106TH CONGRESS
2d Session

HOUSE OF REPRESENTATIVES

REPORT
106–940

MAKING APPROPRIATIONS FOR THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2001, AND FOR OTHER PURPOSES

OCTOBER 5, 2000.—Ordered to be printed

Mr. WOLF, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H.R. 4475]

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 4475) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes", having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendment of the Senate, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, namely:*

Section 101. (a) The provisions of the following bill are hereby enacted into law, H.R. 5394 of the 106th Congress, as introduced on October 5, 2000.

(b) In publishing the Act in slip form and in the United States Statutes at Large pursuant to section 112, of title 1, United States Code, the Archivist of the United States shall include after the date of approval at the end an appendix setting forth the text of the bill referred to in subsection (a) of this section.

And the Senate agree to the same.

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,

67–035

RON PACKARD,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
C.W. BILL YOUNG,
MARTIN OLAV SABO
(except for provisions to withhold highway funds from states that do not adopt 0.08 blood alcohol concentration laws),
JOHN W. OLVER,
ED PASTOR,
CAROLYN C. KILPATRICK
(except for provisions to withhold highway funds from states that do not adopt 0.08 blood alcohol concentration laws),
JOSE E. SERRANO,
MICHAEL P. FORBES,
DAVID R. OBEY
(with exception to denial of funds to states without 0.08 BAC),

Managers on the Part of the House.

RICHARD C. SHELBY,
PETE V. DOMENICI (except for Wilson Bridge),
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
ROBERT F. BENNETT,
BEN NIGHTHORSE CAMPBELL,
TED STEVENS,
FRANK R. LAUTENBERG,
ROBERT C. BYRD,
BARBARA A. MIKULSKI,
HARRY REID,
HERB KOHL,
PATTY MURRAY,
DANIEL K. INOUYE,

Managers on the Part of the Senate.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House of Representatives and the Senate at the conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, submit the following joint statement to the House of Representatives and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

The Senate deleted the entire House bill after the enacting clause and inserted the Senate bill.

The conference agreement would enact the provisions of H.R. 5394 as introduced on October 5, 2000. The text of that bill follows:

A BILL Making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, $63,245,000: Provided, That not more than 52 percent of the funds made available under this heading shall be obligated and not more than 224 full time equivalent staff years funded through the end of the second quarter of fiscal year 2001: Provided further, That funds in excess of 52 percent and 224 full time equivalent staff years shall be available only if the Secretary transmits a request to the House and Senate Committees on Appropriations for these additional funds: Provided further, That not to exceed $60,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That not more than $15,000 of the official reception and representation funds shall be available for obligation prior to January 20, 2001.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, $8,140,000.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, $11,000,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed $126,887,000, shall be paid from appropriations made available to the Department of Transportation: Provided, That such services shall be provided on a competitive basis to entities within the Department of Transportation: Provided further, That the above limitation on operating expenses shall not apply to non-DOT entities: Provided further, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: Provided further, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, $1,500,000, as authorized by 49 U.S.C. 332: Provided, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: Provided further, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed $13,775,000. In addition, for administrative expenses to carry out the guaranteed loan program, $400,000.

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $3,000,000, of which $2,635,000 shall remain available until September 30, 2002: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97–377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare, $3,192,000,000, of which $341,000,000 shall be available for defense-related activities; and of

which $25,000,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That none of the funds appropriated in this or any other Act shall be available for pay for administrative expenses in connection with shipping commissioners in the United States: Provided further, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: Provided further, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of the enactment of this Act.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, $415,000,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which $156,450,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2005; $37,650,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2003; $60,113,000 shall be available for other equipment, to remain available until September 30, 2003; $63,336,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2003; $55,151,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2002; and $42,300,000 for the Integrated Deepwater Systems program, to remain available until September 30, 2003: Provided, That the Commandant of the Coast Guard is authorized to dispose of surplus real property, by sale or lease, and the proceeds shall be credited to this appropriation as offsetting collections and made available only for the National Distress and Response System Modernization program, to remain available for obligation until September 30, 2003: Provided further, That upon initial submission to the Congress of the fiscal year 2002 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the United States Coast Guard which includes funding for each budget line item for fiscal years 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: Provided further, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: Provided further, That the Commandant shall transfer $5,800,000 to the City of Homer, Alaska, for the construction of a municipal pier and other harbor improvements, contingent upon the City of Homer entering into an agreement with the United States to accommodate Coast Guard vessels and to support Coast Guard operations at Homer, Alaska.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, $16,700,000, to remain available until expended.

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, $15,500,000, to remain available until expended.

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), $778,000,000.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services, $80,375,000: Provided, That no more than $22,000,000 of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve: Provided further, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, $21,320,000, to remain available until expended, of which $3,500,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations 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 only, in addition to amounts made available by Public Law 104–264, $6,544,235,000, of which $4,414,869,000 shall be derived from the Airport and Airway Trust Fund, of which $5,200,274,000 shall be available for air traffic services program activities; $694,979,000 shall be available for aviation regulation and certification program activities; $139,301,400 shall be available for civil aviation security program activities; $189,988,000 shall be available for research and acquisition program activities; $12,000,000 shall be available for commercial space transportation program activities; $48,443,600 shall be available for Financial Services program activities; $54,864,000 shall be available for Human Resources program activities; $99,347,000 shall be available for Regional Coordination program activities; and $105,038,000 shall be available for Staff Offices program activities: Provided, That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: Provided further, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: Provided further, That of the funds appropriated under this heading, not less than $5,000,000 shall be for the contract tower cost-sharing program and not less than $750,000 shall be for the Centennial of Flight Commission: Provided further, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: Provided further, That none of the funds in this Act shall be available for new applicants for the second career training program: Provided further, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: Provided further, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than 5 years in length or greater than $100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: Provided further, That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, $2,656,765,000, of which $2,334,112,400 shall remain available until September 30, 2003, and of which $322,652,600 shall remain available until September 30, 2001: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: Provided further, That upon initial submission to the Congress of the fiscal year 2002 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: Provided further, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a capital lease agreement unless appropriations have been provided to fully cover the Federal Government's contingent liabilities at the time the lease agreement is signed.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, $187,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2003: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for administration of such programs; for administration of programs under section 40117; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, $3,200,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: Provided, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of $3,200,000,000 in fiscal year 2001, notwithstanding section 47117(h) of title 49, United States Code: Provided further, That notwithstanding any other provision of law, not more than $53,000,000 of funds limited under this heading shall be obligated for administration.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

Of the unobligated balances authorized under 49 U.S.C. 48103, as amended, $579,000,000 are rescinded.

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration not to exceed $295,119,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: Provided, That of the funds available under section 104(a) of title 23, United States Code: $4,000,000 shall be available

for Commercial Remote Sensing Products and Spatial Information Technologies under section 5113 of Public Law 105–178, as amended; $10,000,000 shall be available for the National Historic Covered Bridge Preservation Program under section 1224 of Public Law 105–178, as amended; $5,000,000 shall be available for the construction and improvement of the Alabama State Docks, and shall remain available until expended; $10,000,000 shall be available to Auburn University for research activities at the Center for Transportation Technology and to construct a building to house the center, and shall remain available until expended; $7,500,000 shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended; and $25,000,000 shall be available for the Transportation and Community and System Preservation Program under section 1221 of Public Law 105–178, as amended.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of $29,661,806,000 for Federal-aid highways and highway safety construction programs for fiscal year 2001: Provided, That within the $29,661,806,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than $437,250,000 shall be available for the implementation or execution of programs for transportation research (sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and sections 5112 and 5204–5209 of Public Law 105–178) for fiscal year 2001; not more than $25,000,000 shall be available for the implementation or execution of programs for the Magnetic Levitation Transportation Technology Deployment Program (section 1218 of Public Law 105–178) for fiscal year 2001, of which not to exceed $1,000,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance in connection with such program, of which not to exceed $1,500,000 shall be available to the Federal Railroad Administration for "Safety and operations", and, notwithstanding section 1218(c)(4) of Public Law 105–178, of which $1,000,000 shall be available for low speed magnetic levitation research and development; not more than $31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (section 111 of title 49, United States Code) for fiscal year 2001: Provided further, That within the $218,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas:

State of Alaska, $2,350,000;
Alameda-Contra Costa, California, $500,000;
Aquidneck Island, Rhode Island, $500,000;
Austin, Texas, $250,000;
Automated crash notification system, UAB, $1,000,000;

Baton Rouge, Louisiana, $1,000,000;
Bay County, Florida, $1,500,000;
Beaumont, Texas, $150,000;
Bellingham, Washington, $350,000;
Bloomington Township, Illinois, $400,000;
Calhoun County, Michigan, $750,000;
Carbondale, Pennsylvania, $2,000,000;
Cargo Mate, New Jersey, $750,000;
Charlotte, North Carolina, $625,000;
College Station, Texas, $1,800,000;
Commonwealth of Virginia, $5,500,000;
Corpus Christi, Texas (vehicle dispatching), $1,000,000;
Delaware River Port Authority, $1,250,000;
DuPage County, Illinois, $500,000;
Fargo, North Dakota, $1,000,000;
Fort Collins, Colorado, $1,250,000;
Hattiesburg, Mississippi, $500,000;
Huntington Beach, California, $1,250,000;
Huntsville, Alabama, $3,000,000;
I–70 West project, Colorado, $750,000;
Inglewood, California, $600,000;
Jackson, Mississippi, $1,000,000;
Jefferson County, Colorado, $4,250,000;
Johnsonburg, Pennsylvania, $1,500,000;
Kansas City, Missouri, $1,250,000;
Lake County, Illinois, $450,000;
Lewis & Clark Trail, Montana, $625,000;
Montgomery County, Pennsylvania, $2,000,000;
Moscow, Idaho, $875,000;
Muscle Shoals, Alabama, $1,000,000;
Nashville, Tennessee, $500,000;
New Jersey regional integration/TRANSCOM, $3,000,000;
North Central Pennsylvania, $750,000;
North Las Vegas, Nevada, $1,800,000;
Norwalk and Santa Fe Springs, California, $500,000;
Oakland and Wayne Counties, Michigan, $1,500,000;
Pennsylvania Turnpike Commission, $1,500,000;
Philadelphia, Pennsylvania, $500,000;
Puget Sound regional fare collection, Washington, $2,500,000;
Rensselaer County, New York, $500,000;
Rochester, New York, $1,500,000;
Sacramento County, California, $875,000;
Sacramento to Reno, I–80 corridor, $100,000;
Sacramento, California, $500,000;
Salt Lake City (Olympic Games), Utah, $1,000,000;
San Antonio, Texas, $100,000;
Santa Teresa, New Mexico, $500,000;
Schuylkill County, Pennsylvania, $400,000;
Seabrook, Texas, $1,200,000;
Shreveport, Louisiana, $1,000,000;
South Dakota commercial vehicle, ITS, $1,250,000;
Southeast Michigan, $500,000;
Southhaven, Mississippi, $150,000;

Spokane County, Washington, $1,000,000;
Springfield-Branson, Missouri, $750,000;
St. Louis, Missouri, $500,000;
State of Arizona, $1,000,000;
State of Connecticut, $3,000,000;
State of Delaware, $1,000,000;
State of Illinois, $1,000,000;
State of Indiana (SAFE–T), $1,000,000;
State of Iowa (traffic enforcement and transit), $2,750,000;
State of Kentucky, $1,500,000;
State of Maryland, $3,000,000;
State of Minnesota, $6,500,000;
State of Missouri (rural), $750,000;
State of Montana, $750,000;
State of Nebraska, $2,600,000;
State of New Mexico, $750,000;
State of North Carolina, $1,500,000;
State of North Dakota, $500,000;
State of Ohio, $2,000,000;
State of Oklahoma, $1,000,000;
State of Oregon, $750,000;
State of South Carolina statewide, $2,000,000;
State of Tennessee, $1,850,000;
State of Utah, $1,500,000;
State of Vermont, $500,000;
State of Wisconsin, $1,000,000;
Texas border phase I, Houston, Texas, $500,000;
Tuscaloosa, Alabama, $2,000,000;
Tuscon, Arizona, $1,250,000;
Vermont rural ITS, $1,500,000;
Washington, DC area, $1,250,000;
Washoe County, Nevada, $200,000;
Wayne County, Michigan, $5,000,000;
Williamson County/Round Rock, Texas, $250,000:

Provided further, That, notwithstanding Public Law 105–178, as amended, funds authorized under section 110 of title 23, United States Code, for fiscal year 2001 shall be apportioned based on each State's percentage share of funding provided for under section 105 of title 23, United States Code, for fiscal year 2001, except that before such apportionments are made, $156,486,491 shall be set aside for projects authorized under section 1602 of Public Law 105–178, as amended; $25,000,000 shall be set aside for the Indian Reservation Roads Program under section 204 of title 23, United States Code $18,467,857 shall be set aside for the Woodrow Wilson Memorial Bridge project authorized by section 404 of the Woodrow Wilson Memorial Bridge Authority Act of 1995, as amended; $10,000,000 shall be set aside for the commercial driver's license program under motor carrier safety grants authorized by section 31102 of title 49, United States Code; and $1,735,039 shall be set aside for the Alaska Highway authorized by section 218 of title 23, United States Code. Of the funds to be apportioned under section 110 for fiscal year 2001, the Secretary shall ensure that such funds are apportioned for the Interstate Maintenance program, the National Highway system program, the bridge program, the surface transportation program,

and the congestion mitigation and air quality program in the same ratio that each State is apportioned funds for such program in fiscal year 2001 but for this section: Provided, That, notwithstanding any other provision of law, of the funds apportioned to the State of Oklahoma under section 110 of title 23, United States Code, for fiscal year 2001, $8,000,000 shall be available only for the widening of US 177 from SH–33 to 32nd Street in Stillwater, Oklahoma; $4,300,000 shall be available only for the reconstruction of US 177 in the vicinity of Cimarron River, Oklahoma; $1,500,000 shall be available only for the reconstruction of US 70 from Broken Bow, Oklahoma to the Arkansas state line; $1,000,000 shall be available only to improve Battiest-Pickens Road between Battiest and Pickens, Oklahoma; $140,000 shall be available only to conduct a feasibility study of increasing lanes or adding passing lanes on SH 3 in McCurtain, Pushmataha and Atoka Counties, Oklahoma; and $100,000 shall be available only for the reconstruction of US 70 in Marshall and Bryan Counties, Oklahoma: Provided further, That, notwithstanding any other provision of law, of the funds apportioned to the State of Mississippi under section 110 of title 23, United States Code, for fiscal year 2001, $24,600,000 may be available for construction of an interchange for a connector road from the interchange to U.S. Highway 51, between mile markers 115 and 120 on I–55 in Mississippi: Provided further, That, notwithstanding any other provision of law, of the funds apportioned to the State of New York under section 110 of title 23, United States Code, for fiscal year 2001, $4,000,000 shall be available only to upgrade and improve the Albany North Creek intermodal transportation corridor: Provided further, That, notwithstanding any other provision of law, of the funds apportioned to the State of Nebraska under section 110 of title 23, United States Code, for fiscal year 2001, $3,500,000 shall be available only for the construction of a pedestrian overpass in Lincoln: Provided further, That, notwithstanding any other provision of law, of the funds apportioned to the State of Alabama under section 110 of title 23, United States Code, for fiscal year 2001, $8,000,000 shall be available only for construction of the Patton Island bridge in Lauderdale County, Alabama: Provided further, That, notwithstanding any other provision of law, of the funds apportioned to the State of California under section 110 of title 23, United States Code, for fiscal year 2001, $46,000,000 shall be available only for traffic mitigation and other improvements to existing SR710 in South Pasadena, Pasadena and El Serano: Provided further, That, notwithstanding any other provision of law, the obligation limitation distributed for specific projects described herein shall remain available until expended and shall be in addition to the amount of any obligation limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, $28,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

EMERGENCY RELIEF PROGRAM

(HIGHWAY TRUST FUND)

For an additional amount for the Emergency Relief Program for emergency expenses resulting from floods and other natural disasters, as authorized by section 125 of title 23, United States Code, $720,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: Provided further, That the entire amount shall be available only to the extent that an official budget request for $720,000,000, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY

LIMITATION ON ADMINISTRATIVE EXPENSES

For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a) of title 23, United States Code, not to exceed $92,194,000 shall be paid in accordance with law from appropriations made available by this Act and from any available take-down balances to the Federal Motor Carrier Safety Administration, together with advances and reimbursements received by the Federal Motor Carrier Safety Administration: Provided, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, $177,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of $177,000,000 for "Motor Carrier Safety Grants".

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code, $116,876,000 of which $85,321,000 shall remain available until September 30, 2003: Provided, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect: Provided further, That none of the funds appropriated in this Act may be obligated or expended to purchase a vehicle to conduct New Car Assessment Program crash testing at a price that exceeds the manufacturer's suggested retail price, unless the Secretary submits a request for a waiver that is approved by the House and Senate Committees on Appropriations: Provided further, That the Department of Transportation shall fund a study with the National Academy of Sciences on whether the static stability factor is a scientifically valid measurement that presents practical, useful information to the public including a comparison of the static stability factor test versus a test with rollover metrics based on dynamic driving conditions that may induce rollover events: Provided further, That nothing in this provision prohibits NHTSA from completing action on its proposal to provide rollover rating information to the public while the National Academy of Sciences conducts this study: Provided further, That to the extent NHTSA continues action on its rollover ratings proposal during the study, the agency shall consider any available preliminary deliberations or conclusions available from the National Academy of Sciences before completing action on its proposal, and shall consider coordinating any final action on its proposal with the completion of the National Academy of Sciences study: Provided further, That the National Academy of Sciences shall complete this study and issue a report to the House and Senate Committees on Appropriations not later than nine months after the date of enactment of this Act: Provided further, That after the National Academy of Sciences submits its findings to the Congress and the National Highway Traffic Safety Administra-

tion, the National Highway Traffic Safety Administration shall formally review and respond within thirty days to the study findings and propose any appropriate revisions to the consumer information program based on that review.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, $72,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2001, are in excess of $72,000,000 for programs authorized under 23 U.S.C. 403.

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under chapter 303 of title 49, United States Code, $2,000,000, to be derived from the Highway Trust Fund, and to remain available until expended.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, $213,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2001, are in excess of $213,000,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which $155,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, $13,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, $36,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, and $9,000,000 shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: Provided further, That not to exceed $7,750,000 of the funds made available for section 402, not to exceed $650,000 of the funds made available for section 405, not to exceed $1,800,000 of the funds made available for section 410, and not to exceed $450,000 of the funds made available for section 411 shall be avail-

able to NHTSA for administering highway safety grants under chapter 4 of title 23, United States Code: Provided further, That not to exceed $500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, $101,717,000, of which $5,899,000 shall remain available until expended: Provided, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: Provided further, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, $25,325,000, to remain available until expended.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94–210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: Provided, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2001.

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, $17,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 U.S.C. 26101 and 26102, $25,100,000, to remain available until expended.

ALASKA RAILROAD REHABILITATION

To enable the Secretary of Transportation to make grants to the Alaska Railroad, $20,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.

