



JON KYL  
U.S. SENATOR FOR ARIZONA

NEWS

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## KYL ANNOUNCES FY 2010 FUNDING REQUESTS

*Honors Spirit of the Honest Leadership and Open Government Act*

WASHINGTON, D.C. – U.S. Senator Jon Kyl (R-Ariz.) today announced three fiscal year 2010 funding requests that he has filed with the Senate Interior and Transportation Appropriations Subcommittees.

To determine which projects to recommend, Senator Kyl considers whether projects are requested in the budget and/or authorized by law and address a public good; whether they further a legitimate federal purpose; whether they are supported by state, local, or tribal governments and whether funding is available from alternative sources on a competitive basis.

“I try always to be a responsible steward of taxpayer dollars and, as such, I support very few targeted ‘earmarks’ or projects,” said Kyl. “I must set priorities, recognizing that the federal government must live within its means, just as families must do day in and day out.”

Congress generally allocates funding according to a two-step process that ensures a thorough vetting: first, approving legislation that authorizes spending and sets the terms for its use; and second, approving appropriations bills that actually fund the authorized projects or programs. When one of these steps is short-circuited, the likelihood increases that wasteful or unnecessary spending will occur.

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### **2010 Interior Appropriations requests:**

- **Ecological Restoration Institute at Northern Arizona University, Flagstaff, Arizona, \$2 million**

Arizona has suffered from devastating wildfires in recent years as a result of drought, insect infestation, and management policies that emphasized fire suppression over healthy management of forest resources. To help restore forest health and mitigate the danger of forest fires, Senator Kyl has requested \$2 million for work at the Ecological Restoration Institute.

The Ecological Restoration Institute at Northern Arizona University works with federal, state, and private land managers to develop, apply, and monitor science-based hazardous fuels

reduction treatments and restore the health of western forests. Funding would be provided for the Institute's work plan, which is designed to develop the information and tools required to restore forest health.

The ERI's work plan is authorized by the Southwest Forest Health and Wildfire Prevention Act (P.L. 108-317). Senator Kyl sponsored that measure. Northern Arizona University requested the \$2 million on behalf of the Ecological Restoration Institute.

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- **Wastewater Treatment Plant, Safford, Arizona, \$1 million**

The existing formula for allocating federal wastewater infrastructure funds under the Clean Water Act is outdated and fails to account for population trends and needs today. As a result, the formula fails to allocate federal dollars fairly. Arizona is the second fastest growing state in the nation, but it ranks among the states that receive the least in terms of the allocation of federal dollars for clean water needs. Senator Kyl is working to change that formula, but in the meantime has requested funding to ensure that Arizona receives a fairer share.

Funding is requested for the repayment of debt associated with the construction of Safford's wastewater treatment plant. The grant is in consideration of the City relinquishing some of its water rights to the Gila River Indian Community pursuant to the Arizona Water Settlements Act, P.L. 108-451. Debt repayment was specifically authorized by that law.

The City of Safford requested \$1 million for this purpose.

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**2010 Transportation Appropriations request:**

- **Hoover Dam Bypass Bridge (Tillman-O'Callaghan Bridge), \$18.725 million**

U.S. Highway 93 is a major north/south highway connecting Arizona and Nevada. It is a designated component of the North American Free Trade Agreement trade route, and was identified as a high priority corridor in the National Highway System Designation Act of 1995. It crosses both the federal Lake Mead National Recreation Area and the Bureau of Reclamation's Hoover Dam reservation. As such, there is a strong federal nexus that justifies a federal role in the highway's alignment.

For many years, heavy trucks, buses, and passenger vehicles using U.S. Highway 93 have crossed the Colorado River across the top of the Hoover Dam itself. The increasingly heavy traffic created extended daily backups in the vicinity of the dam, as well as heightened the risks to the safety of visitors to the Hoover Dam Visitor Center. After September 11, rerouting traffic off of the dam became even more urgent, as a terrorist attack on the structure could wreak havoc if it caused a dam failure and catastrophic flooding downstream. An

attack could also disrupt power generation at Hoover, which supplies an average of 4 billion kilowatt hours of hydroelectric power to Nevada, Arizona, and California.

The construction of a bypass bridge immediately downstream from the dam was first authorized by the Hoover Powerplant Act of 1984 (P.L. 98-381), and later by the Transportation Equity Act for the 21<sup>st</sup> Century (P.L. 105-178). Illustrating the importance of the project to Arizona and Nevada, both states agreed to allocate state funds to expedite the project. Senator Kyl is requesting funds on behalf of the Arizona Department of Transportation to reimburse Arizona for a share of the funds it had advanced to accelerate the project. Similar reimbursement has already been provided to Nevada in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59).

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