

Exhibit A
 Transportation, Housing and Urban Development, and
 Related Agencies Appropriations Bill, 2009

Report 110-418

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[HOV] facilities. In addition, significant corridor-based bus capital projects which either use an exclusive lane or which involve a substantial investment in a defined corridor (such as bus rapid transit) may also be eligible. Under Small Starts, the FTA provides grants for projects requesting less than \$75,000,000 and with a total cost of less than \$250,000,000.

COMMITTEE RECOMMENDATION

The Committee action recommends a level of \$1,809,250,000. The recommended level is \$188,421,107 more than the budget request and \$240,158,003 more than the fiscal year 2008 enacted level.

The Committee recommends the following allocations of capital investment grant funds in fiscal year 2009:

| Project name | Committee recommendation |
|--|--------------------------|
| AC Transit Bus Rapid Transit Corridor, CA | \$3,000,000 |
| Bellevue-Redmond BRT, WA | 20,000,000 |
| Bus Rapid Transit, Potomac Yard-Crystal City, VA | 1,000,000 |
| Bus Rapid Transit—State Avenue Corridor, Wyandette County, KS | 1,500,000 |
| Central Corridor Light Rail Transit Project, MN | 20,000,000 |
| Central Link Initial Segment, Seattle, WA | 28,846,735 |
| Central Phoenix/East Valley Light Rail, AZ | 91,800,000 |
| Charlotte Rapid Transit Extension Northeast Corridor, NC | 18,000,000 |
| Commuter Rail Improvements, Fitchburg, MA | 27,000,000 |
| CTA Brown Line, IL (Ravenswood) | 29,474,404 |
| CTA Circle Line, IL | 8,000,000 |
| Dallas Area Rapid Transit Northwest/Southeast Light Rail MOS, TX | 87,974,716 |
| Downtown Orlando East-West Circulator System, FL | 8,000,000 |
| Dulles Corridor Rail Project, VA | 30,000,000 |
| Honolulu High-Capacity Transit Corridor Project, HI | 20,000,000 |
| Houston METRO—Advanced Transit Program/METRO Solutions Phase 2, TX | 10,000,000 |
| Hudson-Bergen Light Rail MOS2, NJ | 1,103,860 |
| Improvements to the Rosslyn Metro Station, VA | 2,000,000 |
| I-69 HOV/BRT, MS | 7,650,000 |
| Largo Metrorail Extension, Washington, DC | 34,700,000 |
| Livemore-Amador Bus Rapid Transit, CA | 7,990,000 |
| Long Island Rail Road East Side Access, NY | 197,370,000 |
| Los Angeles Metro Gold Line Eastside Extension, CA | 74,600,000 |
| Los Angeles Metro Rapid Bus System Gap Closure, CA | 332,629 |
| Los Angeles Wilshire Blvd Bus-Only Lane, CA | 10,952,330 |
| MARC Commuter Rail Improvements and Rolling Stock, MD | 15,000,000 |
| Mason Street Corridor Bus Rapid Transit, CO | 11,182,000 |
| METRA, IL | 6,607,000 |
| Miami-Dade County Metrorail Orange Line Expansion, FL | 20,000,000 |
| Mid Jordan Light Rail Extension, UT | 10,000,000 |
| Mountain Links BRT, AZ | 6,238,000 |
| Norfolk Light Rail Project, VA | 57,055,734 |
| North Shore LRT Corridor, PA | 670,885 |
| Northstar Corridor Rail Project, MN | 71,166,060 |
| Pacific Highway South BRT, WA | 281,520 |
| Perris Valley Line Metrolink Extension, CA | 50,000,000 |
| Pioneer Parkway EmX BRT, Springfield, OR | 296,000 |
| Portland Streetcar Loop, OR | 50,000,000 |
| San Diego Mid-City Rapid, CA | 21,650,000 |
| San Francisco Third Street Light Rail Transit Project—Central Subway, CA | 8,000,000 |
| Second Avenue Subway—Phase I, NY | 249,927,000 |
| South Corridor I205/Portland Mall Light Rail Project, OR | 81,600,000 |
| South County Commuter Rail, Wickford Junction Station, RI | 1,345,500 |
| South Sacramento Corridor Phase 2 Project, CA | 7,000,000 |
| Southeast Corridor LRT, CO | 1,031,210 |
| Stamford Urban Transitway, CT | 5,000,000 |
| Trans-Hudson Midtown Corridor, NJ | 75,000,000 |
| Troost Corridor BRT, Kansas City, MO | 125,200 |

| Project name | Committee recommendation |
|--|--------------------------|
| University Link LRT Extension, WA | 100,000,000 |
| VRE Rolling Stock, VA | 5,000,000 |
| Weber County to Salt Lake City Commuter Rail, UT | 81,600,000 |
| West Corridor Light Rail, CO | 70,000,000 |

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

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

Section 160 exempts authority previously made available for programs of the FTA under 49 U.S.C. 5338 from the obligation limitations in this act.

Section 161 allows funds under this act, Federal Transit Administration, capital investment grants not obligated by September 30, 2011 to be made available for other projects under 49 U.S.C. 5309.

Section 162 allows funds appropriated before October 1, 2008, that remain available for expenditure to be transferred to the most recent appropriation heading.

Section 163 allows unobligated funds for new projects under Federal Transit Authority to be used during this fiscal year to satisfy expenses incurred for such projects.

Section 164 amends the Central Link Initial Segment Project.

Section 165 prohibits the Federal Transit Administration from issuing a final rule under section 5309 of title 49, United States Code, but allows the agency to continue to review comments on the rule.

Section 166 rescinds funds from the discretionary bus program.

Section 167 allows funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities to be used to construct new vessels and facilities, or to improve existing vessels and facilities, and provides that funding may be used by the city and county of Honolulu to operate a passenger ferry boat service demonstration project.

Section 168 extends the availability of funds previously provided for specific transit projects.

Section 169 corrects the category of funding available for the Charlotte Rapid Transit Extension—Northeast Corridor Light Rail Project, North Carolina.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

PROGRAM DESCRIPTION

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