WEST VIRGINIA RAIL DEVELOPMENT

For capital costs associated with track, signal, and crossover rehabilitation and improvements on the MARC Brunswick line in West Virginia, $15,000,000, to remain available until expended.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), $521,476,000, to remain available until expended: Provided, That the Secretary shall not obligate more than $208,590,000 prior to September 30, 2001.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, $12,800,000: Provided, That no more than $64,000,000 of budget authority shall be available for these purposes: Provided further, That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, $1,000,000 shall be transferred to the Department of Transportation's Office of Inspector General for costs associated with the audit and review of new fixed guideway systems: Provided further, That not to exceed $2,500,000 for the National Transit Database shall remain available until expended.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105–178, $669,000,000, to remain available until expended: Provided, That no more than $3,345,000,000 of budget authority shall be available for these purposes: Provided further, That of the funds provided under this heading, $60,000,000 shall be available for grants for the costs of planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah: Provided further, That in allocating the funds designated in the preceding proviso, the Secretary shall make grants only to the Utah Department

of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended: Provided further, That notwithstanding section 3008 of Public Law 105–178, the $50,000,000 to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".

UNIVERSITY TRANSPORTATION RESEARCH

For necessary expenses to carry out 49 U.S.C. 5505, $1,200,000, to remain available until expended: Provided, That no more than $6,000,000 of budget authority shall be available for these purposes.

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, $22,200,000, to remain available until expended: Provided, That no more than $110,000,000 of budget authority shall be available for these purposes: Provided further, That $5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)), $4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315), $8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)), $52,113,600 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305), $10,886,400 is available for State planning (49 U.S.C. 5313(b)); and $29,500,000 is available for the national planning and research program (49 U.S.C. 5314).

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105–178, $5,016,600,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: Provided, That $2,676,000,000 shall be paid to the Federal Transit Administration's formula grants account: Provided further, That $87,800,000 shall be paid to the Federal Transit Administration's transit planning and research account: Provided further, That $51,200,000 shall be paid to the Federal Transit Administration's administrative expenses account: Provided further, That $4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: Provided further, That $80,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: Provided further, That $2,116,800,000 shall be paid to the Federal Transit Administration's capital investment grants account.

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, $529,200,000, to remain available until expended: Provided, That no more than $2,646,000,000 of budget authority shall be available for these purposes: Provided further, That notwithstanding any other provision of law, there shall be available for fixed guideway modernization, $1,058,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, $529,200,000, together with $50,000,000 transferred from "Federal Transit Administration, formula grants"; and there shall be available for new fixed guideway systems $1,058,400,000, together with $4,983,828 made available for the Pittsburgh airport busway project under Public Law 105–66, together with $1,488,750 made available for the Burlington to Gloucester, New Jersey line under Public Law 103–331, together with $20,521,470 previously appropriated for the Orlando Lynx light rail project remaining unobligated as of or deobligated after September 30, 2000; to be available as follows:

$10,400,000 for Alaska or Hawaii ferry projects;

$500,000 for the Albuquerque/Greater Albuquerque mass transit project;

$25,000,000 for the Atlanta, Georgia, North line extension project;

$1,000,000 for the Austin, Texas, capital metro light rail project;

$3,000,000 for the Baltimore central LRT double track project;

$5,000,000 for the Birmingham, Alabama, transit corridor;

$25,000,000 for the Boston South Boston Piers transitway project;

$1,000,000 for the Boston Urban Ring project;

$2,000,000 for the Burlington-Bennington (ABRB), Vermont, commuter rail project;

$1,000,000 for the Calais, Maine, branch line regional transit program;

$2,000,000 for the Canton-Akron-Cleveland commuter rail project;

$3,000,000 for the Central Florida commuter rail project;

$5,000,000 for the Charlotte, North Carolina, north-south corridor transitway projects;

$35,000,000 for the Chicago METRA commuter rail projects;

$15,000,000 for the Chicago Ravenswood and Douglas branch reconstruction projects;

$1,500,000 for the Clark County, Nevada, RTC fixed guideway project;

$4,000,000 for the Cleveland Euclid corridor improvement project;

$1,000,000 for the Colorado Roaring Fork Valley project;

$70,000,000 for the Dallas north central light rail extension project;

$3,000,000 for the Denver Southeast corridor project;

$20,200,000 for the Denver Southwest corridor project;

$500,000 for the Detroit, Michigan, metropolitan airport light rail project;

$50,000,000 for the Dulles corridor project;

$15,000,000 for the Fort Lauderdale, Florida, Tri-County commuter rail project;

$1,000,000 for the Galveston, Texas, rail trolley extension project;

$15,000,000 for the Girdwood to Wasilla, Alaska, commuter rail project;

$500,000 for the Harrisburg-Lancaster capital area transit corridor 1 commuter rail project;

$1,000,000 for the Hollister/Gilroy branch line rail extension project;

$2,500,000 for Honolulu, Hawaii, bus rapid transit project;

$2,500,000 for the Houston advanced transit project;

$10,750,000 for the Houston regional bus project;

$3,000,000 for the Indianapolis, Indiana, northeast-downtown corridor project;

$1,000,000 for the Johnson County, Kansas, I–35 commuter rail project;

$3,500,000 for Kansas City, Missouri, Southtown corridor project;

$4,000,000 for the Kenosha-Racine-Milwaukee rail extension project;

$3,000,000 for the Little Rock, Arkansas, river rail project;

$8,000,000 for the Long Island Railroad East Side access project;

$2,000,000 for the Los Angeles Mid-City and East Side corridors projects;

$50,000,000 for the Los Angeles North Hollywood extension project;

$3,000,000 for the Los Angeles-San Diego LOSSAN corridor project;

$2,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail project;

$10,000,000 for the MARC expansion projects—Penn-Camden lines connector and midday storage facility;

$1,000,000 for the Massachusetts North Shore corridor project;

$6,000,000 for the Memphis, Tennessee, medical center rail extension project;

$6,000,000 for the Nashville, Tennessee, regional commuter rail project;

$121,000,000 for the New Jersey Hudson Bergen project;

$7,000,000 for the Newark-Elizabeth rail link project;

$2,000,000 for the Northern Indiana south shore commuter rail project;

$1,000,000 for the Northwest New Jersey-Northeast Pennsylvania passenger rail project;

$10,000,000 for the Oceanside-Escondido, California, light rail extension project;

$2,000,000 for the Orange County, California, transitway project;

$10,000,000 for the Philadelphia-Reading SETPA Schuylkill Valley metro project;

$2,000,000 for the Philadelphia SEPTA Cross County metro project;

$10,000,000 for the Phoenix metropolitan area transit project;

$5,000,000 for the Pittsburgh North Shore-central business district corridor project;

$12,000,000 for the Pittsburgh stage II light rail project;

$7,500,000 for the Portland-Interstate MAX LRT extension project;

$2,000,000 for the Portland, Maine, marine highway program;

$5,000,000 for the Puget Sound RTA Sounder commuter rail project;

$10,000,000 for the Raleigh-Durham-Chapel Hill Triangle transit project;

$500,000 for the Rhode Island-Pawtucket and T.F. Green commuter rail and maintenance facility;

$35,200,000 for the Sacramento, California, south corridor LRT project;

$2,000,000 for the Salt Lake City-University light rail line project;

$1,000,000 for the San Bernardino, California, Metrolink project;

$31,500,000 for the San Diego Mission Valley East light rail project;

$80,000,000 for the San Francisco BART extension to the airport project;

$12,250,000 for the San Jose Tasman West light rail project;

$75,000,000 for the San Juan Tren Urbano project;

$1,500,000 for the Santa Fe-Eldorado, New Mexico, rail link project;

$50,000,000 for the Seattle, Washington, central link LRT project;

$4,000,000 for the Spokane, Washington, South Valley corridor light rail project;

$1,000,000 for the St. Louis, Missouri, MetroLink Cross County connector project;

$60,000,000 for the St. Louis-St. Clair MetroLink extension project;

$8,000,000 for the Stamford, Connecticut, fixed guideway corridor;

$6,000,000 for the Stockton, California, Altamont commuter rail project;

$5,000,000 for the Twin Cities Transitways projects;

$50,000,000 for the Twin Cities Transitways—Hiawatha corridor project;

$3,000,000 for the Virginia Railway Express commuter rail project;

$7,500,000 for the Washington Metro-Blue Line extension-Addison Road (Largo) project;

$2,000,000 for the West Trenton, New Jersey, rail project;

$2,500,000 for the Whitehall and St. George ferry terminal projects;

$5,000,000 for the Wilmington, Delaware, downtown transit corridor project; and

$1,000,000 for the Wilsonville to Washington County, Oregon, commuter rail project:

Provided further, That any funds previously appropriated for the Miami-Dade Transit east-west multimodal corridor project and the Miami Metro-Dade North 27th Avenue corridor project remaining unobligated as of or deobligated after September 30, 2000, are to be made available for the South Miami-Dade Busway Extension project: Provided further, That funds made available under the heading "Capital investment grants" in Division A, Section 101(g) of Public Law 105–277 for the "Colorado-North Front Range corridor feasibility study" are to be made available for "Colorado-Eagle Airport to Avon light rail system feasibility study"; and that funds made available in Public Law 106–69 under "Capital investment grants" for buses and bus-related facilities that were designated for projects numbered 14 and 20 shall be made available to the State of Alabama for buses and bus-related facilities.

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), $350,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund.

JOB ACCESS AND REVERSE COMMUTE GRANTS

Notwithstanding section 3037(l)(3) of Public Law 105–178, as amended, for necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, $20,000,000, to remain available until expended: Provided, That no more than $100,000,000 of budget authority shall be available for these purposes: Provided further, That up to $250,000 of the funds provided under this heading may be used by the Federal Transit Administration for technical assistance and support and performance reviews of the Job Access and Reverse Commute Grants program.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, $13,004,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99–662.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, $36,373,000, of which $645,000 shall be derived from the Pipeline Safety Fund, and of which $4,707,000 shall remain available until September 30, 2003: Provided, That up to $1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, $47,044,000, of which $7,488,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2003; of which $36,556,000 shall be derived from the Pipeline Safety Fund, of which $23,837,000 shall remain available until September 30, 2003; and of which $3,000,000 shall be derived from amounts previously collected under 49 U.S.C. 60301: Provided, That amounts previously collected under 49 U.S.C. 60301 shall be available for damage prevention grants to States.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), $200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, 2003: Provided, That not more than $14,300,000 shall be made available for obligation in fiscal year 2001 from amounts made available by 49 U.S.C. 5116(i) and 5127(d): Provided further, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obli-

gation by individuals other than the Secretary of Transportation, or his designee.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, $48,450,000: Provided, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: Provided further, That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $17,954,000: Provided, That notwithstanding any other provision of law, not to exceed $900,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: Provided further, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year 2001, to result in a final appropriation from the general fund estimated at no more than $17,054,000.

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

For expenses necessary for the Architectural and Transportation Barriers Compliance Board, as authorized by section 502 of the Rehabilitation Act of 1973, as amended, $4,795,000: Provided, That, notwithstanding any other provision of law, there may be credited to this appropriation funds received for publications and training expenses.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

For necessary expenses of the National Transportation Safety Board, including hire of passenger motor vehicles and aircraft; services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS–15; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901–5902) $62,942,000, of which not to exceed $2,000 may be used for official reception and representation expenses.

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).

SEC. 302. Such sums as may be necessary for fiscal year 2001 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. Hereafter, funds appropriated under this or any other Act for expenditures by the Federal Aviation Administration shall be available: (1) except as otherwise authorized by title VIII of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7701 et seq.), for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents; and (2) for transportation of said dependents between schools serving the area that they attend and their places of residence when the Secretary, under such regulations as may be prescribed, determines that such schools are not accessible by public means of transportation on a regular basis.

SEC. 304. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than 104 political and Presidential appointees in the Department of Transportation: Provided, That none of the personnel covered by this provision or political and Presidential appointees in an independent agency funded in this Act may be assigned on temporary detail outside the Department of Transportation or such independent agency.

SEC. 306. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 307. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 308. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 309. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provide in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) 18 U.S.C. 2725 is amended by:

In paragraph (2) striking the word "and"; and inserting after paragraph 3:

"(4) 'highly restricted personal information' means an individual's photograph or image, social security number, medical or disability information; and

"(5) 'express consent' means consent in writing, including consent conveyed electronically that bears an electronic signature as defined in section 106(5) of Public Law 106–229."

(c) 18 U.S.C. 2721(a) is amended to read as follows:

"(a) IN GENERAL.—A State department of motor vehicles, and any officer, employee, or contractor thereof, shall not knowingly disclose or otherwise make available to any person or entity:

"(1) personal information, as defined in 18 U.S.C. 2725(3), about any individual obtained by the department in connection with a motor vehicle record, except as provided in subsection (b) of this section; or

"(2) highly restricted personal information, as defined in 18 U.S.C. 2725(4), about any individual obtained by the department in connection with a motor vehicle record, without the express consent of the person to whom such information applies, except uses permitted in subsections (b)(1), (b)(4), (b)(6), and (b)(9): Provided, That subsection (a)(2) shall not in any way affect the use of organ donation information on an individual's driver's license or affect the administration of organ donation initiatives in the States."

(d) 18 U.S.C. 2721(b) is amended by inserting before "may be disclosed" ", subject to subsection (a)(2),".

(e) 18 U.S.C. 2721 is amended by inserting after subsection (d):

"(e) PROHIBITION ON CONDITIONS.—No State may condition or burden in any way the issuance of an individual's motor vehicle record as defined in 18 U.S.C. 2725(1) to obtain express consent. Nothing in this paragraph shall be construed to prohibit a State from charging an administrative fee for issuance of a motor vehicle record."

(f) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 310. (a) For fiscal year 2001, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid Highways amounts authorized for administrative expenses and programs funded from the administrative takedown authorized by section 104(a) of title 23, United States Code, and paragraph (7) of this section, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, excluding $128,752,000 pursuant to subsection (e) of section 110 of title 23, as amended, and for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid Highways that is equal to the unobligated balance of amounts made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highways and highway safety programs for the previous fiscal year the funds for which are allocated by the Secretary;

(3) determine the ratio that—

(A) the obligation limitation for Federal-aid Highways less the aggregate of amounts not distributed under paragraphs (1) and (2), bears to

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(8)) for such fiscal year less the aggregate of the amounts not distributed under paragraph (1) of this subsection;

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) of section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and $2,000,000,000 for such fiscal year under section 105 of title 23, United States Code (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, $2,000,000,000) for such fiscal year;

(5) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined

under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year;

(6) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraphs (4) and (5) for Federal-aid highways and highway safety construction programs (other than the minimum guarantee program, but only to the extent that amounts apportioned for the minimum guarantee program for such fiscal year exceed $2,639,000,000, and the Appalachian development highway system program) that are apportioned by the Secretary under title 23, United States Code, in the ratio that—

(A) sums authorized to be appropriated for such programs that are apportioned to each State for such fiscal year, bear to

(B) the total of the sums authorized to be appropriated for such programs that are apportioned to all States for such fiscal year; and

(7) Notwithstanding any other provision of law, after determining the amount of funds to be allocated to the surface transportation program, to the bridge program, to the congestion mitigation and air quality improvement program, and to the Interstate and National Highway System program, under section 110 of title 23, United States Code, deduct a sum, in an amount not to exceed 1⅙ percent of the sum made available to each program, to administer the provisions of law to be financed from appropriations for the Federal-aid highways program.

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid Highways shall not apply to obligations: (1) under section 125 of title 23, United States Code; (2) under section 147 of the Surface Transportation Assistance Act of 1978; (3) under section 9 of the Federal-Aid Highway Act of 1981; (4) under sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982; (5) under sections 149(b) and 149(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987; (6) under sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991; (7) under section 157 of title 23, United States Code, as in effect on the day before the date of the enactment of the Transportation Equity Act for the 21st Century; and (8) under section 105 of title 23, United States Code (but, only in an amount equal to $639,000,000 for such fiscal year).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United

States Code, and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to transportation research programs carried out under chapter 5 of title 23, United States Code, except that obligation authority made available for such programs under such limitation shall remain available for a period of 3 fiscal years.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds: (1) that are authorized to be appropriated for such fiscal year for Federal-aid highways programs (other than the program under section 160 of title 23, United States Code) and for carrying out subchapter I of chapter 311 of title 49, United States Code, and highway-related programs under chapter 4 of title 23, United States Code; and (2) that the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under subsection (a)(6). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

(f) SPECIAL RULE.—Obligation limitation distributed for a fiscal year under subsection (a)(4) of this section for a section set forth in subsection (a)(4) shall remain available until used and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

SEC. 311. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. 312. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 313. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. 314. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant. The Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end items that: (1) includes economic order quantity or long lead time material procurement in excess of $10,000,000 in any 1 year of the contract; (2) in-

cludes a cancellation charge greater than $10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: Provided, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.

SEC. 316. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under "Federal Transit Administration, Capital investment grants" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2003, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 317. Notwithstanding any other provision of law, any funds appropriated before October 1, 2000, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 318. None of the funds in this Act may be used to compensate in excess of 335 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2001.

SEC. 319. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's "Transit Planning and Research" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 320. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901 et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to the enactment of this section.

SEC. 321. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities: Provided, That not more than $3,000,000 of the funds made available to Hawaii pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry routes.

SEC. 322. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: Provided, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.

SEC. 323. None of the funds in this Act may be obligated or expended for employee training which: (a) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (b) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (c) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (d) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N–915.022, dated September 2, 1988; (e) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace; or (f) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.

SEC. 324. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegraph, telephone, letter, printed or written material, radio, television, video presentation, electronic communications, or other device, intended or designed to influence in any manner a Member of Congress or of a State legislature to favor or oppose by vote or otherwise, any legislation or appropriation by Congress or a State legislature after the introduction of any bill or resolution in Congress proposing such legislation or appropriation, or after the introduction of any bill or resolution in a State legislature proposing such legislation or appropriation: Provided, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress or to Congress, on the request of any Member, or to members of State legislature, or to a State legislature, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of business.

SEC. 325. (a) IN GENERAL.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).

(b) SENSE OF THE CONGRESS; REQUIREMENT REGARDING NOTICE.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in ex-

pending the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.

(c) PROHIBITION OF CONTRACTS WITH PERSONS FALSELY LABELING PRODUCTS AS MADE IN AMERICA.—If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a "Made in America" inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.

SEC. 326. In addition to the funds limited in this Act, $54,963,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), shall be available for section 1069(y) of Public Law 102–240.

SEC. 327. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 2001.

SEC. 328. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 329. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, $750,000, to remain available until September 30, 2002: Provided, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105–134 shall include the identification of Amtrak routes which are candidates for closure or realignment, based on performance rankings developed by Amtrak which incorporate information on each route's fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identification, that Federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: Provided further, That these closure or realignment recommendations shall be included in the Amtrak Reform Council's annual report to the Congress required by section 203(h) of Public Law 105–134.

SEC. 330. Item number 1473 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 311) is amended by striking "Stony" and inserting "Commerce".

SEC. 331. None of the funds in this Act may be used to make a 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 from: (1) any discretionary grant program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: Provided, That no notification shall involve funds that are not available for obligation.

SEC. 332. Of the funds provided for fiscal year 2001 in section 232 of the Miscellaneous Appropriations Act, 2000, as enacted by section 1000(a)(5) of the Consolidated Appropriations Act, 2000, $20,000,000 shall be available only for fire and life safety improvements to enable the James A. Farley Post Office in New York City to be used as a train station and commercial center.

SEC. 333. None of the funds in this Act shall be available for planning, design, or construction of a light rail system in Houston, Texas.

SEC. 334. Section 3030(b) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end the following:

"(72) Wilmington Downtown transit corridor.

"(73) Honolulu Bus Rapid Transit project.".

