,000)	(4,200,000)	(4,193,000)	---	(-7,000)
Emergency appropriations	(7,000)	---	---	(-7,000)	---
Offsetting receipts	(-833,000)	(-413,000)	(-413,000)	(+420,000)	---
Offsetting collections	(-79,150)	(-82,000)	(-82,000)	(-2,850)	---
(Limitation on direct loans)	(100,000)	(100,000)	(100,000)	---	---
(Limitation on guaranteed loans)	(430,424,214)	(320,408,504)	(430,546,004)	(+121,790)	(+110,137,500)
(Limitation on corporate funds)	(598,045)	(591,667)	(592,410)	(-5,635)	(+743)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2007
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2008
(Amounts in thousands)

	FY 2007 Enacted	FY 2008 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE III - OTHER INDEPENDENT AGENCIES					
Architectural and Transportation Barriers Compliance Board	5,915	6,150	6,150	+235	---
Federal Maritime Commission	20,428	22,322	22,072	+1,644	-250
National Transportation Safety Board:					
Salaries and expenses	79,338	83,000	85,000	+5,662	+2,000
Rescission of unobligated balances	-1,000	---	---	+1,000	---
Neighborhood Reinvestment Corporation	116,820	119,800	119,800	+2,980	---
United States Interagency Council on Homelessness	1,788	2,320	2,000	+212	-320
Total, title III, Other Independent Agencies	223,289	233,592	235,022	+11,733	+1,430
Grand total (net)	48,218,368	47,999,563	50,776,704	+2,558,336	+2,777,141
Appropriations	(50,765,500)	(48,518,008)	(52,128,779)	(+1,363,279)	(+3,610,771)
Rescissions	(-1,727,400)	(-2,201,469)	(-1,353,651)	(+373,749)	(+847,818)
Rescissions of contract authority	(-4,963,604)	(-1,999,976)	(-3,674,424)	(+1,289,180)	(-1,674,448)
Advance appropriations	(4,193,000)	(4,200,000)	(4,193,000)	---	(-7,000)
Emergency appropriations	(913,022)	---	---	(-913,022)	---
Negative subsidy receipts	(-833,000)	(-413,000)	(-413,000)	(+420,000)	---
Offsetting collections	(-79,150)	(-82,000)	(-82,000)	(-2,850)	---
(Limitation on obligations)	(51,080,240)	(51,571,378)	(52,927,944)	(+1,847,704)	(+1,356,566)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
(By transfer)	(121,232)	---	---	(-121,232)	---
(Transfer out)	(-121,232)	---	---	(+121,232)	---
Total budgetary resources	(100,037,608)	(100,309,941)	(104,443,648)	(+4,406,040)	(+4,133,707)

MINORITY VIEWS OF JERRY LEWIS AND JOSEPH K. KNOLLENBERG

The fiscal year 2008 Transportation, Housing and Related Agencies bill funds a number of important and popular programs, however, the largest programs—surface transportation, aviation, and assisted housing—all stand on the brink of bankruptcy or authorization. Both constituencies, housing and transportation, proclaim the need for Federal funding, yet neither is willing to consider how the relative spending for housing and transportation programs fit into the overall spend and tax plan, and neither is willing to face reform and reorganization in order to deliver the best programs efficiently and effectively.

How dire is the situation? The Highway Trust Fund will be over $4 billion in the red by the end of fiscal year 2009. The new Section 8 bill which passed the House earlier this month will increase voucher spending by $2 billion over the next five years. These shortfalls and massive spending increases are not directed or caused by the Committee on Appropriations, but rather the spending for housing and transportation programs is directed by the authorizing committees of jurisdiction, and as usual, the Committee on Appropriations is left holding the bag. However, there is simply not enough money in the general Treasury to make up for the well predicted shortfall and demand, and still meet critical funding needs in other areas. We warn, that without sensible and major intervention, plus an overhaul of House Rule 21(3), this Committee cannot and will not simply write a blank check.

Further, the Committee cannot continue to rely on rescissions of prior year funds to fund these programs. The Committee relies on a $3 billion rescission of prior year highway contract authority to bring the bill within the 302(b) allocation. While highway rescissions have been used in years past, never before has the outlook for the Highway Trust Fund been so catastrophic.

Another major flaw in this bill is the inclusion of a $1.3 billion rescission of prior year HUD appropriations. The bill includes this rescission in spite of the fact that HUD can not meet the requirement without severely cutting sensitive programs, including and specifically, the construction of facilities for elderly and disabled low income individuals.

One principle reason is that the bill also includes language that prohibits the recapture of excess section 8 funds to be used toward meeting the rescission requirement, even though the amounts included for 2007 is significantly more than are needed to renew all estimated vouchers under the new methodology that the majority has adopted. HUD estimates that between $350 and $500 million in excess funding was enacted in 2007.

Project based renewals are also not available for the rescission. In fact, HUD has estimated that its current 2007 contractual obli-

gations with project owners are a minimum of $1.8 billion more than the funds available in 2007 and the project based section 8 program could be as much as $2.6 billion short in 2007. Hence, as currently envisioned, none of the section 8 program funds, which in total is two-thirds of HOD's entire budget, are available for meeting the rescission.

Therefore, HUD will have to reduce other programs with balances remaining from 2007 and prior year appropriations to meet the $1.3 billion rescission included in this bill. Because typically construction is a slow spend out program this means that programs such as elderly and disabled facility programs will have to be sacrificed to meet the rescission. This will be followed by reductions in Community Development Block Grants, HOPE VI grants and funds used to modernize public housing which also typically take more than one year to spend.

However you look at it, this is a bad outcome and every measure must be taken to lessen or eliminate the reduction in these programs. First and foremost is the need to strike the preclusion of the recapture of clearly excess section 8 funds to renew vouchers that was included in this bill. What was clearly and deliberately provided by the Majority as excess funding in 2007 must be viewed as a lower priority than eliminating desperately needed low income elderly and disabled facilities.

Second, the Congress needs to include language that allows HUD to fund project based contracts on an "as needed" basis rather than 100 percent up front funding as is now the practice. Many contracts cross two fiscal years and up front funding is simply not needed.

If both of the Minority recommendations were adopted, the rescission could be met with a minimum of disruption to other programs and the shortfall for the project based program would be greatly diminished or eliminated.

The argument that the rescission was proposed by the Administration and Congress is only implementing the Administration's proposal is disingenuous on two counts. First the Committee rejected every other Administration proposal to reduce funding and eliminate duplicative and low priority programs, all of which could have lessened the need for, or lowered the amount of, the rescission included to meet the Committee's target funding level.

Second, the Administration's proposal was based on a very different methodology for renewing section 8 vouchers and project based contracts than was adopted by Congress long after the 2008 budget was submitted to Congress. This new methodology was airdropped at the last minute into the Continuing Resolution and radically altered the way in which funds are distributed.

Finally as noted above, the funding levels for HUD are more than they should be or need to be. Many programs are duplicative of other programs, have a proven record of poor performance and have been eliminated or proposed for elimination for many years. Other critical programs could have been funded at higher levels or the reduction of prior year appropriations (rescission) could have been less had these programs been eliminated as proposed. We will continue to work to lessen the burden on the Committee to meet its target by emphasizing the need to eliminate low priority programs and focus scarce resources on high priority needs.

JERRY LEWIS.
JOE KNOLLENBERG.

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