

TITLE XII—TRANSPORTATION AND HOUSING AND URBAN DEVELOPMENT,
AND RELATED AGENCIES

~~XXXXX~~ DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE TRANSPORTATION
SYSTEM

The conference agreement provides \$1,500,000,000 instead of \$5,500,000,000 as proposed by the Senate. The House did not include a similar provision. Funds will be used to award grants on a competitive basis for projects across all surface transportation modes that will have a significant impact on the Nation, a metropolitan area or a region. Provisions require the Secretary to ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.

FEDERAL AVIATION ADMINISTRATION

SUPPLEMENTAL FUNDING FOR FACILITIES AND EQUIPMENT

The conference agreement includes \$200,000,000 as proposed by the Senate. The House did not include a similar provision. Within the funds provided, \$50,000,000 is included to upgrade the Federal Aviation Administration's (FAA) power systems; \$50,000,000 is included to modernize aging en route air traffic control centers; \$80,000,000 to replace air traffic control towers and TRACONS; and, \$20,000,000 is included to install airport lighting, navigation and landing equipment.

GRANTS-IN-AID FOR AIRPORTS

~~SUPPLEMENTAL DISCRETIONARY GRANTS FOR AIRPORT INVESTMENT~~

The conference agreement provides \$1,100,000,000 as proposed by the Senate instead of \$3,000,000,000 as proposed by the House. Funds will be used by the Federal Aviation Administration to provide discretionary airport grants to repair and improve critical infrastructure at our nation's airports. These investments will serve to provide important safety and capacity benefits.

FEDERAL HIGHWAY ADMINISTRATION

HIGHWAY INFRASTRUCTURE INVESTMENT

The conference agreement provides \$27,500,000,000, instead of \$30,000,000,000 as proposed by the House and \$27,060,000,000 as proposed by the Senate. Funds are distributed by formula, with a portion of the funds within each State being suballocated by population areas. Set asides are also provided for: management and oversight; Indian reservation roads; park roads and parkways; forest highways; refuge roads; ferry boats; ~~on-the-job training~~ programs focused on minorities, women, and the socially and economically disadvantaged; a bonding assistance program for minority and disadvantaged businesses; Puerto Rico and the territories; and environmentally friendly transportation enhancements.

on-the-job training

FEDERAL RAILROAD ADMINISTRATION

CORRIDORS

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL AND INTERCITY PASSENGER RAIL SERVICE

The conference agreement provides \$8,000,000,000 instead of \$300,000,000 as proposed by the House and \$2,250,000,000 as proposed by the Senate. The conferees appropriated funds for purposes outlined in both the Capital Assistance to States and the High Speed Passenger rail program under a combined heading. The conferees have provided the Secretary flexibility in allocating resources between the programs to advance the goal of deploying intercity high speed rail systems in the United States. The Capital Assistance to States program first received funding in fiscal year 2008. The High Speed Passenger Rail program is a new initiative recently authorized under the Passenger Rail Investment and Improvement Act of 2008.

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CAPITAL ~~AND INTERCITY PASSENGER RAIL SERVICE~~ GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The conference agreement provides \$1,300,000,000 instead of \$800,000,000 as proposed by the House and \$850,000,000 as proposed by the Senate. Of the total funds appropriated, the conferees provide \$450,000,000 for capital grants for security improvements to include life safety improvements. The conferees also provide that no more than 60% of the remaining funds shall be spent for capital improvements on the Northeast Corridor.

FEDERAL TRANSIT ADMINISTRATION

TRANSIT CAPITAL ASSISTANCE

The conference agreement provides \$6,900,000,000 instead of \$8,400,000,000 as proposed by the Senate and \$7,500,000,000 as proposed by the House. Within the total amount, 80 percent of the funds shall be provided through the Federal Transit Administration's (FTA) urbanized formula; 10 percent shall be provided through FTA's rural formula, and, 10 percent shall be provided through FTA's growing states and high density formula. In addition, the conference agreement provides 2.5 percent of the rural funds for tribal transit needs and includes \$100,000,000 (instead of \$200,000,000 as proposed by the Senate) for discretionary grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transit agencies.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT

The conference agreement provides \$750,000,000 instead of \$2,000,000,000 as proposed by the House. The Senate did not include a similar provision. These funds will be distributed through an existing authorized formula for capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, equipment and facilities. It is estimated that the state-of-good-repair capital backlog for existing fixed guideway systems is nearly \$50 billion.

CAPITAL INVESTMENT GRANTS

The conference agreement provides \$750,000,000 instead of \$2,500,000,000 as proposed by the House. The Senate did not include a similar provision. The funds will be distributed on a discretionary basis for New Starts and Small Starts projects that are already in construction or are nearly ready to begin construction.

MARITIME ADMINISTRATION

~~SUPPLEMENTAL GRANTS FOR ASSISTANCE TO SMALL SHIPYARDS~~

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The conference agreement provides \$100,000,000 for grants to small shipyards as proposed by the Senate. The House did not include a similar provision.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The conference agreement provides \$20,000,000 as proposed by the House and the Senate.

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

PUBLIC AND INDIAN HOUSING

PUBLIC HOUSING CAPITAL FUND

The conference agreement provides \$4,000,000,000, instead of \$5,000,000,000 as proposed by both the House and the Senate. This funding will assist public housing authorities in rehabilitating and retrofitting public housing units, including increasing the energy efficiency of units and making critical safety repairs. Of the funding provided, \$3,000,000,000 will be distributed to public housing authorities through the existing formula and \$1,000,000,000 will be awarded through a competitive process.

NATIVE AMERICAN HOUSING BLOCK GRANTS

GENERAL PROVISION—DEPARTMENT OF TRANSPORTATION

Section 1201 ensures continued State investment in certain identified programs for which the State receives funding in this Act and requires grant recipients to report regularly on the use of those funds as proposed by the House. The Senate did not include a similar provision.

The conference agreement does not include a provision as proposed by the Senate which extends the Federal Transit Administration's contingent commitment authority.

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The conference agreement provides \$510,000,000, as proposed by the Senate, instead of \$500,000,000, as proposed by the House. This funding will rehabilitate and improve energy efficiency in housing units maintained by Native American housing programs. Half of the funding will be distributed by formula and half will be competitively awarded to projects that can be started quickly.

COMMUNITY PLANNING AND DEVELOPMENT

COMMUNITY DEVELOPMENT FUND

The conference agreement provides \$3,000,000,000, of which \$1,000,000,000 is appropriated for the Community Development Block Grant program and \$2,000,000,000 is available for the Neighborhood Stabilization Program. This funding is provided instead of the \$5,190,000,000 proposed by the House. Funding was not provided in the Senate. The Neighborhood Stabilization Program funding will assist states, local governments, and nonprofits in the purchase and rehabilitation of foreclosed, vacant properties in order to create more affordable housing and reduce neighborhood blight.

HOME INVESTMENT PARTNERSHIPS PROGRAM

The conference agreement provides \$2,250,000,000, as proposed by the Senate, instead of \$1,500,000,000, as proposed by the House. Funds are provided to coordinate with the Low Income Housing Tax Credit to fill financing gaps caused by the collapse of the tax credit market and to jumpstart stalled housing development projects, thereby creating jobs.