SEC. 335. None of the funds appropriated or made available by this Act or any other Act shall be used (1) to adopt any proposed rule or proposed amendment to a rule contained in the Notice of Proposed Rulemaking issued on April 24, 2000 (Docket No. FMCSA–97–2350–953), (2) to adopt any rule or amendment to a rule similar in substance to a proposed rule or proposed amendment to a rule contained in such Notice, or (3) if any such proposed rule or proposed amendment to a rule has been adopted prior to enactment of this section, to enforce such rule or amendment to a rule: Provided, That nothing in this section shall apply to issuing and proceeding, through all stages of rulemaking other than adoption of a final rule, under subchapter II of chapter 5 of title 5, United States Code on a supplemental notice of proposed rulemaking to be issued in Docket No. FMCSA–97–2350–953 that contains proposed rules and proposed amendments to rules that take appropriate account of the information received for filing in the docket on the Notice of Proposed Rulemaking (Docket No. FMCSA–97–2350–953).

SEC. 336. Section 3038(e) of Public Law 105–178 is amended by striking "50" and inserting "90".

SEC. 337. Item number 273 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by striking "Reconstruct I–235 and improve the interchange for access to the MLKing Parkway." and inserting "Construction of the north-south segments of the Martin Luther King Jr. Parkway in Des Moines.".

SEC. 338. Item number 328 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting before "of" the following: "or construction".

SEC. 339. Section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 256) is amended—

(1) by striking item number 63, relating to Ohio; and

(2) in item number 186, relating to Ohio, by striking "3.75" and inserting "7.5".

SEC. 340. (a) Of the funds apportioned to the Commonwealth of Massachusetts under each of subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, the Secretary shall withhold obligation of Federal funds and all project approvals for the Central Artery/Tunnel project in fiscal year 2001 and each fiscal year thereafter unless the Secretary of the Department of Transportation determines that the Commonwealth meets each of the following criteria:

(1) The Commonwealth is in full compliance with the partnership agreement that was executed on June 22, 2000, between the Federal Highway Administration, the Massachusetts Turnpike Authority, the Massachusetts Highway Department, and the Massachusetts Executive Office of Transportation and Construction.

(2) The Commonwealth is in full compliance with the balanced statewide program memorandum of understanding entered into by the Massachusetts Highway Department, the Executive Office of Transportation and Construction, and metropolitan planning organizations in the Commonwealth of Massachusetts.

(3) The Commonwealth of Massachusetts shall spend no less than $400,000,000 each year for construction activities and specific transportation projects as defined in the Balanced Statewide Program Memorandum of Understanding on projects other than the Central Artery/Tunnel project.

(b) After June 22, 2000, the Secretary of Transportation shall not approve new net advance construction for the Central Artery/Tunnel project in an amount greater than $222,000,000 and no conversion of advance construction to obligation authority shall cause the Federal share of funding for the Central Artery/Tunnel project to exceed $8,549,000,000.

(c) Of the funds apportioned to the Commonwealth of Massachusetts under each of subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, the Secretary shall withhold obligation of Federal funds and all project approvals for the Central Artery/Tunnel project in fiscal year 2001 and each fiscal year thereafter until the Inspector General of the Department of Transportation finds the annual update of the Central Artery/Tunnel project finance plan consistent with Federal Highway Administration financial plan guidance and the Secretary of the Department of Transportation approves the annual update of the finance plan, except for fiscal year 2001 when approval of the annual update of the finance plan will not be required until December 1, 2000.

(d) Total Federal contributions to the Central Artery/Tunnel project shall not exceed $8,549,000,000.

(e) Should the Secretary withhold Federal funds apportioned to the Commonwealth of Massachusetts under subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United

States Code, for the Central Artery/Tunnel project in any fiscal year for noncompliance with this section, such funds shall be available to the Commonwealth of Massachusetts for projects other than the Central Artery/Tunnel project in that fiscal year.

(f) This section shall be in effect for each fiscal year in which any Federal funds are made available to construct the Central Artery/Tunnel project in Boston, Massachusetts.

(g) Notwithstanding the foregoing provisions of this section to the contrary, the Secretary is authorized to approve conversion of advance construction to obligation authority and otherwise make Federal funds available to the Commonwealth of Massachusetts without regard to the requirements of this section, other than subsection (d), if and only if to the extent necessary, as evidenced by a certificate of the Secretary of Administration and Finance of the Commonwealth of Massachusetts satisfactory to the Secretary, to enable the Commonwealth of Massachusetts to pay all or any portion of the principal amount of notes issued by the Commonwealth of Massachusetts pursuant to sections 9 through 10D of chapter 11 of the Massachusetts acts of 1997, as amended, to finance costs of the Central Artery/Tunnel project in anticipation of the receipts of Federal funds: Provided, That no funds derived from the sale of grant anticipation notes shall be used to exceed the caps described in subsections (b) and (d).

SEC. 341. Section 3027(c)(3) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 2681–477), relating to services for elderly and persons with disabilities, is amended by striking "$1,000,000" and inserting "$1,444,000".

SEC. 342. Notwithstanding any other provision of law, unobligated balances from section 149(a)(45) and section 149(a)(63) of Public Law 100–17 and the Ebensburg Bypass Demonstration Project of Public Law 101–164 may be used for improvements along Route 56 in Cambria County, Pennsylvania, including the construction of a parking facility in the vicinity.

SEC. 343. None of the funds in this Act shall be used for the planning, development, or construction of California State Route 710 freeway extension project through South Pasadena, California.

SEC. 344. None of the funds made available in this Act may be used for engineering work related to an additional runway at New Orleans International Airport.

SEC. 345. Notwithstanding any other provision of law, up to $800,000 of unobligated balances from capital investment grants available for Fayette County, Pennsylvania intermodal facilities and buses in the Department of Transportation and Related Agencies Appropriations Act, 1999 (Public Law 105–277) and the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106–69) may be made available for an intermodal parking facility in Cambria County, Pennsylvania.

SEC. 346. None of the funds appropriated by this Act shall be used to propose or issue rules, regulations, decrees, or orders for the purpose of implementation, or in preparation for implementation, of the Kyoto Protocol which was adopted on December 11, 1997, in Kyoto, Japan at the Third Conference of the Parties to the United Nations Framework Convention on Climate Change, which has not been submitted to the Senate for advice and consent to ratification

pursuant to article II, section 2, clause 2, of the United States Constitution, and which has not entered into force pursuant to article 25 of the Protocol.

SEC. 347. None of the funds appropriated by this Act or any other Act shall be used to pay the salaries and expenses of personnel who prepare or submit appropriations language as part of the President's Budget submission to the Congress of the United States for programs under the jurisdiction of the Appropriations Subcommittees on Department of Transportation and Related Agencies that assumes revenues or reflects reductions from the previous year due to user fee proposals that have not been enacted into law prior to the submission of the budget unless such budget submission identifies which additional spending reductions should occur in the event the user fee proposals are not enacted prior to the date of the convening of a committee of conference for the fiscal year 2002 appropriations Act.

SEC. 348. In addition to the authority provided in section 636 of the Treasury, Postal Service, and General Government Appropriations Act, 1997, as included in Public Law 104–208, title I, section 101(f), as amended, beginning in fiscal year 2001 and thereafter, amounts appropriated for salaries and expenses for the Department of Transportation may be used to reimburse an employee whose position is that of safety inspector for not to exceed one-half the costs incurred by such employee for professional liability insurance. Any payment under this section shall be contingent upon the submission of such information or documentation as the Department may require.

SEC. 349. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation or weather reporting. The prohibition of funds in this section does not apply to negotiations between the Agency and airport sponsors to achieve agreement on "below-market" rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

SEC. 350. None of the funds provided in this Act or prior Appropriations Acts for Coast Guard "Acquisition, construction, and improvements" shall be available after the fifteenth day of any quarter of any fiscal year beginning after December 31, 2000, unless the Commandant of the Coast Guard first submits a quarterly report to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects including projects executed for the Coast Guard by the United States Navy and vessel traffic service projects: Provided, That such reports shall include an acquisition schedule, estimated current and year funding requirements, and a schedule of anticipated obligations and outlays for each major acquisition project: Provided further, That such reports shall rate on a relative scale the cost risk, schedule risk, and technical risk associated with each acquisition project and include a table detailing unobligated balances to date and anticipated unobligated balances at the close of the fiscal year and the close of the following fiscal

year should the Administration's pending budget request for the acquisition, construction, and improvements account be fully funded: Provided further, That such reports shall also provide abbreviated information on the status of shore facility construction and renovation projects: Provided further, That all information submitted in such reports shall be current as of the last day of the preceding quarter.

SEC. 351. Notwithstanding any other provision of law, beginning in fiscal year 2004, the Secretary shall withhold 2 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of chapter 1 of title 23, United States Code; in fiscal year 2005, the Secretary shall withhold 4 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code; in fiscal year 2006, the Secretary shall withhold 6 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code; and beginning in fiscal year 2007 and in each fiscal year thereafter, the Secretary shall withhold 8 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code. If within four years from the date that the apportionment for any State is reduced in accordance with this section the Secretary determines that such State has enacted and is enforcing a provision described in section 163(a) of chapter 1 of title 23, United States Code, the apportionment of such State shall be increased by an amount equal to such reduction. If at the end of such four-year period, any State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code, any amounts so withheld shall lapse.

SEC. 352. (a) IN GENERAL.—Notwithstanding any other provision of law, including the Surplus Property Act of 1944 (58 Stat. 765, chapter 479; 50 U.S.C. App. 1622 et seq.), the Secretary of Transportation (or the appropriate Federal officer) may waive, without charge, any of the terms contained in any deed of conveyance described in subsection (b) that restrict the use of any land described in such a deed that, as of the date of enactment of this Act, is not being used for the operation of an airport or for air traffic. A waiver made under the preceding sentence shall be deemed to be consistent with the requirements of section 47153 of title 49, United States Code.

(b) DEED OF CONVEYANCE.—A deed of conveyance referred to in subsection (a) is a deed of conveyance issued by the United States before the date of enactment of this Act for the conveyance of lands to a public institution of higher education in Oklahoma.

(c) USE OF LANDS SUBJECT TO WAIVER.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the lands subject to a waiver under subsection (a) shall not be subject to any term, condition, reservation, or restriction that would otherwise apply to that land as a result of the conveyance of that land by the United States to the institution of higher education.

(2) USE OF LANDS.—An institution of higher education that is issued a waiver under subsection (a) may use revenues derived from the use, operation, or disposal of that land only for weather-related and educational purposes that include benefits for aviation.

(d) GRANTS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, if an institution of higher education that is subject to a waiver under subsection (a) received financial assistance in the form of a grant from the Federal Aviation Administration or a predecessor agency before the date of enactment of this Act, then the Secretary of Transportation may waive the repayment of the outstanding amount of any grant that the institution of higher education would otherwise be required to pay.

(2) ELIGIBILITY TO RECEIVE SUBSEQUENT GRANTS.—Nothing in paragraph (1) shall affect the eligibility of an institution of higher education that is subject to that paragraph from receiving grants from the Secretary of Transportation under chapter 471 of title 49, United States Code, or under any other provision of law relating to financial assistance provided through the Federal Aviation Administration.

SEC. 353. The table contained in section 1602 of the Transportation Equity Act for the 21st Century is amended in item 1006 (112 Stat. 294) by striking "Extend NW 86th Street from NW 70th Street" and inserting "Construct a road from State Highway 141".

SEC. 354. For the purpose of constructing an underpass to improve access and enhance highway/rail safety and economic development along Star Landing Road in DeSoto County, Mississippi, the State of Mississippi may use funds previously allocated to it under the transportation enhancements program, if available.

SEC. 355. Section 1214 of Public Law 105–178, as amended, is further amended by adding a new subsection to read as follows:

"(s) Notwithstanding section 117 (c) of title 23, United States Code, for project number 1646 in section 1602 of Public Law 105–178, the non-Federal share of the project may be funded by Federal funds from an agency or agencies not part of the United States Department of Transportation.".

SEC. 356. Hereafter, the New Jersey Transit commuter rail station to be located at the intersection of the Main/Bergen line and the Northeast Corridor line in the State of New Jersey shall be known and designated as the "Frank R. Lautenberg Station": Provided, That the Secretary of Transportation shall ensure that any and all applicable reference in law, map, regulation, documentation, and all appropriate signage shall make reference to the "Frank R. Lautenberg Station".

SEC. 357. None of the funds in this Act may be available for the planning, development or construction of a multi-lane, limited

access expressway at section 800, Pennsylvania Route 202 in Bucks County, Pennsylvania.

SEC. 358. Item 131 in the table under "Federal Transit Administration, Capital investment grants" in Public Law 106–69 is amended by adding after "buses" the following: ", bus-related equipment and bus facilities".

SEC. 359. Each executive agency shall establish a policy under which eligible employees of the agency may participate in telecommuting to the maximum extent possible without diminished employee performance. Not later than 6 months after the date of the enactment of this Act, the Director of the Office of Personnel Management shall provide that the requirements of this section are applied to 25 percent of the Federal workforce, and to an additional 25 percent of such workforce each year thereafter.

SEC. 360. Notwithstanding any other provision of law, new fixed guideway system funds available for the Jackson, Mississippi, Intermodal Corridor in the Department of Transportation and Related Agencies Appropriations Act, 1998, Public Law 105–66, may be made available for obligation during this fiscal year for studies to evaluate and define transportation alternatives for this project, including an intermodal facility at Jackson International Airport, and for related preliminary engineering, final design or construction.

SEC. 361. Notwithstanding any other provision of law, up to $499,000 of the funds made available in item 760 of section 1602 of the Transportation Equity Act for the 21st Century shall be available for corridor planning studies between western Baldwin County and Mobile Municipal Airport.

SEC. 362. Item number 78 in section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240) is amended by inserting "Akron Innerbelt (State Route 59) corridor, Broadway viaduct replacement, and High Street viaduct replacement," after "extension,".

SEC. 363. Section 117(c) of title 23, United States Code, is amended by inserting before the period at the end of the following: "; except that the Federal share on account of the project to be carried out under item 1419 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 309), relating to reconstruction of a road and causeway in Shiloh Military Park in Hardin County, Tennessee, shall be 100 percent of the total cost thereof".

SEC. 364. Section 30118 of title 49, United States Code, is amended—

(1) in subsections (a), (b)(1), and (c), by inserting ", original equipment," before "or replacement equipment" each place it appears; and

(2) in subsection (c)—

(A) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively, and indenting appropriately;

(B) by striking "A manufacturer" and inserting the following: "(1) IN GENERAL.—A manufacturer"; and

(C) by adding at the end the following:

"(2) DUTY OF MANUFACTURERS.—For the purposes of paragraph (1), a manufacturer of a motor vehicle, original equipment, or replacement equipment shall have a duty to review and consider information, including information received from any foreign source, to learn whether the vehicle or equipment contains a defect or does not comply with an applicable motor vehicle safety standard.".

SEC. 365. Funds appropriated to the Federal Transit Administration under the heading "Transit planning and research" for international activities in Public Law 106–69 shall be transferred to and administered by the Agency for International Development for transportation needs in the frontline states to the Kosovo conflict, as determined to be appropriate by the Administrator of the Agency for International Development.

SEC. 366. Under the heading "Discretionary Grants" in Public Law 105–66, "$4,000,000 for the Salt Lake City regional commuter system project;" is amended to read "$4,000,000 for the transit and other transportation-related portions of the Salt Lake City regional commuter system and Gateway intermodal terminal;".

SEC. 367. Of the amounts to be made available in fiscal year 2001 under section 1404 (safety incentives to prevent operation of motor vehicles by intoxicated persons) of Public Law 105–178, $2,492,121 shall be made available to the Commonwealth of Kentucky for adopting a 0.08 blood alcohol content standard. Thereafter the remaining funds shall be distributed by formula to the eligible states, including Kentucky.

SEC. 368. Notwithstanding any other provision of law, the Secretary of Transportation shall waive repayment of any Federal-aid highway funds expended by the City of Spokane, Washington on the Lincoln Street Bridge Project.

SEC. 369. Items 218 and 219 in the table under "Federal Transit Administration, Capital investment grants" in Division A, section 101(g) of Public Law 105–277 and items 222 and 223 in the table under "Federal Transit Administration, Capital investment grants" in Public Law 106–69 are amended by inserting "and bus and bus facilities" at the end of each item.

SEC. 370. Item number 6 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting after "Kaysville", "and within the amount provided, $2,000,000 for repair and reconstruction of the North Ogden Divide Highway".

SEC. 371. Notwithstanding any other provision of law, States may use funds provided in this Act under section 402 of title 23, United States Code, to produce and place highway safety public service messages in television, radio, cinema, and print media, and on the Internet in accordance with guidance issued by the Secretary of Transportation. Any State that uses funds for such public service messages shall submit to the Secretary a report describing and assessing the effectiveness of the messages.

SEC. 372. Notwithstanding section 402 of the Department of Transportation and Related Agencies Appropriations Act, 1982 (49 U.S.C. 10903 nt), Mohall Railroad, Inc. may abandon track from milepost 5.25 near Granville, North Dakota, to milepost 35.0 at

Lansford, North Dakota, and the track so abandoned shall not be counted against the 350 mile limitation contained in that section.

SEC. 373. Item number 163 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting before the numeral "which includes the study, design, and construction related to local street improvements needed to complement the extension of Kapkowski Road".

SEC. 374. Item number 331 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 269) is amended by striking "highway access" and inserting "highway and freight rail access".

SEC. 375. For capital costs associated with track relocation, track construction and rehabilitation, highway-rail separation construction activities including right-of-way acquisition and utility relocation, and signal improvements in Muscle Shoals, Tuscumbia, and Sheffield, Alabama, $5,000,000 to the Alabama Department of Transportation, to remain available until expended: Provided, That obligation of federal funds is contingent upon a match of no less than 75 percent from non-federal sources.

SEC. 376. For capital costs associated with track acquisition and rehabilitation between Strasburg Junction and Shenandoah Caverns, Virginia, $1,000,000 to Valley Trains and Tours, to remain available until expended: Provided, That the obligation of federal funds is contingent upon an agreement with Norfolk Southern Corporation on track usage and financial support by the Commonwealth of Virginia.

SEC. 377. Item 1135 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 298) is amended by striking "Replace Barton Road/M 14 interchange, Ann Arbor" and inserting "Conduct a study of all possible alternatives to the current M–14/Barton Drive interchange in Ann Arbor, including relocation of M–14/U.S. 23 from Maple Road to Plymouth Road, mass transit options, and other means of reducing commuter traffic and improving highway safety".

SEC. 378. Notwithstanding any other provision of law, in addition to amounts made available in this Act or any other Act, the following sums shall be made available from the Highway Trust Fund (other than the Mass Transit Account): $50,000,000 for the intelligent transportation infrastructure program as authorized by section 5117(b)(3) of Public Law 105–178; $8,500,000 for construction of, and improvements to, 17th Avenue and 23rd Avenue highway ramps in Denver, Colorado; $1,000,000 for engineering, construction of, and improvements to, the Cascade Gateway Border Project in Whatcom County, Washington; $100,000,000 for construction of, and improvements to, Corridor D on the Appalachian development highway system in the State of West Virginia; $1,500,000 for construction of, and improvements to, the Alameda Corridor-East Gateway to American Trade corridor project, California; $4,000,000 for construction of, and improvements to, Avenue G viaduct and connector roads in Council Bluffs, Iowa; $34,100,000 for design and construction of the Birmingham, Alabama Northern Beltline; $13,500,000 for construction of, and improvements to, US 231 from Bowling Green to Scottsville, Kentucky; $150,000 for improvements

to the Broad Street and Wyckoff Road intersection, including traffic light upgrades, in the Borough of Eatontown, New Jersey; $12,000,000 for construction of road expansion and improvements to, the Broad Street Parkway in Nashua, New Hampshire; $10,000,000 to construct interchanges US 281 at FM 2812, FM 162, FM 490, SP 122, and SH 186 in Texas; $12,500,000 to construct interchanges US 77 at Business 77 North, FM 3186, FM 490, SP 122, and SP 413 in Texas; $30,000,000 for construction of, and improvements to, the Cooper River Bridge in South Carolina; $100,000,000 for construction of, and improvements to, Corridor X on the Appalachian development highway system in the State of Alabama; $4,000,000 for construction, including related activities, of an interchange at County Highway J and US 10 and to upgrade a segment of US 10 to a four-lane highway in Portage County, Wisconsin; $5,000,000 for construction, including related activities, of the Craig Road overpass between I–15 and Lossee Road in the City of North Las Vegas, Nevada; $30,200,000 for construction of, and improvements to, bridges and other projects on the Dalton Highway, Alaska; $3,200,000 for improvements to Dayton Road in Ames, Iowa; $15,000,000 for construction of, and improvements to, the Detroit, Michigan Ambassador Bridge Gateway project; $24,000,000 for construction of, and improvements to, FAST Corridor in Washington; $10,000,000 for construction of, and improvements to, the Fort Washington Way reconfiguration project, Cincinnati, Ohio; $35,000,000 for construction of, and improvements to, the Four Bears Bridge in North Dakota; $50,000,000 for construction of, and improvements to, the Glenn Highway/George Parks Highway interchange in Alaska; $8,000,000 for preliminary design of the Interstate Route 69 Great River Bridge crossing the Mississippi at Bolivar County, Mississippi; $8,000,000 for reconstruction of, and other improvements to, Halls Mill Road in Freehold Township and Monmouth County, New Jersey; $4,500,000 for construction of, and improvements to, Hamakua-Hilo corridor road and bridge projects, Hawaii; $35,000,000 for construction, including related activities, of an extension of Highway 180 from the City of Mendota to I–5 in Fresno County, California; $10,000,000 to upgrade Highway 36 in Marion County, Missouri, to four-lane divided highway; $9,750,000 for widening, relocation of, and other improvements to South Carolina Highway 5, including the removal and relocation of municipal utilities, between Interstate 85 in Cherokee County, South Carolina and Interstate 77 in York County, South Carolina; $10,000,000 for upgrading Highway 60 in Shannon and Carter counties, Missouri, to four-lane divided highway; $6,400,000 for Hoeven Valley corridor, Sioux City, road, intersection, and rail crossing improvements, in Iowa; $20,000,000 for environmental work, design, and construction of the Hoover Dam bypass four-lane bridge; $13,500,000 for construction of, and improvements to, I–15 between milepost 0 and milepost 16, from the Utah border to Deep Creek, Idaho; $10,000,000 for construction of, and improvements to, the I–15 Southbound project, Nevada; $10,000,000 for construction of, and improvements to, I–195 in Rhode Island; $6,400,000 for municipality relocation costs for I–235 in Polk County, Iowa; $12,000,000 for environmental work, preliminary survey and design, and reconstruction of I–35 from Des Moines to Ankeny, Iowa;

$36,000,000 for construction, including related activities, of the I–39/US 51/SH 29 corridor (Wausau Beltline) in and around Wausau, Wisconsin; $94,000,000 for construction of, and improvements to, I–49 in the State of Arkansas; $18,400,000 for environmental work, preliminary survey and design of I–69 in Tennessee; $10,000,000 for construction of, and improvements to, the I–80/US 395 interchange in Reno, Nevada; $2,800,000 for border crossing improvements on I–87, in New York; $8,000,000 for construction of, and improvements to, the I–95 to Transitway access project in Stamford, Connecticut; $4,000,000 for construction of, and improvements to, U.S. Department of Transportation structure numbered 289–961–H at FAS Route 37 in Illinois; $250,000 for improvements at the Rosedale Road and Provinceline Road intersection in the Township of Princeton, New Jersey; $1,200,000 for improvements to County Route 605 in Delaware Township and West Amwell Township, Hunterdon County, New Jersey; $2,500,000 for improvements to the Route 9 and Route 520 intersection in Marlboro Township, New Jersey; $5,000,000 for improvements to US 73 from State Avenue North to Marxen Road in Wyandotte County, Kansas; $5,000,000 for installation of sound barriers along the Route 309 Expressway between Limekiln Pike and State Route 63 in Montgomery County, Pennsylvania; $8,700,000 for construction, including related activities, of a new interchange on I–435 at Donahoo Road in Wyandotte County, Kansas; $15,000,000 for construction of, and improvements to, the intersection at 27th Street and Airport Road in Billings, Montana; $5,000,000 for construction of, and improvements to, Kahuku Bridges, Hawaii; $5,500,000 for construction of, and improvements to, the Kansas Lane Connector Road alignment project in Monroe, Louisiana; $4,000,000 for construction of, and improvements to, Kekaha, Kauai access roads, Hawaii; $10,000,000 for planning, environmental work, and preliminary engineering of highway, pedestrian vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts in the District of Columbia; $2,500,000 for construction of, and improvement to, Kihei Road, Hawaii; $10,000,000 for Lafayette Street access improvements from the US 202 Dannehower Bridge to the Pennsylvania Turnpike, including extension of Lafayette Street to the Conshohocken Road, intersection improvements and bridge reconstruction, in Norristown, Pennsylvania; $12,400,000 for widening and overlay/guard rail work on SR 789 between Lander and Hudson, Wyoming; $500,000 for reconstruction of Lewisville Road in Lawrence Township, New Jersey; $3,200,000 for construction of, and improvements to, the Martin Luther King, Jr. Bridge in Toledo, Ohio; $9,300,000 for construction of, and improvements to, the Midtown West intermodal ferry terminal, New York City, New York; $5,000,000 for construction, including related activities, of an extension of Mississippi Highway 44, including a bridge over the Pearl River, in Lawrence County, Mississippi; $13,000,000 for construction of, and improvements to, the Missouri River pedestrian crossing in Omaha, Nebraska; $5,000,000 for the NJCDC Training Facility Project in Paterson, New Jersey; $16,000,000 for construction of, and improvements to, North Shore Road in Swain County, North Carolina; $3,500,000 for construction of, and improvements to, the Norwich, Connecticut intermodal facility project; $1,500,000 for con-

struction of, and improvements to, Padanaram and Little River Road bridge projects in Dartmouth, Massachusetts; $11,000,000 for reconstruction activities on the Potee Street Bridge in Baltimore, Maryland; $250,000 for reconstruction of Institute Street, Lockwood Avenue, First Street, Second Street, Third Street, Ford Avenue, Liberty Street and Bond Street in the Borough of Freehold, New Jersey; $4,200,000 for relocation and related construction activities thereto of MacArthur Boulevard in Oklahoma City, Oklahoma; $1,200,000 for grade crossing eliminations along Route 17 in Chemung County, New York; $4,000,000 for construction of, and improvements to, Route 2 between St. Johnsbury, Vermont and the New Hampshire State Line; $500,000 for improvements to Route 35 at Clinton Avenue and other intersections in the Borough of Eatontown, New Jersey; $500,000 for Route 35 corridor improvements, including signal upgrades, in the Borough of Eatontown, New Jersey; $2,600,000 for construction of, and improvements to, the Niangua Bridge on Route 5 in Camden County, Missouri; $1,000,000 for improvements to Route 641 in Hunterdon County, New Jersey; $25,000,000 for construction, including related activities, of the Route 7 North bypass in Brookfield, Connecticut; $6,000,000 for construction of, and improvements to, the Route 9 Bennington Bypass, Vermont; $5,000,000 for construction of, and improvements to, Saddle Road, Hawaii; $1,200,000 for reconstruction of School Road East in Marlboro Township, New Jersey; $29,000,000 for construction of, and improvements to, a Southeast Connector Route between I–90 and SD 79 in South Dakota; $5,000,000 for improvements, including traffic signal system upgrades, to State Route 99 in Shoreline, Washington; $500,000 for the Township of Princeton, New Jersey municipal complex road improvements, including improvements to the Valley, Mount Lucas, Terhune and Cherry Hill roadways in the Township of Princeton, New Jersey; $23,600,000 for construction of, and improvements to, US 12 between Aberdeen and I–29 in South Dakota; $40,000,000 for construction of, and improvements to, US 19 in Pinellas County, Florida; $25,000,000 for construction of, and improvements to, US 50 Parkersburg bypass in West Virginia; $10,000,000 for construction of, and improvements to, US 63 in Jonesboro, Arkansas; $5,000,000 for construction of, and improvements to, US 101 in Oregon; $4,000,000 for construction of, and improvements to, US 54 in Kansas; $100,000,000 for construction of, and improvements to, the US 82 bridge over the Mississippi River at Greenville, Mississippi; $10,000,000 for construction of, and improvements to, including widening, of US 95 between Laughlin Cutoff and Railroad Pass, Nevada; $1,000,000 for improvements to the Van Wyck Expressway, Queens County, New York; and $20,000,000 for widening US 53 from two lanes to four lanes from Minnesota Highway 169 north of Virginia, Minnesota to Cook, Minnesota: Provided, That the amounts appropriated in this section shall remain available until expended and shall not be subject to, or computed against, any obligation limitation or contract authority set forth in this Act or any other Act.

SEC. 379. (a) Section 412(a) of the Woodrow Wilson Memorial Bridge Authority Act of 1995 (109 Stat. 627; 112 Stat. 159) is amended—

(1) in paragraph (1)—

(A) by striking "There is" and inserting the following: "(A) HIGHWAY TRUST FUND.—There is"; and

(B) by adding at the end the following:

"(B) GENERAL FUND.—

"(i) IN GENERAL.—In addition to amounts made available under subparagraph (A), there is appropriated to pay the costs described in subparagraph (A) $600,000,000 for fiscal year 2001.

"(ii) CONDITION.—Notwithstanding any other provision of law, the additional funds made available by clause (i) shall be made available only when 1 or more of the Capital Region jurisdictions accepts conveyance from the Secretary of all right, title, and interest of the United States in and to the new Bridge.

"(iii) MANNER OF USE.—The use of the additional funds made available by clause (i) shall be subject to title 23, United States Code.";

(2) in paragraph (2)—

(A) by striking "Funds" and inserting "Except as provided in paragraph (3), funds"; and

(B) by striking "this section" and inserting "paragraph (1)(A)"; and

(3) by striking "Code; except that—" and inserting the following: "Code.

"(3) CONDITIONS.—With respect to funds authorized or appropriated by this section—".

(b) Section 412 of the Woodrow Wilson Memorial Bridge Authority Act of 1995 (109 Stat. 627; 112 Stat. 159) is amended by adding at the end the following:

"(d) LIMITATION ON FEDERAL CONTRIBUTION.—

"(1) IN GENERAL.—Except as provided in paragraph (2), the aggregate of the amounts made available from the Highway Trust Fund and the general fund of the Treasury under this section shall not exceed $1,500,000,000.

"(2) EXCLUDED AMOUNTS.—Amounts made available for the Project under section 110 of title 23, United States Code, shall be excluded from the limitation established by paragraph (1).".

SEC. 380. Section 5309(g)(4) of title 49 United States Code is amended by inserting "(A)" after "(4)" and by adding at the end the following:

"(B) For fiscal year 2001 and thereafter, the amount equivalent to the last 2 fiscal years of funding authorized under section 5338(b) for new fixed guideway systems and extensions to existing fixed guideway systems referred to in subparagraph (A) shall be the amount equivalent to the last 3 fiscal years of such authorized funding.

"(C) Any increase in the total estimated amount of future obligations of the Government and contingent commitments to incur obligations covered by all outstanding letters of intent, full funding grant agreements, and early systems work agreements as a result of application of subparagraph (B) instead of subparagraph (A) shall be available as follows:

"(1) $269,100,000 for the Chicago, Illinois Metra commuter rail project, that consists of the following elements:

the Kane County extension; the North Central double-tracking project; and the Southwest corridor extension.

"(2) $565,600,000 for the Chicago Transit Authority project that consists of the following elements: Ravenswood Branch station and line improvements and the Douglas Branch reconstruction project.

"(3) For new fixed guideways and extensions to existing fixed guideway systems other than for projects referred to in paragraphs (1) and (2); except that for fiscal year 2001, such increase under this paragraph shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001.

"(D) Of the amount that would be available under subparagraph (A) if subparagraph (B) were not in effect and would have otherwise been allocated by the Federal Transit Administration to those projects referred to in subparagraphs (C)(1) and (C)(2) shall be available as follows:

"(1) $60,000,000 for the Minneapolis Hiawatha corridor light rail project, which shall be in addition to amounts otherwise allocated under subparagraph (A), for a total of $334,300,000.

"(2) $217,800,000 for the Dulles corridor bus rapid transit project, that consists of a light rail extension from the West Falls Church metrorail station to Tysons Corner, Virginia and bus rapid transit from Tysons Corner to the Dulles International Airport.

"(E) Any amount that would be available under subparagraph (A) if subparagraph (B) were not in effect and would have otherwise been allocated by the Federal Transit Administration to those projects referred to in subparagraphs (C)(1) and (C)(2), shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001, except for those projects referred to in subparagraph (D)(1) and (D)(2).

"(F) Future obligations of the Government and contingent commitments made against the contingent commitment authority under section 3032(g)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 for the San Francisco BART to the Airport project for fiscal years 2002, 2003, 2004, 2005 and 2006 shall be charged against section 3032(g)(2) of the Intermodal Surface Transportation Efficiency Act of 1991.

"(G) Any amount that would be available under subparagraph (A) if subparagraph (F) were not in effect and would otherwise have been allocated by the Federal Transit Administration to the project in subparagraph (F) shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001.".

SEC. 381. Notwithstanding any other provision of law, within one week from the date of enactment of this Act, the Federal Transit Administrator shall sign a Full Funding Grant Agreement for the MOS–2 segment of the New Jersey Urban Core—Hudson Bergen project.

SEC. 382. None of the funds appropriated in this or any other Act may be used to adjust the boundary of the Point Retreat Light Station or to otherwise limit the property at the Point Retreat Light Station currently under lease to the Alaska Lighthouse Association: Provided, That any modifications to the boundary of the Point Retreat Light Station made after January 1, 1998 is hereby declared null and void.

TITLE IV

DEPARTMENT OF THE TREASURY

BUREAU OF THE PUBLIC DEBT

GIFTS TO THE UNITED STATES FOR REDUCTION OF THE PUBLIC DEBT

For deposit of an additional amount into the account established under section 3113(d) of title 31, United States Code, to reduce the public debt, $5,000,000,000.

TITLE V

DEPARTMENT OF THE TREASURY

DEPARTMENTAL OFFICES

SALARIES AND EXPENSES

For an additional amount in support of the Nation's counterterrorism efforts, $6,424,000: Provided, That these funds shall be for establishing a new interagency National Terrorist Asset Tracking Center in the Office of Foreign Assets Control: Provided further, That these funds may be used to reimburse any Department of the Treasury organization for costs of providing support for this effort.

DEPARTMENT-WIDE SYSTEMS AND CAPITAL INVESTMENTS PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

For an additional amount for the integrated Treasury wireless network, $15,000,000, to remain available until expended: Provided, That these funds shall be transferred to accounts and in amounts as necessary to satisfy the requirements of the Department's offices, bureaus, and other organizations: Provided further, That this transfer authority shall be in addition to any other transfer authority provided: Provided further, That none of the funds appropriated shall be used to support or supplement the Internal Revenue Service appropriations for Information Systems.

EXPANDED ACCESS TO FINANCIAL SERVICES

(INCLUDING TRANSFER OF FUNDS)

For an additional amount to develop and implement programs to expand access to financial services for low- and moderate-income individuals, $8,000,000, to remain available until expended: Provided, That of these funds, such sums as may be necessary may be transferred to accounts of the Department's offices, bureaus, and

other organizations: Provided further, That this transfer authority shall be in addition to any other transfer authority provided.

FEDERAL LAW ENFORCEMENT TRAINING CENTER

SALARIES AND EXPENSES

For an additional amount to establish and operate a metropolitan area law enforcement training center for the Department of the Treasury, other Federal agencies, the United States Capitol Police, and the Washington, D.C., Metropolitan Police Department, $5,000,000: Provided, That the principal function of the center shall be for firearms and vehicle operation requalification: Provided further, That use of the center for training for other state and local law enforcement agencies may be provided on a space-available basis: Provided further, That the Federal Law Enforcement Training Center is authorized to obligate funds in anticipation of reimbursement from agencies receiving training sponsored by the Federal Law Enforcement Training Center, except that total obligations at the end of the fiscal year shall not exceed total budgetary resources available at the end of the fiscal year: Provided further, That the costs of transportation to and from the center, ammunition, vehicles, and instruction at the center shall be funded either directly by participating law enforcement agencies, or through reimbursement of actual costs to this appropriation: Provided further, That of the funds provided, no more than $1,500,000 may be obligated until a funding plan for the center has been submitted to the Committees on Appropriations: Provided further, That all Federal property in the National Capital Region that is in the surplus property inventory of the General Services Administration shall be available for selection and use by the Secretary of the Treasury as the site of such a metropolitan area law enforcement training center. If the Secretary of the Treasury identifies a parcel of such property that is appropriate for use for such a center, the property shall not be treated as excess property or surplus property (as those terms are used in the Federal Property and Administrative Services Act of 1949) and administrative jurisdiction over the property shall be transferred to the Secretary for use for such a center.

ACQUISITION, CONSTRUCTION, IMPROVEMENTS, AND RELATED EXPENSES

For an additional amount for design and construction of a metropolitan area law enforcement training center, including firearms and vehicle operations requalification facilities, $25,000,000, to remain available until expended: Provided, That of the funds provided, no more than $3,000,000 may be obligated until a design and construction plan has been submitted to the Committees on Appropriations.

BUREAU OF ALCOHOL, TOBACCO AND FIREARMS

SALARIES AND EXPENSES

For an additional amount, $4,148,000, for participation in Joint Terrorism Task Forces.

UNITED STATES CUSTOMS SERVICE

SALARIES AND EXPENSES

For an additional amount, $18,934,000: Provided, That $10,000,000 shall be for technology and infrastructure along the northern border: Provided further, That $6,600,000 shall be for hiring counterterrorism agents for deployment along the northern border: Provided further, That none of the funds provided for the northern border shall be obligated until the Commissioner of the Customs Service submits for approval to the Committees on Appropriations a plan for the deployment of the resources and personnel: Provided further, That $2,334,000 shall be for participation in Joint Terrorism Task Forces.

INTERNAL REVENUE SERVICE

TAX LAW ENFORCEMENT

For an additional amount, $7,974,000: Provided, That $3,135,000 shall be in support of the money laundering strategy: Provided further, That $4,839,000 shall be for participation in Joint Terrorism Task Forces.

INFORMATION TECHNOLOGY INVESTMENTS

For necessary expenses of the Internal Revenue Service, $71,751,000, to remain available until September 30, 2003, for the capital asset acquisition of information technology systems, including management and related contractual costs of said acquisitions, including contractual costs associated with operations authorized by 5 U.S.C. 3109: Provided, That none of these funds may be obligated until the Internal Revenue Service submits to the Committees on Appropriations, and such Committees approve, a plan for expenditure that (1) meets the capital planning and investment control review requirements established by the Office of Management and Budget, including Circular A–11 part 3; (2) complies with the Internal Revenue Service's enterprise architecture, including the modernization blueprint; (3) conforms with the Internal Revenue Service's enterprise life cycle methodology; (4) is approved by the Internal Revenue Service, the Department of the Treasury, and the Office of Management and Budget; (5) has been reviewed by the General Accounting Office; and (6) complies with the acquisition rules, requirements, guidelines, and systems acquisition management practices of the Federal Government.

STAFFING TAX ADMINISTRATION FOR BALANCE AND EQUITY

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of the Internal Revenue Service related to the hiring of new staff, $141,000,000: Provided, That these funds shall be transferred to the appropriations accounts for "Processing, Assistance, and Management", "Tax Law Enforcement", and "Information Systems" in accordance with a staffing plan approved by the Department of the Treasury and the Office of Management and Budget: Provided further, That none of these funds may be transferred or obligated until such staffing plan is submitted to, and ap-

proved by, the Committees on Appropriations: Provided further, That this transfer authority shall be in addition to any other transfer authority provided.

UNITED STATES SECRET SERVICE

SALARIES AND EXPENSES

For an additional amount, $2,904,000, for participation in Joint Terrorism Task Forces.

EXECUTIVE OFFICE OF THE PRESIDENT AND FUNDS APPROPRIATED TO THE PRESIDENT

OFFICE OF NATIONAL DRUG CONTROL POLICY

COUNTERDRUG TECHNOLOGY ASSESSMENT CENTER

(INCLUDING TRANSFER OF FUNDS)

For an additional amount, $7,000,000: Provided, That $5,000,000 shall be available for continued operation of the technology transfer program: Provided further, That $2,000,000, to remain available until expended, shall be available for counternarcotics research and development projects, to be used for the continued development of a wireless interoperability communication project in Colorado.

UNANTICIPATED NEEDS

For expenses necessary to enable the President to meet unanticipated needs, in furtherance of the national interest, security, or defense which may arise at home or abroad during the current fiscal year, as authorized by 3 U.S.C. 108, $3,500,000: Provided, That, of such amount, $2,500,000 shall become available on March 31, 2001, and shall be provided to the Elections Commission of the Commonwealth of Puerto Rico as a transfer to be used for objective, non-partisan citizens' education and a choice by voters regarding the islands' future status: Provided further, That none of the funds described in the preceding proviso may be obligated until 45 days after the Elections Commission of the Commonwealth of Puerto Rico submits to the Committees on Appropriations for approval an expenditure plan developed jointly by the Popular Democratic Party, the New Progressive Party, and the Puerto Rican Independence Party: Provided further, That the Elections Commission of the Commonwealth of Puerto Rico shall include the expenditure plan additional views from any party that does not agree with the plan.

INDEPENDENT AGENCIES

GENERAL SERVICES ADMINISTRATION

REAL PROPERTY ACTIVITIES

FEDERAL BUILDINGS FUND

LIMITATIONS ON AVAILABILITY OF REVENUE

(INCLUDING TRANSFER OF FUNDS)

For an additional amount to be deposited in, and to be used for the purposes of, the Fund established pursuant to section 210(f) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 490(f)), $11,350,000: Provided, That $3,000,000 shall be available for non-prospectus construction: Provided further, That $8,350,000, to remain available until expended, shall be available for repairs and alterations.

POLICY AND OPERATIONS

For an additional amount, $13,789,000 of which $2,060,000 shall be for the electronic government initiative, of which $2,000,000 shall be for the regulatory information service center, of which $2,000,000 shall be for facilitating post conveyance remediation to be performed by the City of Waltham, Massachusetts, of which $2,000,000 shall be for a grant to the Institute for Biomedical Science and Biotechnology, of which $2,000,000 shall be for a grant to the Center for Agricultural Policy and Trade Studies, of which $1,000,000 shall be for a grant to the Berwick, Pennsylvania Industrial Development Authority, of which $1,000,000 shall be a grant to Ewing-Lawrence Sewerage Authority in Ewing Township, New Jersey, of which $750,000 shall be for logistical support of the World Police and Fire Games in Indiana, and of which $979,000 shall be for base operations.

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

REPAIRS AND RESTORATION

For an additional amount for repairs to the John F. Kennedy Presidential Library, $6,610,000, to remain available until expended.

GENERAL PROVISIONS—THIS TITLE

SEC. 501. (a) PROHIBITION OF FEDERAL AGENCY MONITORING OF PERSONAL INFORMATION ON USE OF INTERNET.—None of the funds made available in the Treasury and General Government Appropriations Act, 2001 may be used by any Federal agency—

(1) to collect, review, or create any aggregate list, derived from any means, that includes the collection of any personally identifiable information relating to an individual's access to or use of any Federal government Internet site of the agency; or

(2) to enter into any agreement with a third party (including another government agency) to collect, review, or obtain any aggregate list, derived from any means, that includes the collec-

tion of any personally identifiable information relating to an individual's access to or use of any nongovernmental Internet site.

(b) EXCEPTIONS.—The limitations established in subsection (a) shall not apply to —

(1) any record of aggregate data that does not identify particular persons;

(2) any voluntary submission of personally identifiable information;

(3) any action taken for law enforcement, regulatory, or supervisory purposes, in accordance with applicable law; or

(4) any action described in subsection (a)(1) that is a system security action taken by the operator of an Internet site and is necessarily incident to the rendition of the Internet site services or to the protection of the rights or property of the provider of the Internet site.

(c) RELATION TO OTHER PROVISION.—Section 644 of the Treasury and General Government Appropriations Act, 2001 (relating to Federal agency monitoring of personal information on use of the Internet) shall not have effect.

(d) DEFINITIONS.—For the purposes of this section:

(1) The term "regulatory" means agency actions to implement, interpret or enforce authorities provided in law.

(2) The term "supervisory" means examinations of the agency's supervised institutions, including assessing safety and soundness, overall financial condition, management practices and policies and compliance with applicable standards as provided in law.

SEC. 502. (a) CLARIFICATION OF PERMISSIBLE USE OF FACSIMILE MACHINES AND ELECTRONIC MAIL TO FILE INDEPENDENT EXPENDITURE STATEMENTS.—Section 304 of the Federal Election Campaign Act of 1971 (2 U.S.C. 434) is amended by adding at the end the following new subsection:

"(d)(1) Any person who is required to file a statement under subsection (c) of this section, except statements required to be filed electronically pursuant to subsection (a)(11)(A)(i) may file the statement by facsimile device or electronic mail, in accordance with such regulations as the Commission may promulgate.

"(2) The Commission shall make a document which is filed electronically with the Commission pursuant to this paragraph accessible to the public on the Internet not later than 24 hours after the document is received by the Commission.

"(3) In promulgating a regulation under this paragraph, the Commission shall provide methods (other than requiring a signature on the document being filed) for verifying the documents covered by the regulation. Any document verified under any of the methods shall be treated for all purposes (including penalties for perjury) in the same manner as a document verified by signature.".

(b) TREATMENT OF LINES OF CREDIT OBTAINED BY CANDIDATES AS COMMERCIALLY REASONABLE LOANS.—Section 301(8)(B) of such Act of 1971 (2 U.S.C. 431(8)(B)) is amended—

(1) by striking "and" at the end of clause (xiii);

(2) by striking the period at the end of clause (xiv) and inserting "; and"; and

(3) by adding at the end the following new clause:

"(xv) any loan of money derived from an advance on a candidate's brokerage account, credit card, home equity line of credit, or other line of credit available to the candidate, if such loan is made in accordance with applicable law and under commercially reasonable terms and if the person making such loan makes loans derived from an advance on the candidate's brokerage account, credit card, home equity line of credit, or other line of credit in the normal course of the person's business.".

(c) REQUIRING ACTUAL RECEIPT OF CERTAIN INDEPENDENT EXPENDITURE REPORTS WITHIN 24 HOURS.—

(1) IN GENERAL.—Section 304(c)(2) of such Act (2 U.S.C. 434(c)(2)) is amended in the matter following subparagraph (C)—

(A) by striking "shall be reported" and inserting "shall be filed"; and

(B) by adding at the end the following new sentence: "Notwithstanding subsection (a)(5), the time at which the statement under this subsection is received by the Secretary, the Commission, or any other recipient to whom the notification is required to be sent shall be considered the time of filing of the statement with the recipient.".

(2) CONFORMING AMENDMENT.—Section 304(a)(5) of such Act (2 U.S.C. 434(a)(5)) is amended by striking "or (4)(A)(ii)" and inserting "or (4)(A)(ii), or the second sentence of subsection (c)(2)".

(d) EFFECTIVE DATE.—The amendments made by this section shall apply with respect to elections occurring after January 2001.

SEC. 503. Of the amounts provided to the Office of National Drug Control Policy for fiscal year 2001 for the anti-doping efforts of the United States Olympic Committee, the Director of such Office shall make direct payment of $3,300,000 to The U.S. Anti-Doping Agency, Incorporated, for the conduct of anti-doping activities: Provided, That these funds shall be provided not later than 30 days after the date of the enactment of this Act: Provided further, That of the funds made available for this effort, The U.S. Anti-Doping Agency shall have the sole authority to obligate these funds for the promotion of anti-doping efforts relating to United States athletes in the Olympic, Pan American, and Paralympic Games.

SEC. 504. Section 640 of the Treasury and General Government Appropriations Act, 2001 (relating to Civil Service Retirement System) shall not have effect.

SEC. 505. (a) CIVIL SERVICE RETIREMENT SYSTEM.—The table under section 8334(c) of title 5, United States Code, is amended—

(1) in the matter relating to an employee by striking:

"7.5	*January 1, 2001, to December 31, 2002.*
7	*After December 31, 2002."*

and inserting the following:

"7	*After December 31, 2000.";*

(2) in the matter relating to a Member or employee for Congressional employee service by striking:

"8 ..... January 1, 2001, to December 31, 2002.
7.5 ..... After December 31, 2002."

and inserting the following:

"7.5 ..... After December 31, 2000.";

(3) in the matter relating to a law enforcement officer for law enforcement service and firefighter for firefighter service by striking:

"8 ..... January 1, 2001, to December 31, 2002.
7.5 ..... After December 31, 2002."

and inserting the following:

"7.5 ..... After December 31, 2000.";

(4) in the matter relating to a bankruptcy judge by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.
8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(5) in the matter relating to a judge of the United States Court of Appeals for the Armed Forces for service as a judge of that court by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.
8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(6) in the matter relating to a United States magistrate by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.

8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(7) in the matter relating to a Court of Federal Claims judge by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.
8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(8) in the matter relating to a member of the Capitol Police by striking:

"8 ..... January 1, 2001, to December 31, 2002.
7.5 ..... After December 31, 2002."

and inserting the following:

"7.5 ..... After December 31, 2000.";

and

(9) in the matter relating to a nuclear materials courier by striking:

"8 ..... January 1, 2001, to December 31, 2002.
7.5 ..... After December 31, 2002."

and inserting the following:

"7.5 ..... After December 31, 2000.".

(b) FEDERAL EMPLOYEES' RETIREMENT SYSTEM.—

(1) IN GENERAL.—Section 8422(a) of title 5, United States Code, is amended by striking paragraph (3) and inserting the following:

"(3) The applicable percentage under this paragraph for civilian service shall be as follows:

"Employee	*7*	*January 1, 1987, to December 31, 1998.*
	7.25	*January 1, 1999, to December 31, 1999.*
	7.4	*January 1, 2000, to December 31, 2000.*
	7	*After December 31, 2000.*
Congressional employee	*7.5*	*January 1, 1987, to December 31, 1998.*
	7.75	*January 1, 1999, to December 31, 1999.*
	7.9	*January 1, 2000, to December 31, 2000.*
	7.5	*After December 31, 2000.*
Member	*7.5*	*January 1, 1987, to December 31, 1998.*
	7.75	*January 1, 1999, to December 31, 1999.*
	7.9	*January 1, 2000, to December 31, 2000.*
	8	*January 1, 2001, to December 31, 2002.*
	7.5	*After December 31, 2002.*
Law enforcement officer, firefighter, member of the Capitol Police, or air traffic controller.	*7.5*	*January 1, 1987, to December 31, 1998.*
	7.75	*January 1, 1999, to December 31, 1999.*
	7.9	*January 1, 2000, to December 31, 2000.*
	7.5	*After December 31, 2000.*
Nuclear materials courier	*7*	*January 1, 1987, to October 16, 1998.*
	7.5	*October 17, 1998, to December 31, 1998.*
	7.75	*January 1, 1999, to December 31, 1999.*
	7.9	*January 1, 2000, to December 31, 2000.*
	7.5	*After December 31, 2000.".*

(2) MILITARY SERVICE.—Section 8422(e)(6) of title 5, United States Code, is amended—

(A) in subparagraph (A), by inserting "and" after the semicolon;

(B) in subparagraph (B), by striking "; and" and inserting a period; and

(C) by striking subparagraph (C).

(3) VOLUNTEER SERVICE.—Section 8422(f)(4) of title 5, United States Code, is amended—

(A) in subparagraph (A), by inserting "and" after the semicolon;

(B) in subparagraph (B), by striking "; and" and inserting a period; and

(C) by striking subparagraph (C).

(c) CENTRAL INTELLIGENCE AGENCY RETIREMENT AND DISABILITY SYSTEM.—

(1) IN GENERAL.—Section 7001(c)(2) of the Balanced Budget Act of 1997 (50 U.S.C. 2021 note) is amended—

(A) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(B) in the matter after the colon, by striking all that follows "December 31, 2000.".

(2) MILITARY SERVICE.—Section 252(h)(1)(A) of the Central Intelligence Agency Retirement Act (50 U.S.C. 2082(h)(1)(A)), is amended—

(A) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(B) in the matter after the colon, by striking all that follows "December 31, 2000.".

(d) FOREIGN SERVICE RETIREMENT AND DISABILITY SYSTEM.—

(1) IN GENERAL.—Section 7001(d)(2) of the Balanced Budget Act of 1997 (22 U.S.C. 4045 note) is amended—

(A) in subparagraph (A)—

(i) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(ii) in the matter after the colon, by striking all that follows "December 31, 2000."; and

(B) in subparagraph (B)—

(i) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(ii) in the matter after the colon, by striking all that follows "December 31, 2000.".

(2) CONFORMING AMENDMENT.—Section 805(d)(1) of the Foreign Service Act of 1980 (22 U.S.C. 4045(d)(1)) is amended, in the table in the matter following subparagraph (B), by striking:

"January 1, 2001, through December 31, 2002, inclusive	*7.5*
After December 31, 2002	*7"*

and inserting the following:

"After December 31, 2000	*7".*

(e) FOREIGN SERVICE PENSION SYSTEM.—

(1) IN GENERAL.—Section 856(a)(2) of the Foreign Service Act of 1980 (22 U.S.C. 4071e(a)(2)) is amended by striking all that follows "December 31, 2000." and inserting the following:

"7.5	*After December 31, 2000.".*

(2) VOLUNTEER SERVICE.—Section 854(c)(1) of the Foreign Service Act of 1980 (22 U.S.C. 4071c(c)(1)) is amended—

(A) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(B) in the matter after the colon, by striking all that follows "December 31, 2000.".

(f) CIVIL SERVICE RETIREMENT SYSTEM.—Notwithstanding section 8334 (a)(1) or (k)(1) of title 5, United States Code, during the period beginning on October 1, 2002, through December 31, 2002, each employing agency (other than the United States Postal Service or the Metropolitan Washington Airports Authority) shall contribute—

(1) 7.5 percent of the basic pay of an employee;

(2) 8 percent of the basic pay of a congressional employee, a law enforcement officer, a member of the Capitol police, a firefighter, or a nuclear materials courier; and

(3) 8.5 percent of the basic pay of a Member of Congress, a Court of Federal Claims judge, a United States magistrate, a judge of the United States Court of Appeals for the Armed Forces, or a bankruptcy judge,

in lieu of the agency contributions otherwise required under section 8334(a)(1) of such title 5.

(g) CENTRAL INTELLIGENCE AGENCY RETIREMENT AND DISABILITY SYSTEM.—Notwithstanding section 211(a)(2) of the Central Intelligence Agency Retirement Act (50 U.S.C. 2021(a)(2)), during the period beginning on October 1, 2002, through December 31, 2002, the Central Intelligence Agency shall contribute 7.5 percent of the basic pay of an employee participating in the Central Intelligence Agency Retirement and Disability System in lieu of the agency contribution otherwise required under section 211(a)(2) of such Act.

(h) FOREIGN SERVICE RETIREMENT AND DISABILITY SYSTEM.—Notwithstanding any provision of section 805(a) of the Foreign Service Act of 1980 (22 U.S.C. 4045(a)), during the period beginning on October 1, 2002, through December 31, 2002, each agency employing a participant in the Foreign Service Retirement and Disability System shall contribute to the Foreign Service Retirement and Disability Fund—

(1) 7.5 percent of the basic pay of each participant covered under section 805(a)(1) of such Act participating in the Foreign Service Retirement and Disability System; and

(2) 8 percent of the basic pay of each participant covered under paragraph (2) or (3) of section 805(a) of such Act participating in the Foreign Service Retirement and Disability System,

in lieu of the agency contribution otherwise required under section 805(a) of such Act.

(i) The amendments made by this section shall take effect upon the close of calendar year 2000, and shall apply thereafter.

SEC. 506. Of the amount provided to the United States Secret Service for fiscal year 2001 and specified for activities related to investigations of exploited children, $2,000,000 shall be available to the United States Secret Service for forensic and related support of investigations of missing and exploited children and shall remain available until September 30, 2001.

SEC. 507. (a) Section 108 of the Legislative Branch Appropriations Act, 2001 is amended to read as follows:

"SEC. 108. CHIEF ADMINISTRATIVE OFFICER.—(a) IN GENERAL.—There shall be within the Capitol Police an Office of Administration to be headed by a Chief Administrative Officer as follows:

"(1) Not later than 60 days after the date of the enactment of this Act, the Chief Administrative Officer shall be appointed by the Chief of the Capitol Police after consultation with the Capitol Police Board and the Comptroller General, and shall report to and serve at the pleasure of the Chief of the Capitol Police.

"(2) The Comptroller General shall evaluate the performance of the Chief Administrative Officer in carrying out the duties and responsibilities of the Office of Administration as outlined in this section. The Comptroller General shall meet with the Chief of the Capitol Police and the Capitol Police Board at least quarterly to provide an analysis of the performance of the Chief Administrative Officer. The Comptroller General shall report the results of the evaluation to the Chief of the Capitol Police, the Capitol Police Board, the Committees on Appropriations of the House of Representatives and Senate, the Committee on

House Administration of the House of Representatives, and the Committee on Rules and Administration of the Senate.

"(3) The Chief of the Capitol Police shall appoint as Chief Administrative Officer an individual with the knowledge and skills necessary to carry out the responsibilities for budgeting, financial management, information technology, and human resource management described in this section.

"(4) The Chief Administrative Officer shall receive basic pay at a rate determined by the Capitol Police Board, but not to exceed the annual rate of basic pay payable for ES–2 of the Senior Executive Service, as established under subchapter VIII of chapter 53 of title 5, United States Code (taking into account any comparability payments made under section 5304(h) of such title).

"(5) The Capitol Police shall reimburse from available appropriations any costs incurred by the Comptroller General under this section, which shall be deposited to the appropriation of the General Accounting Office then available and remain available until expended.

"(b) RESPONSIBILITIES.—The Chief Administrative Officer shall have the following areas of responsibility:

"(1) BUDGETING.—The Chief Administrative Officer shall—

"(A) prepare and submit to the Capitol Police Board an annual budget for the Capitol Police; and

"(B) execute the budget and monitor through periodic examinations the execution of the Capitol Police budget in relation to actual obligations and expenditures.

"(2) FINANCIAL MANAGEMENT.—The Chief Administrative Officer shall—

"(A) oversee all financial management activities relating to the programs and operations of the Capitol Police;

"(B) develop and maintain an integrated accounting and financial system for the Capitol Police, including financial reporting and internal controls, which—

"(i) complies with applicable accounting principles, standards, and requirements, and internal control standards;

"(ii) complies with any other requirements applicable to such systems; and

"(iii) provides for—

"(I) complete, reliable, consistent, and timely information which is prepared on a uniform basis and which is responsive to financial information needs of the Capitol Police;

"(II) the development and reporting of cost information;

"(III) the integration of accounting and budgeting information; and

"(IV) the systematic measurement of performance;

"(C) direct, manage, and provide policy guidance and oversight of Capitol Police financial management personnel, activities, and operations, including—

"(i) the recruitment, selection, and training of personnel to carry out Capitol Police financial management functions; and

"(ii) the implementation of Capitol Police asset management systems, including systems for cash management, debt collection, and property and inventory management and control; and

"(D) shall require annual financial statements for the Capitol Police and provide for an annual audit of the financial statements by an independent public accountant in accordance with generally accepted government auditing standards.

"(3) INFORMATION TECHNOLOGY.—The Chief Administrative Officer shall—

"(A) direct, coordinate, and oversee the acquisition, use, and management of information technology by the Capitol Police;

"(B) promote and oversee the use of information technology to improve the efficiency and effectiveness of programs of the Capitol Police; and

"(C) establish and enforce information technology principles, guidelines, and objectives, including developing and maintaining an information technology architecture for the Capitol Police.

"(4) HUMAN RESOURCES.—The Chief Administrative Officer shall—

"(A) direct, coordinate, and oversee human resources management activities of the Capitol Police;

"(B) develop and monitor payroll and time and attendance systems and employee services; and

"(C) develop and monitor processes for recruiting, selecting, appraising, and promoting employees.

"(c) ADMINISTRATIVE PROVISIONS.—

"(1) PERSONNEL.—The Chief Administrative Officer is authorized to select, appoint, employ, and discharge such officers and employees as may be necessary to carry out the functions, powers, and duties of the Office of Administration, but shall not have the authority to hire or discharge uniformed and operational police force personnel.

"(2) RESOURCES OF OTHER AGENCIES.—The Chief Administrative Officer may utilize resources of another agency on a reimbursable basis to be paid from available appropriations of the Capitol Police.

"(d) PLAN.—No later than 180 days after appointment, the Chief Administrative Officer shall prepare and submit to the Chief of the Capitol Police, the Capitol Police Board, and the Comptroller General, a plan—

"(1) describing the policies, procedures, and actions the Chief Administrative Officer will take in carrying out the responsibilities assigned under this section;

"(2) identifying and defining responsibilities and roles of all offices, bureaus, and divisions of the Capitol Police for budgeting, financial management, information technology, and human resources management; and

"(3) detailing mechanisms for ensuring that the offices, bureaus, and divisions perform their responsibilities and roles in a coordinated and integrated manner.

"(e) REPORT.—No later than September 30, 2001, the Chief Administrative Officer shall prepare and submit to the Chief of the Capitol Police, the Capitol Police Board, and the Comptroller General, a report on the Chief Administrative Officer's progress in implementing the plan described in subsection (d) and recommendations to improve the budgeting, financial, information technology, and human resources management of the Capitol Police, including organizational, accounting and administrative control, and personnel changes.

"(f) SUBMISSION TO COMMITTEES.—The Chief of the Capitol Police shall submit the plan required in subsection (d) and the report required in subsection (e) to the Committees on Appropriations of the House of Representatives and of the Senate, the Committee on House Administration of the House of Representatives, and the Committee on Rules and Administration of the Senate.

"(g) TERMINATION OF ROLE.—As of October 1, 2002, the role of the Comptroller General, as established by this section, will cease.".

(b) The amendment made by subsection (a) shall take effect as if included in the enactment of the Legislative Branch Appropriations Act, 2001.

This Act may be cited as the "Department of Transportation and Related Agencies Appropriations Act, 2001".

Following is explanatory language on H.R. 5394, as introduced on October 5, 2000.

The conferees on H.R. 4475 agree with the matter included in H.R. 5394 and enacted in this conference report by reference and the following description of it. This bill was developed through negotiations by the conferees on the differences in H.R. 4475. References in the following description to the "conference agreement" means the matter included in the introduced bill enacted by this conference report.

CONGRESSIONAL DIRECTIVES

The conferees agree that Executive Branch propensities cannot substitute for Congress' own statements concerning the best evidence of Congressional intentions; that is, the official reports of the Congress. The committee of conference approves report language included by the House (House Report 106–622) or the Senate (Senate Report 106–309 accompanying the companion measure S. 2720) that is not changed by the conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2001, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to funds provided for the Department of Transportation and related agencies, 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. In addition, the reductions made pursuant to any sequestration order to funds appropriated for "Federal Aviation Administration, Facilities and equipment" and for "Coast Guard, Acquisition, construction, and improvements" 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. The conferees recognize that adjustments to the above allocations may be required due to changing program requirements or priorities. The conferees expect any such adjustment, if required, to be accomplished only through the normal reprogramming process.

STAFFING INCREASES PROVIDED BY CONGRESS

The conferees direct the Department of Transportation to fill expeditiously any positions added in the conference agreement, without regard to agency-specific staffing targets which may have been previously established to meet the mandated government-wide staffing reductions.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

The conference agreement provides a total of $63,245,000 for salaries and expenses of the various offices comprising the office of the secretary. Though both the House and Senate had proposed to provide separate appropriations for the individual offices within the office of the secretary, the conference agreement provides a single, consolidated appropriation. The conferees believe that the new administration may wish to reorganize the offices of the secretary to delete redundant and duplicative activities that may be performed by other elements of the department or may be of limited benefit to the office of the secretary; a consolidated appropriation for the salaries and expenses for the offices within the office of the secretary will provide the new secretary greater flexibility to reorganize the office.

The following table summarizes the fiscal year 2001 appropriation for each OST office:

	Conference agreement
Immediate Office of the Secretary	$1,827,000
Immediate Office of the Deputy Secretary	587,000
Office of the General Counsel	9,972,000
Office of the Assistant Secretary for Policy	3,011,000
Office of the Assistant Secretary for Aviation and International Affairs	7,289,000
Office of the Assistant Secretary for Budget and Programs	7,362,000
Office of the Assistant Secretary for Governmental Affairs	2,150,000

	Conference agreement
Office of the Assistant Secretary for Administration	19,020,000
Office of Public Affairs	1,674,000
Executive Secretariat	1,181,000
Board of Contract Appeals	496,000
Office of Small and Disadvantaged Business Utilization	1,192,000
Office of Intelligence and Security	1,262,000
Office of the Chief Information Officer	6,222,000
Total, salaries and expenses, office of the secretary	63,245,000

Reprogramming guidelines.—While providing a consolidation of office-by-office appropriations for OST, the conferees still want to ensure that adequate Congressional oversight and control is maintained over these expenses. Therefore, the Secretary of Transportation is directed to notify the House and Senate Committees on Appropriations in writing of any change in funding greater than five percent from the office-by-office levels approved by Congress for this appropriation. The Secretary is further directed not to make such a change without the approval of the House and Senate Committees on Appropriations.

The conference agreement includes a provision that limits the availability of funds appropriated under this heading to no more than 52 percent and not more than 224 full-time equivalent staff years funded through the end of the second quarter of fiscal year 2001.

Reception and representation activities.—The conference agreement includes a provision that increases to $60,000 the amount of funds to be available for official reception and representation activities. The conference agreement includes a provision, as proposed by the Senate, that limits to $15,000 the amount of funds that may be obligated for official reception and representation costs prior to January 20, 2001.

Monthly reporting requirement.—The conferees direct the office of the secretary to report monthly on the status of all outstanding reports and reporting requirements, including the status of delinquent Congressional mandated or requested reports and an estimated completion and delivery date.

Administrative directives.—The conferees direct that the department submit its fiscal year 2002 congressional justification materials for the salaries and expenses of the offices of the secretary at the same level of detail provided in the Congressional justifications presented in fiscal year 2001.

The conferees direct that assessments charged by the office of the secretary to the modal administrations shall be for administrative activities, not policy initiatives.

Immediate office of the secretary.—The conference agreement provides a total of $1,827,000 for expenses of the immediate office of the secretary for fiscal year 2001. Funds to support a second deputy chief of staff or a contractor to perform similar duties are deleted by this agreement (−$150,000).

Office of the general counsel.—The conference agreement provides a total of $9,972,000 for expenses of the office of the general counsel. Within the funds provided, no more than 5 FTEs and $500,000 shall be available to support the department's proposed "Accessibility for All America" initiative. Further, the conference

agreement provides sufficient resources for advisory or referral activities related to aviation competition guidelines on the part of the department.

Office of aviation and international affairs.—The conference agreement disallows funding as proposed by the House for a new position of special assistant to the assistant secretary for aviation and international affairs (−$120,000). Funding is provided to hire up to two additional transportation industry analysts in fiscal year 2001.

The conferees are aware of, and applaud, the department's efforts to promote foreign air carrier service to and through Alaska. Alaska is uniquely positioned as an international air cargo hub for efficient sorting and consolidation of cargo moving between multiple United States and foreign points. The conferees encourage the department to explore using Alaska as a testing ground for even greater liberalization of foreign and domestic air carriers' rights to carry international air cargo on route legs between Alaska and other United States points. Such liberalization would optimize the geographic advantage of Alaska for air cargo transfer. In addition, such steps would also optimize the flexibility that the department has sought for Alaska as an international aviation hub. Without vigorous initiative on the part of the department, the United States stands to lose to foreign airports the economic activity for labor, industry, and consumers that increased domestic and foreign transfer authority could generate for the United States.

Office of the assistant secretary for budget and programs.—A total of $7,362,000 is provided for the office of the assistant secretary for budget and programs. Within the funds provided, not more than $100,000 is available for workforce training activities to supplement existing training expenditures.

Office of the assistant secretary for administration.—Consistent with the actions of both the House and Senate, the conference agreement does not provide funding for employee development training (−$1,160,000); however, limited funds have been provided to supplement existing training activities, as discussed in the preceding paragraph.

Office of intelligence and security.—Funding provided for the office of intelligence and security totals $1,262,000 and excludes resources for infrastructure protection activities. The conference agreement includes funds for these activities within amounts appropriated to the Research and Special Programs Administration.

Office of the chief information officer.—The conference agreement provides a total of $6,222,000 for salaries and expenses of the office of the chief information officer (CIO). Funding is not provided to implement in fiscal year 2002 a pilot project that has yet to be defined or determined by the department's architecture working group. Such funding should be considered in the context of the department's fiscal year 2002 appropriations request.

The conferees concur with the directions of the House that no major information technology (IT) procurement within the department occur until after a review by the CIO has been conducted to determine system deficiencies, vulnerabilities, compatibility with, and relative need of such systems compared to other departmental systems requirements. Furthermore, the conferees direct the CIO

to approve all IT and telecommunications infrastructure items and expenditures for all systems that are non-mode specific (e.g., common grants systems).

Office of intermodalism.—Funding for the office of intermodalism is provided within amounts made available to the Federal Highway Administration, as proposed by the House.

Fractional ownership demonstration program.—The conferees encourage the Secretary of Transportation to execute a demonstration program, to be conducted for a period of not to exceed eighteen months, of the fractional ownership concept for performing administrative support flight missions. The purpose of this demonstration is to determine whether cost savings, increased operational flexibility, and aircraft availability can be realized by DOT through fractional ownership compared to in-house ownership of aircraft. This demonstration shall be competitive, and encompass a suite of aircraft covering a majority of the department's support missions, including those by the Coast Guard, FAA, and NASA (to the extent those aircraft are currently operated by the FAA). The Secretary is directed to report the results of this project to the House and Senate Committees on Appropriations within three months of completing the evaluation. If the Secretary does not conduct such an evaluation, the Secretary is directed to submit a report to the House and Senate Committees on Appropriations providing a detailed explanation of that decision.

OFFICE OF CIVIL RIGHTS

The conference agreement provides $8,140,000 for the office of civil rights as proposed by the House instead of $8,000,000 as proposed by the Senate.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

The conference agreement provides $11,000,000 for transportation planning, research, and development instead of $3,300,000 as proposed by the House and $5,300,000 as proposed by the Senate. The conferees, however, agree with the reductions from the budget request proposed by the House. Funding provided under this heading shall be available for the following activities:

2001 Special Winter Olympics	$1,400,000
Ensuring consumer information and choice in the airline industry	1,000,000
Transportation management planning for the Salt Lake City Winter Olympic Games (section 1223 of TEA21)	2,000,000
Automotive workforce training	3,000,000

The conferees encourage the secretary and each of the modal administrations to work with the National Center for Missing and Exploited Children and the transportation industry to identify and implement initiatives to maximize the transportation sector's involvement in the effort to relocate missing children.

Transportation management planning for the Salt Lake City 2002 Winter Olympic Games.—The conference agreement includes $2,000,000 for transportation management planning for the Salt Lake City Winter Olympic Games, as authorized under section 1223(c) of TEA21. These funds shall be available for planning activities and related temporary and permanent transportation infra-

structure investments based on the transportation management plan approved by the Secretary.

Radionavigation and positioning initiatives.—No funding is provided for additional study activities described under "GPS vulnerability study follow-on requirements" and "technical support of GPS spectrum protection and coordination" of the congressional justification as additional funding and guidance is provided for similar initiatives and activities elsewhere in the department. Reprogramming requests in this area will be reviewed if submitted and justified appropriately.

Automotive workforce training.—The conference agreement includes $3,000,000 for development and implementation of a workforce training program designed for specific issues related to the automotive manufacturing industry.

Telework.—The Secretary shall conduct an assessment of the existing practices and infrastructure involved with telework efforts in the greater New York metropolitan area and determine if a telework program, supported by the federal government, could provide significant incentives for increasing the use of telework, thereby reducing vehicle miles traveled and improving air quality. The assessment should identify representatives from local government, environmental organizations and transportation agencies who would comprise a New York City design team for implementing a telework program. Within six months, the Secretary shall report to Congress on the findings of this study. To carry out these activities, the conference agreement includes $300,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

The conference agreement includes a limitation of $126,887,000 on activities of the transportation administrative service center (TASC) instead of $119,387,000 as proposed by the House and $173,278,000 as proposed by the Senate. The conferees concur in the recommendations of the House to disallow the proposed transfer of the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography to the TASC (−$43,963,000) and to disallow proposed new staffing increases (−$461,000). The increase of $7,500,000 above the House-passed level has been provided to accommodate solely the anticipated increased workload stemming from creation of the Federal Motor Carrier Safety Administration.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

The conference agreement includes a limitation on guaranteed loans of $13,775,000, as proposed by the House, instead of a limitation of $13,775,000 on direct loans as proposed by the Senate. Further, the conference agreement provides subsidy and administrative costs totaling $1,900,000, as proposed by both the House and the Senate.

MINORITY BUSINESS OUTREACH

The conference agreement provides $3,000,000 for minority business outreach activities, as proposed by both the House and the Senate.

COAST GUARD

OPERATING EXPENSES

The conference agreement provides $3,192,000,000 for Coast Guard operating expenses as proposed by the House instead of $3,039,460,000 as proposed by the Senate. The agreement specifies that $341,000,000 of the total is available only for defense-related activities, as proposed by the House, instead of $641,000,000 proposed by the Senate. The agreement does not include language proposed by the Senate which would have allowed a transfer of up to $100,000,000 from the FAA's operating budget to augment the Coast Guard's drug interdiction activities or OST's Office of Intelligence and Security. The bill also does not include language proposed by the Senate which would have required the Coast Guard to reimburse the Office of Inspector General for Coast Guard-related audits and investigations.

Specific adjustments.—The following table summarizes the House and Senate's proposed adjustments to the Coast Guard's budget request and the final conference agreement:

Item and recommendation	House recommended	Senate recommended	Conference agreement
Repricing of civilian PC&B	+$2,051,000		
Polar icebreaker reimbursement	+3,800,000	+$7,734,000	+7,734,000
International Maritime Information Safety System (IMISS)—defer	−398,000	−398,000	−398,000
MTS leadership and coordination—defer	−801,000	−801,000	−801,000
CG workstation support—defer	−750,000		
NTIA fees—defer increase	−426,000		
"One DOT" initiatives—defer	−304,000		−304,000
Aviation detachment support—defer	−3,904,000		−3,904,000
Nonpay COLA—smaller increase	−6,268,000		−1,363,000
Military pay and benefits		−1,004,000	
Military health care		−105,000	
Permanent change of station		−8,785,000	−3,000,000
Training and education		−7,484,000	−2,065,000
Atlantic area command		−193,000	−193,000
Headquarters directorates		−125,000	–
Headquarters-managed units		−1,760,000	−706,000
Aircraft maintenance		−13,075,000	
Electronic maintenance		−1,500,000	
Shore facility maintenance		−5,000,000	−2,000,000
Vessel maintenance		−4,315,000	
Undistributed reduction		−122,729,000	
Total	−7,000,000	−159,540,000	−7,000,000

Pilot project on occupational and health hazards of Coast Guard personnel.—The conferees agree to provide $1,000,000 for the pilot project, proposed by the Senate, regarding the unique occupational and health hazards of Coast Guard personnel. This project shall be conducted in coordination with Tulane University and the University of Alabama—Birmingham.

Boatracs systems.—The conferees understand that the Coast Guard has purchased several "boatracs" systems in an effort to address communications problems within the eighth district. This text communications system is often the only form of communication between the district headquarters and cutters on patrol performing search and rescue missions. This system could be used as an interim measure, before full implementation of the National

Distress and Response System Modernization Project, which could save lives by providing consistent and reliable communications among Coast Guard assets. The Coast Guard is encouraged to evaluate the boatracs system on this basis during fiscal year 2001.

Assessment of progress to replace single hull tanker fleet with double hull ships.—The conferees direct the United States Coast Guard, in consultation with the Maritime Administration, to assess the status of replacement of single hull tank vessels with double hull tank vessels, and report the findings of this assessment to the House and Senate Committees on Appropriations. This report should include: (1) a list of double hull vessels and their carrying capacity in the U.S.-flag fleet; (2) a list of single hull vessels and their carrying capacity and the year in which each single hull vessel is scheduled to be phased out of service under the Oil Pollution Act; and (3) the amount of oil transported each year by domestic U.S.-flag tank vessels to meet the energy needs of the United States. This report shall be submitted by February 1, 2001.

Search and rescue station staffing.—The conferees are concerned that, in the wake of the National Transportation Safety Board report on the sinking of the sailboat Morning Dew, the Coast Guard has still not implemented needed staffing improvements at the nation's search and rescue (SAR) stations. Even though a recent Coast Guard analysis concluded that an additional 109 personnel were needed at these centers, the Coast Guard advised the House that the service "does not believe additional operation center staffing is required in fiscal year 2001 and has not requested any be provided". The conferees reiterate the concerns expressed in the House report regarding deficiencies in the Coast Guard's search and rescue posture, and strongly encourage the service to address the personnel shortfalls at search and rescue stations within the funding levels provided for fiscal year 2001. In addition, the conferees direct the Office of Inspector General, in consultation with the National Transportation Safety Board, to conduct a thorough review of readiness of the nation's SAR stations, including personnel shortfalls, equipment adequacy, training adequacy, and the relative support for SAR programs and activities in the Coast Guard command structure. The conferees direct that this report be completed and submitted to the appropriate committees of the Congress no later than March 1, 2001.

Indonesian Coast Guard.—The conferees do not agree with direction in the Senate report for the Coast Guard to work with representatives of the Indonesian government on officer training and to study turning over surplus vessels to improve the capability of the Indonesian Coast Guard.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

The conference agreement includes $415,000,000 for acquisition, construction, and improvement programs of the Coast Guard instead of $515,000,000 as proposed by the House and $407,747,660 as proposed by the Senate. Consistent with past years and the House and Senate bills, the conference agreement distributes funds in the bill by budget activity.

Great Lakes Icebreaker.—No procurement funding or direction is provided in this Act for the Great Lakes Icebreaker (Mackinaw

replacement) project, as the full estimated cost of this vessel has been provided in prior appropriations Acts.

A table showing the distribution of this appropriation by project as included in the fiscal year 2001 House bill, Senate bill, and the conference agreement follows:

Program Name	House recommended	Senate recommended	Conference agreement
Vessels:	**252,640,000**	**145,936,660**	**156,450,000**
Survey and design - cutters and boats	500,000	500,000	500,000
Seagoing buoy tender (WLB) replacement	120,990,000	82,486,660	118,000,000
Polar icebreaker - USCGC Healy	1,000,000	1,000,000	1,000,000
Configuration management	3,600,000	3,600,000	3,600,000
Surface search radar replacement project	1,150,000	1,150,000	1,150,000
Polar class icebreaker reliability improvement program	4,500,000	4,500,000	4,500,000
Mackinaw replacement	110,000,000	40,000,000	0
87-Foot Patrol Boat (WPB) Replacement	7,000,000	7,000,000	22,000,000
Alex Haley Conversion Project - Phase II	1,400,000	3,200,000	3,200,000
Over-The-Horizon Cutter Boats	1,500,000	1,500,000	1,500,000
Coast Guard Patrol Craft (WPC) Conversion Project	1,000,000	1,000,000	1,000,000
Aircraft:	**43,650,000**	**41,650,000**	**37,650,000**
HH-65A helicopter mission computer replacement	3,650,000	3,650,000	3,650,000
HH-65 LTS-101 Engine Life Cycle Cost Reduction	1,000,000	11,000,000	7,000,000
Aviation Simulator Modernization Project	3,000,000	3,000,000	3,000,000
Coast Guard Cutter Healy Aviation Support	36,000,000	24,000,000	24,000,000
Other Equipment:	**60,113,000**	**54,304,000**	**60,113,000**
Fleet logistics system	5,500,000	5,500,000	5,500,000
Ports and waterways safety system (PAWSS)	6,100,000	7,550,000	6,100,000
Marine information for safety and law enforcement (MISLE)	8,500,000	8,500,000	8,500,000
Aviation logistics management information system (ALMIS)	1,100,000	1,100,000	1,100,000
National distress system modernization	23,800,000	22,000,000	23,800,000
Personnel MIS/Jt uniform military pay system	2,000,000	2,000,000	2,000,000
Local notice to mariners automation	600,000	600,000	600,000
Defense message system implementation	2,471,000	2,471,000	2,471,000
Commercial satellite communications	5,459,000	0	5,459,000
Global Maritime Distress and Safety System (GMDSS)	3,083,000	3,083,000	3,083,000
Search and Rescue Capabilities Enhancement Project	1,500,000	1,500,000	1,500,000
Shore Facilities and Aids to Navigation:	**61,606,000**	**68,406,000**	**63,336,000**
Survey and design - shore projects	7,000,000	7,000,000	7,000,000
Minor AC&I shore construction projects	8,000,000	8,000,000	5,330,000
Housing	12,400,000	12,400,000	10,000,000
Waterways ATON projects	4,706,000	4,706,000	4,706,000
Air Station Kodiak, AK - renovate hanger	8,200,000	8,200,000	8,200,000
Transportation Improvements - Coast Guard Island, Alameda, CA	8,000,000	8,000,000	8,000,000
Coast Guard MEC Waterfront Improvements - Portsmouth, VA	2,400,000	2,400,000	2,400,000
Modernize Coast Guard Facilities - Phase 1 - Cape May, NJ	5,800,000	5,800,000	5,800,000
Rebuild Coast Guard Station, Port Huron, MI - Phase 1	1,300,000	1,300,000	1,300,000
Modernize Air Station Port Angeles Hangar, Port Angeles, WA	3,800,000	3,800,000	3,800,000
Homeporting pier construction - Homer, AK	0	5,800,000	5,800,000
Helipad modernization - Craig, AK	0	1,000,000	1,000,000
Personnel and Related Support:	**54,691,000**	**55,151,000**	**55,151,000**
Direct personnel costs	53,691,000	54,151,000	54,151,000
Core acquisition costs	1,000,000	1,000,000	1,000,000
Integrated Deepwater Systems:	**42,300,000**	**42,300,000**	**42,300,000**
Total appropriation	**515,000,000**	**407,747,660**	**415,000,000**

ENVIRONMENTAL COMPLIANCE AND RESTORATION

The conference agreement includes $16,700,000 for environmental compliance and restoration as proposed by both the House and Senate.

ALTERATION OF BRIDGES

The conference agreement includes $15,500,000 for alteration of bridges deemed hazardous to marine navigation as proposed by the Senate instead of $14,740,000 proposed by the House. The conference agreement distributes these funds as follows:

Bridge and location	*Conference agreement*
New Orleans, LA, Florida Avenue RR/HW Bridge	$3,925,000
Brunswick, GA, Sidney Lanier Highway Bridge	3,000,000
Charleston, SC, Limehouse Bridge	2,000,000
Mobile, AL, Fourteen Mile Bridge	3,000,000
Morris, IL, EJ&E Railroad Bridge	3,000,000
Oshkosh, WI, Fox River Bridge	575,000
Total	15,500,000

Florida Avenue Bridge.—The conferees agree to provide $3,925,000 for this project, and direct that $500,000 of this funding shall be made available to the Port of New Orleans to cover the federal portion of a study of the feasibility of development of the Millenium Port in south Louisiana.

Fox River Bridge.—Funding of $575,000 is provided for removal of the bridge across the Fox River at mile point 56.9 in Oshkosh, Wisconsin.

RETIRED PAY

The conference agreement includes $778,000,000 for Coast Guard retired pay as proposed by both the House and the Senate. This is scored as a mandatory program for federal budget purposes. The conference agreement deletes language proposed by the House authorizing these funds for the payment of fifteen-year career status bonuses. The conferees do not believe that retention bonuses paid to active duty personnel are consistent with the purposes of this program, and have seen no evidence that these payments constitute mandatory expenditures of the Coast Guard, as are the other elements of this mandatory appropriation. Sufficient funding is provided under "Operating expenses" for payment of these bonuses to qualified personnel.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides $80,375,000 for reserve training as proposed by the House instead of $80,371,000 as proposed by the Senate. The agreement allows the Reserves to reimburse the Coast Guard operating account up to $22,000,000 for Coast Guard support of Reserve activities, as proposed by the Senate, instead of $21,500,000 as proposed by the House.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

The conference agreement provides $21,320,000 for Coast Guard research, development, test, and evaluation as proposed by the Senate instead of $19,691,000 as proposed by the House. The conferees agree that within the funding provided, $500,000 is to address ship ballast water exchange issues, instead of $1,000,000 as proposed by the Senate.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

The conference agreement provides $6,544,235,000 for operating expenses of the Federal Aviation Administration as proposed by the House instead of $6,350,250,000 as proposed by the Senate. These funds are in addition to amounts made available as a mandatory appropriation of user fees in the Federal Aviation Administration Reauthorization Act of 1996 (Public Law 104–264). Of the total amount provided, $4,414,869,000 is to be derived from the airport and airway trust fund, consistent with Public Law 106–181. The total funding provided is $569,235,000 (9.5 percent) above the fiscal year 2000 enacted level.

Contract tower program funding.—The conference agreement provides $55,300,000 for the contract tower program, which is the amount assumed in the budget estimate. FAA is directed not to reprogram these funds to any other activity or to reduce them to satisfy budget shortfalls which may develop throughout the fiscal year. In addition, the conference agreement includes $5,000,000 for the contract tower cost-sharing program.

Contract tower program extension.—The conferees agree with Senate direction to the FAA Administrator to submit the overdue report on this program, but do not agree with the Senate direction that this report should include a timeline for expanding the program. In addition, the report should address recent findings and recommendations of the DOT Inspector General regarding expansion of the contract tower program.

Criteria for contract tower program eligibility.—The conferees believe that FAA's contract tower program has worked well from both the government's perspective and the users' perspective. Through this program, many aircraft are able to operate more efficiently and safely into airports with contract towers, where FAA-operated towers would otherwise not be available due to prohibitive costs. The conferees are concerned, however, that the traffic counts used to establish eligibility for the contract tower program, and for establishment of certain navigation aids, are erroneous in that certain part 121 operations, including regional jets, are not being classified as air carrier operations. After promulgation of FAA's "one level of safety" rule, the conferees believe that such a distinction is no longer justified. The FAA is urged to change promptly its traffic count methodology to conform to the changes in operator classification brought about by the one level of safety rulemaking.

Specific designations for the contract tower program.—The conferees do not agree with Senate direction to include certain airports in the contract tower program. However, the conferees understand

that the Boca Raton, Olive Branch, Henderson, and Tupelo Municipal airports are eligible for this program, and encourage FAA to include those airports in the program if they meet eligibility criteria.

Implementation of the whistleblower protection program.—The conferees direct that, not later than eighteen months after enactment of this Act, the Secretary of Transportation, in conjunction with the Secretary of Labor, report to the House and Senate Committees on Appropriations on measures to assure effective implementation of section 519 of Public Law 106–181. This report shall include a description of the initial implementation of the whistleblower protection program and recommendations to strengthen the enforcement of such provisions. The study shall be performed by a firm with recent experience analyzing employee protection provisions in the transportation sector.

Civil aviation security activities and operations.—Continuing reports of the General Accounting Office, the DOT Office of Inspector General, and the Surveys and Investigations staff of the House Appropriations Committee highlight a number of serious problems in FAA's civil aviation security activities which need to be addressed. A lack of strong management and planning has led to a haphazard and minimal deployment of explosive detection systems at our nation's airports, as well as underutilization of the machines which are deployed; specifications for bomb detection equipment driven by political considerations rather than security expertise; unnecessary tension between FAA and airport security officials in some locations; and lack of management attention and corrective action after field tests, including safety issues raised by FAA's special "red team" conducting undercover assessments at major airports. The conferees cannot provide the entire funding increase requested by this organization in the face of these continuing problems, and expects FAA to address these management issues expeditiously. The conference agreement also directs FAA to submit a comprehensive strategic plan for the civil aviation security program, as proposed by the Senate. The FAA is encouraged to include comprehensive details in this plan regarding specific goals and objectives for the program for each of the next five years.

GPS implementation and procedures.—The conferees agree to transfer to this account $2,200,000 from "Facilities and equipment". This funding was budgeted for the development of GPS approach procedures as part of the GPS wide area augmentation system (WAAS) program. However, this activity is apparently not related to development of WAAS, but is a routine operating expense of the agency. As such, these expenditures should be contained in the agency's operating budget. In addition, the conference agreement includes $3,000,000 only for implementation of a navigation database with internet access for users.

Administration of potential shortfall due to EAS transfer.—The conferees do not agree with House direction specifying that any shortfall in operations funding due to transfer of funds to the essential air service (EAS) program should be borne by the "Facilities and equipment" appropriation.

Regulation of flight crew operating environment.—The conferees are pleased that the FAA and the Occupational Safety and

Health Administration (OSHA) recently initiated a joint effort to consider whether OSHA workplace safety standards can be applied to airline crewmembers during flight operations. Enhancing workplace safety for flight crewmembers is, of course, desirable. While the conferees recognize the importance of FAA and OSHA working together to ensure that one agency does not unnecessarily block application of the other's regulations, the conferees believe it is imperative that FAA maintain exclusive responsibility for the regulation and enforcement of policies which affect the safety of flight operations. If, in the FAA's view, an OSHA-proposed workplace safety and health regulation would compromise the safe operation of aircraft, in the overriding interest of aviation safety, the FAA's view should predominate.

Airspace redesign.—The conference agreement includes $8,500,000 for the New York/New Jersey airspace redesign and concurs in the directive of the Senate regarding the reprogramming of these funds.

The following table compares the conference agreement to the levels proposed in the House and Senate bills by budget activity:

FAA Operations
Conference Agreement
Fiscal Year 2001

AIR TRAFFIC SERVICES:

Item	House	Senate	Conference
Budget estimate:	$5,210,434,000	$5,210,434,000	$5,210,434,000
Adjustments to estimate:			
Contract security guard services	-1,725,000	---	-1,725,000
ADTN 2000	-5,000,000	---	-5,000,000
NADIN	-1,750,000	---	-1,750,000
FTS 2001	-3,550,000	---	-3,550,000
PCS maintenance personnel	-1,000,000	---	-1,000,000
Regional admin telecomm	-7,948,000	---	-7,948,000
Infrastructure maintenance	-7,739,000	---	-7,739,000
Centennial of Flt Commission	+750,000	---	+750,000
Contract tower cost sharing	+5,000,000	+5,000,000	+5,000,000
MARC	+2,000,000	---	+2,000,000
NAS handoff	---	-65,726,000	---
RMMS expansion – Texas	---	+350,000	+350,000
Lawton, OK air traffic services	---	+1,500,000	+1,500,000
ATIS training contract	---	+7,505,300	+3,752,000
General reduction		-106,161,700	---
Transfer authority from AIP	---	[120,000,000]	---
GPS implementation/procedures	---	---	+5,200,000
Amount recommended:	**$5,183,177,000**	**$5,039,391,000**	**5,200,274,000**

AVIATION REGULATION AND CERTIFICATION:

Item	House	Senate	Conference
Budget estimate:	$691,979,000	$691,979,000	$691,979,000
Adjustments to estimate:			
training initiative	+3,000,000	---	+3,000,000
Amount recommended:	**694,979,000**	**691,979,000**	**694,979,000**

CIVIL AVIATION SECURITY:

Item	House	Senate	Conference
Budget estimate:	$144,328,000	$144,328,000	$144,328,000
Adjustments to estimate:			
Allow smaller increase	---	-5,866,000	-5,026,600
Amount recommended:	**144,328,000**	**138,462,000**	**139,301,400**

RESEARCH AND ACQUISITION:

Item	House	Senate	Conference
Budget estimate:	$196,497,000	$196,497,000	$196,497,000
Adjustments to estimate:			
Next generation e-mail	-5,000,000	[1]-4,918,000	-5,000,000
Telco bandwith expansion	-1,509,000	-1,509,000	-1,509,000
Allow smaller increase	---	-7,669,000	---
Amount recommended:	**189,988,000**	**182,401,000**	**189,988,000**

COMMERCIAL SPACE TRANSPORTATION:

Item	House	Senate	Conference
Budget estimate:	$12,607,000	$12,607,000	$12,607,000
Adjustments to estimate:			
Allow smaller increase	---	-2,607,000	-607,000
Amount recommended:	**12,607,000**	**10,000,000**	**12,000,000**

REGIONAL COORDINATION:

Item	House	Senate	Conference
Budget estimate:	[2]$99,347,000	$99,347,000	$99,347,000
Adjustments to budget estimate	---	---	---
Amount recommended:	**99,347,000**	**99,347,000**	**99,347,000**

HUMAN RESOURCES:

Item	House	Senate	Conference
Budget estimate:	$60,364,000	$60,364,000	$60,364,000
Adjustments to estimate:			
IPPS replacement	-2,000,000	---	---
Allow smaller increase	---	-10,458,000	-5,500,000
Amount recommended:	**58,364,000**	**49,906,000**	**54,864,000**

FINANCIAL SERVICES:

Item	House	Senate	Conference
Budget estimate:	$63,263,000	$63,263,000	$63,263,000
Adjustments to estimate:			
DELPHI implementation	-7,000,000	-6,900,000	-7,000,000
Cost accounting system	-2,000,000	-1,864,000	-1,900,000
Asset management	-5,556,000	-2,556,000	-4,000,000
Allow smaller increase	---	-8,943,000	-1,919,400
Amount recommended:	**48,707,000**	**43,000,000**	**48,443,600**

STAFF OFFICES:

Item	House	Senate	Conference
Budget estimate:	$336,390,000	$336,390,000	$336,390,000
Adjustments to estimate:			
Transfer to other budget activities	-222,974,000	-222,974,000	-222,974,000
Office of chief counsel staffing	-453,000	---	-453,000
Employee development activities	-225,000	---	-225,000
Allow smaller increase	---	-17,652,000	-7,700,000
Amount recommended:	**112,738,000**	**95,764,000**	**105,038,000**

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $2,656,765,000 for facilities and equipment as proposed by the House and the Senate. This is the level authorized by Public Law 106–181, and represents an increase of $581,765,000 (28 percent) above the fiscal year 2000 enacted level.

The following table provides a breakdown of the House and Senate bills and the conference agreement by program:

Facilities and Equipment
Conference Agreement
Fiscal Year 2001

Program Name	House recommended	Senate recommended	Conference agreement
ENGINEERING DEVELOPMENT, TEST AND EVALUATION:			
ADVANCED TECHNOLOGY DEVELOPMENT & PROTOTYPING	50,000,000	45,848,000	56,480,000
SAFE FLIGHT 21	25,000,000	35,000,000	35,000,000
SUBTOTAL - ADV DEV/PROTOTYPING	**75,000,000**	**80,848,000**	**91,480,000**
AVIATION WEATHER SERVICES IMPROVEMENTS	15,400,000	15,400,000	18,400,000
EN ROUTE AUTOMATION	14,600,000	14,600,000	14,600,000
OCEANIC AUTOMATION SYSTEM	75,000,000	51,970,000	51,970,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	30,200,000	30,200,000	30,200,000
NEXT GENERATION VHF A/G COMMUNICATION SYSTEM	12,300,000	12,300,000	12,300,000
FREE FLIGHT PHASE ONE	173,800,000	175,800,000	177,800,000
FREE FLIGHT PHASE TWO	25,000,000	25,000,000	15,000,000
SUBTOTAL - EN ROUTE PROGRAMS	**346,300,000**	**325,270,000**	**320,270,000**
TERMINAL AUTOMATION (STARS)	114,850,000	116,850,000	117,000,000
SUBTOTAL - TERMINAL PROGRAMS	**114,850,000**	**116,850,000**	**117,000,000**
LOCAL AREA AUGMENTATION SYSTEM FOR GPS (LAAS)	31,000,000	37,000,000	37,000,000
WIDE AREA AUGMENTATION SYSTEM (WAAS)	75,000,000	0	74,800,000
SUBTOTAL - LANDING/NAVAIDS	**106,000,000**	**37,000,000**	**111,800,000**
NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	2,162,000	2,162,000	2,162,000
TECHNICAL CENTER FACILITIES	8,795,500	8,795,000	8,795,000
TECHNICAL CENTER INFRASTRUCTURE SUSTAINMENT	2,726,000	2,726,000	2,726,000
SUBTOTAL, RDT&E EQUIPMENT AND FACILITIES	**13,683,500**	**13,683,000**	**13,683,000**
TOTAL ACTIVITY 1	***655,833,500***	***573,651,000***	***654,233,000***
AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT:			
EN ROUTE AUTOMATION	122,200,000	122,200,000	122,200,000
NEXT GENERATION WEATHER RADAR (NEXRAD)	4,100,000	4,100,000	4,100,000
AIR TRAFFIC OPERATIONS MANAGEMENT	940,000	940,000	940,000
WEATHER AND RADAR PROCESSOR (WARP)	24,710,000	24,710,000	20,000,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	1,200,000	1,200,000	1,200,000
ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	58,000,000	58,950,000	58,950,000
VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	0	0	2,700,000
AIR TRAFFIC MANAGEMENT	25,944,000	25,944,000	25,944,000
CRITICAL COMMUNICATIONS SUPPORT	1,880,000	1,880,000	1,880,000
AIR/GROUND COMMUNICATION INFRASTRUCTURE	16,074,000	16,074,000	16,074,000
VOLCANO MONITOR	0	2,000,000	2,000,000
ATC BEACON INTERROGATOR (ATCBI) REPLACEMENT	77,612,000	77,612,000	75,612,000
ATC EN ROUTE RADAR FACILITIES	2,844,000	2,844,000	2,844,000
EN ROUTE COMMS AND CONTROL FACILITIES IMPROVEMENT	7,631,000	7,631,000	7,631,000
AVIATION WEATHER SERVICES IMPROVEMENTS	8,218,000	8,218,000	8,218,000
FAA TELECOMMUNICATIONS INFRASTRUCTURE	29,400,000	29,400,000	29,400,000
NATIONWIDE DIFFERENTIAL GPS	0	0	6,000,000
SUBTOTAL - EN ROUTE PROGRAMS	**380,753,000**	**383,703,000**	**385,693,000**
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE)	4,000,000	1,500,000	4,000,000
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE-X)	15,000,000	8,400,000	8,400,000
TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	5,100,000	5,100,000	5,100,000
TERMINAL AUTOMATION (STARS)	75,550,000	75,550,000	75,550,000
TERMINAL AIR TRAFFIC CONTROL FACILITIES REPLACEMENT	140,000,000	117,100,000	145,492,606
CONTROL TOWER/TRACON FACILITIES - IMPROVE	41,759,672	40,259,672	41,759,672
TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ETVS	15,000,000	10,900,000	14,000,000
EMPLOYEE SAFETY/OSHA AND ENVIRONMENTAL COMPLIANCE	28,400,000	28,400,000	28,400,000

Facilities and Equipment
Conference Agreement
Fiscal Year 2001

Program Name	House recommended	Senate recommended	Conference agreement
HOUSTON AREA AIR TRAFFIC SYSTEM	0	0	12,000,000
NEW AUSTIN AIRPORT AT BERGSTROM	2,500,000	2,500,000	2,500,000
POTOMAC METROPLEX	32,100,000	25,800,000	25,800,000
NORTHERN CALIFORNIA METROPLEX	6,000,000	6,000,000	6,000,000
ATLANTA METROPLEX	3,400,000	3,400,000	3,400,000
NAS INFRASTRUCTURE MANAGEMENT SYSTEM (NIMS)	13,100,000	13,100,000	13,100,000
AIRPORT SURVEILLANCE RADAR (ASR-9)	11,122,000	17,000,000	11,122,000
AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)	20,650,000	20,650,000	20,650,000
VOICE RECORDER REPLACEMENT PROGRAM	2,632,000	3,632,000	3,632,000
TERMINAL DIGITAL RADAR (ASR-11)	69,690,000	75,000,000	69,690,000
WEATHER SYSTEMS PROCESSOR	22,400,000	22,400,000	22,400,000
DOD/FAA ATC FACILITIES TRANSFER	2,600,000	2,600,000	2,600,000
PRECISION RUNWAY MONITORS	2,000,000	17,000,000	2,000,000
TERMINAL RADAR (ASR) - IMPROVE	3,233,600	3,233,000	3,233,000
TERMINAL COMMUNICATIONS IMPROVEMENTS	1,250,700	1,550,700	1,550,700
MODE S - PROVIDE	1,974,000	1,974,000	1,974,000
TERMINAL APPLIED ENGINEERING	6,700,000	6,700,000	6,700,000
SUBTOTAL - TERMINAL PROGRAMS	**526,161,972**	**509,749,372**	**531,053,978**
AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	8,213,900	13,213,900	11,500,000
OASIS	23,100,000	23,100,000	23,100,000
WEATHER MESSAGE SWITCHING CENTER REPLACEMENT	2,500,000	2,500,000	2,500,000
FLIGHT SERVICE FACILITIES IMPROVEMENT	1,277,500	1,277,500	1,277,500
FLIGHT SERVICE STATION SWITCH MODERNIZATION	6,000,000	6,000,000	6,000,000
FLIGHT SERVICE STATION MODERNIZATION	4,000,000	4,000,000	4,000,000
SUBTOTAL - FLIGHT SERVICE PROGRAMS	**45,091,400**	**50,091,400**	**48,377,500**
VOR	2,632,000	2,632,000	2,632,000
NEXT GENERATION NAVIGATION/LANDING SYSTEMS	0	164,400,000	0
INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE	62,000,000	0	85,000,000
ILS - REPLACE MARK 1A, 1B, AND 1C	1,000,000	0	1,000,000
TRANSPONDER LANDING SYSTEM (TLS)	3,000,000	0	3,000,000
LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	5,734,000	5,734,000	5,734,000
RUNWAY VISUAL RANGE (RVR)	9,000,000	3,000,000	8,000,000
NDB SUSTAIN	940,000	940,000	940,000
NAVIGATIONAL AND LANDING AIDS - IMPROVE	2,955,922	2,955,922	2,955,922
ILS - REPLACE GRN-27	1,000,000	1,000,000	1,000,000
APPROACH LIGHTING SYSTEM IMPROVEMENT (ALSIP)	26,100,000	21,450,000	30,000,000
PRECISION APPROACH PATH INDICATORS (PAPI)	6,000,000	6,000,000	6,000,000
DISTANCE MEASURING EQUIPMENT (DME)	1,128,000	1,128,000	1,428,000
VISUAL NAVAIDS	2,820,000	2,820,000	2,820,000
GULF OF MEXICO OFFSHORE PROGRAM	1,900,000	1,900,000	1,900,000
LORAN-C UPGRADE/MODERNIZATION	25,000,000	0	25,000,000
SUBTOTAL - LANDING AND NAVIGATIONAL AIDS	**151,209,922**	**213,959,922**	**177,409,922**
ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	5,000,000	7,200,000	6,000,000
FUEL STORAGE TANK REPLACEMENT AND MONITORING	10,500,000	10,500,000	10,500,000
FAA BUILDINGS AND EQUIPMENT - IMPROVE/MODERNIZE	10,000,000	10,000,000	10,000,000
ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	28,200,000	28,200,000	28,200,000
AIR NAVAIDS AND ATC FACILITIES (LOCAL PROJECTS)	1,880,000	1,880,000	1,880,000
AIRCRAFT RELATED EQUIPMENT PROGRAM	6,000,000	6,000,000	6,000,000
COMPUTER AIDED ENG GRAPHICS (CAEG) REPLACEMENT	2,600,000	2,600,000	2,600,000
CABLE LOOP SYSTEMS	5,400,000	0	5,400,000
SUBTOTAL - OTHER ATC FACILITIES	**69,580,000**	**66,380,000**	**70,580,000**
TOTAL ACTIVITY 2	***1,172,796,294***	***1,223,883,694***	***1,213,114,400***
NON-ATC FACILITIES AND EQUIPMENT:			

Facilities and Equipment
Conference Agreement
Fiscal Year 2001

Program Name	House recommended	Senate recommended	Conference agreement
NAS MANAGEMENT AUTOMATION PROGRAM (NASMAP)	1,034,000	1,034,000	1,034,000
HAZARDOUS MATERIALS MANAGEMENT	22,600,000	22,600,000	22,600,000
AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	15,980,000	15,980,000	15,980,000
OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS)	1,000,000	1,000,000	1,000,000
LOGISTICS SUPPORT SYSTEM AND FACILITIES	7,500,000	7,500,000	7,500,000
TEST EQUIPMENT - MAINTENANCE SUPPORT	940,000	940,000	940,000
INTEGRATED FLIGHT QUALITY ASSURANCE	2,200,000	2,200,000	2,200,000
SAFETY PERFORMANCE ANALYSIS SUBSYSTEM (SPAS)	2,400,000	2,400,000	2,400,000
NATIONAL AVIATION SAFETY DATA CENTER	1,800,000	1,800,000	1,800,000
NAS RECOVERY COMMUNICATIONS (RCOM)	4,700,000	4,700,000	4,700,000
PERFORMANCE ENHANCEMENT SYSTEM	2,500,000	2,500,000	2,500,000
EXPLOSIVE DETECTION TECHNOLOGY	136,417,606	99,500,000	99,500,000
FACILITY SECURITY RISK MANAGEMENT	19,339,000	19,339,000	19,339,000
INFORMATION SECURITY	11,200,000	11,200,000	11,200,000
SUBTOTAL - SUPPORT EQUIPMENT	**229,610,606**	**192,693,000**	**192,693,000**
AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	7,200,000	7,200,000	7,200,000
NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES	1,880,000	1,880,000	1,880,000
DISTANCE LEARNING	2,162,000	2,162,000	2,162,000
SUBTOTAL - TRAINING EQUIPMENT & FACILITIES	**11,242,000**	**11,242,000**	**11,242,000**
TOTAL ACTIVITY 3	***240,852,606***	***203,935,000***	***203,935,000***
MISSION SUPPORT:			
SYSTEM ENGINEERING AND DEVELOPMENT SUPPORT	24,711,000	24,711,000	24,711,000
PROGRAM SUPPORT LEASES	33,800,000	33,800,000	33,800,000
LOGISTICS SUPPORT SERVICES	6,300,000	6,300,000	6,300,000
MIKE MONRONEY AERONAUTICAL CENTER - LEASE	14,000,000	14,000,000	14,000,000
IN-PLANT NAS CONTRACT SUPPORT SERVICES	2,619,000	2,619,000	2,619,000
TRANSITION ENGINEERING SUPPORT	37,539,000	37,539,000	37,539,000
FREQUENCY AND SPECTRUM ENGINEERING - PROVIDE	2,900,000	2,900,000	2,900,000
PERMANENT CHANGE OF STATION MOVES	26,400,000	26,400,000	26,400,000
FAA SYSTEM ARCHITECTURE	1,000,000	3,534,000	1,000,000
TECHNICAL SERVICES SUPPORT CONTRACT (TSSC)	44,911,000	44,911,000	44,911,000
RESOURCE TRACKING PROGRAM	3,450,000	3,450,000	3,450,000
CENTER FOR ADVANCED AVIATION SYSTEM DEV. (MITRE)	67,000,000	68,400,000	65,200,000
NATIONAL AIRSPACE SYSTEM IMPLEMENTATION	0	63,578,706	0
TOTAL ACTIVITY 4	***264,630,000***	***332,142,706***	***262,830,000***
PERSONNEL AND RELATED EXPENSES:			
PERSONNEL AND RELATED EXPENSES	322,652,600	322,652,600	322,652,600
TOTAL ACTIVITY 5	***322,652,600***	***322,652,600***	***322,652,600***
TOTAL	**2,656,765,000**	**2,656,265,000**	**2,656,765,000**

Advanced technology development and prototyping.—The conference agreement includes $56,480,000 for advanced technology development and prototyping, to be distributed as follows:

Item	House recommended	Senate recommended	Conference agreement
Items in budget	$40,620,000	$28,868,000	$40,000,000
Airport research	7,380,000	7,380,000	7,380,000
Concrete pavement research	2,000,000	2,000,000	2,000,000
UWB/GPS	0	2,600,000	2,600,000
GPS anti-jamming	0	1,000,000	1,000,000
Runway incursion activities	0	0	3,500,000
Total	50,000,000	45,848,000	56,480,000

The conference agreement includes $5,000,000 for the runway incursion reduction program, compared to $1,500,000 in the budget estimate. The additional funds are needed to address nationwide technology initiatives recommended by the National Runway Safety Summit in June 2000, and should not be reprogrammed to any other project or activity. Of the funds provided under "Airport research", $2,000,000 is for airfield pavement improvement activities authorized under sections 905 and 743 of Public Law 106–181.

The $2,600,000 for ultra-wide band (UWB)/GPS work is provided to assess the vulnerability of aviation uses of the GPS signal to interference from electronic devices. New initiatives in this area should be coordinated with all appropriate stakeholders in industry, the National Telecommunications and Information Agency, the Department of Defense, the U.S. Congress, and the Federal Communications Commission. In addition, $1,000,000 is available for anti-jamming initiatives, to improve the resilience of the GPS signal to jamming through improved antennae, signal processing technology, or other means.

Safe flight 21.—The conference agreement provides $35,000,000 for the safe flight 21 program, as proposed by the Senate, and agrees to the Senate's allocation of those additional funds. The conferees direct that, of the funds provided for the Ohio Valley portion of this program, not less than $1,000,000 shall be for a safety study assessing the relative safety benefits of ADS–B technology, including an assessment of the use of ADS–B for conflict detection and resolution. In addition, the conferees encourage FAA to schedule a near-term evaluation of the potential use of ADS–B technology to address the runway incursion problem.

Aviation weather services improvements.—The additional $3,000,000 provided for this program is to support the collaborative effort between FAA and NOAA's National Severe Storms Laboratory to continue research and testing of phased array radar technology and to incorporate airport/aircraft tracking and weather information. Funding of $10,000,000 was provided for this program in the Department of Defense Appropriations Act, 2000.

Aeronautical datalink applications.—The conferees do not agree with Senate direction regarding the qualifications for a contractor for air-to-ground communications.

Static transfer switches.—The conferees understand that the FAA administrator has identified funding to complete procurement under the existing contract to supply en route centers with static

transfer switches. These switches enable the centers to switch in back-up power quickly enough to prevent computers from "crashing," and replace equipment which lacks this important capability. The conferees support funding for this procurement.

Free flight phase one.—Of the funds provided for this program, $3,000,000 is to implement the departure spacing program (DSP) to support Dulles International Airport, as proposed by the House, and $4,500,000 is for the program proposed by the Senate to implement DSP for the New York/New Jersey metropolitan area. The amount provided includes the sums necessary for the installation of bar-coded strips at the airports identified in the Senate report. DSP funds should not be reprogrammed to other regions or activities.

Terminal automation.—The conference agreement provides $117,000,000 for this program, instead of $114,850,000 proposed by the House and $116,850,000 proposed by the Senate. Funding is included to install and commission DBRITE systems at Mid-Delta Airport in Mississippi, and at Gainesville Regional and Boca Raton airports in Florida. The conferees understand that existing DBRITE systems are available for redeployment to new sites as a result of other modernization activities.

Distance measuring equipment (DME).—The amount provided above the request for this program shall be for the installation of DME on runway 11 at Newark International Airport.

En route communications and control facilities.—Of the funds provided, $3,200,000 is only for relocation of RTR–A and RTR–D radar facilities at Lambert-St. Louis International Airport in Missouri.

Air traffic control tower and Tracon improvements.—Of the funds provided, $1,500,000 is to continue the cable loop relocation project at Lambert-St. Louis International Airport in Missouri.

Instrument landing system establishment/upgrade.—Funding provided for instrument landing systems (ILS) shall be distributed as follows:

Location	*Amount*
Activities in President's budget	$16,000,000
National replacement program (categories I/II/III)	22,325,000
Lonesome Pine Airport, VA	1,000,000
Jimmy Stewart Airport, PA	855,000
Lafayette Regional Airport, LA	1,000,000
Statesboro-Bulloch County Airport, GA	1,797,000
Buffalo Niagara, NY (ILS/MALSR)	3,798,000
Searcy Airport, AR	2,000,000
Dulles International, VA (DME)	300,000
Wichita MidContinent, KS	1,100,000
Colonel James Jabara Airport, KS	1,100,000
Cleveland Hopkins International, OH	4,000,000
Orlando International, FL (install category III)	2,000,000
Meridian/Key Field, MS	2,000,000
Atlanta Hartsfield International, GA (5th runway)	4,000,000
Evanston Airport, WY	2,500,000
Muscatine Municipal Airport, IA	1,600,000
Kalealoa Airport, HI	2,300,000
Decatur Airport, AL	1,000,000
Gulf Shores Municipal, AL	1,300,000
Lehigh Valley International, PA	2,000,000
Klawock Airport, AK	1,000,000
Mexico Airport, MO	2,000,000

Location	*Amount*
Harry Browne Airport, MI	1,000,000
Wexford County Airport, MI	1,500,000
London-Corbin Airport, KY	2,000,000
Somerset Airport, KY (localizer/NDB)	500,000
Newport News-Williamsburg Airport, VA	2,000,000
Sierra Blanca Regional Airport, NM	350,000
Minneapolis-St. Paul International, MN (localizer/glideslope)	675,000
Total	85,000,000

The FAA recently signed a multiyear contract for additional instrument landing systems. The conferees direct FAA to initiate no less than two ILS demonstration projects which permit the manufacturer and airports expedited and full procurement, project management, and installation authority. This type of "turnkey" approach will allow an assessment of the potential for added cost savings and schedule efficiencies compared to traditional FAA acquisitions.

Runway visual range.—Of the $8,000,000 provided for this program, $1,300,000 is for items cited in the Senate report, $250,000 is for RVR equipment at the Minneapolis-St. Paul International Airport in Minnesota, and $5,000,000 is for continued acquisition of next generation RVR systems.

Voice switching and control system (VSCS).—The conference agreement provides $2,700,000 in this budget line for activities to address the audio clipping, automatic gain control, and tone notching problems found in FAA voice switches. The funding is designed, in part, to address recommendations of FAA's AOS–510 organization in Oklahoma City concerning the rapid deployment voice switch (RDVS), as well as provide solutions for these problems in the ICSS, ETVS, and VSCS switching systems. The conferees understand that a single, commercial-off-the-shelf system may be available to address these problems in all of the systems mentioned.

Precision runway monitors.—The conference agreement does not include funding to install a precision runway monitor (PRM) at Newark International Airport as proposed by the Senate. The conferees recognize that the procurement of this equipment is premature at this time. The conferees note, however, that one of the Administrator's new "choke point" initiatives includes measures to increase the efficiency of air traffic flows and reduce airspace complexity for aircraft destined to New York and New Jersey. This initiative will facilitate the development of arrival procedures at Newark International that could reduce ATC delays once a PRM with accompanying LDA and glideslope is installed. As such, the conferees direct the Administrator to continue to work with the relevant aviation authorities in the region toward the installation of a PRM and LDA with glideslope at Newark International Airport once the "choke points" initiative is fully implemented. Toward that end, the conferees expect the Administrator to continue to work toward the completion of all necessary environmental analyses so that this installation can take place as soon as possible.

Terminal voice switch replacement.—The conferees agree to provide $14,000,000 for this program, and direct FAA not to reprogram any of those resources without Congressional approval.

Houston area air traffic system.—The conference agreement includes $12,000,000 in initial funding for the Houston area air traffic system (HAATS). These funds shall be under administrative control of the FAA Southwest Region, which is the charter holder for this important capacity enhancement program. Funds are intended for instrument landing systems and other facilities and equipment necessary to carry out the program, and shall not be reprogrammed without Congressional approval. The conferees are aware that FAA has approved the record of decision for a major capacity expansion at Houston area airports. To ensure that the required navigation and landing aids, radar positions, and related equipment is provided in a timely manner, FAA established a special charter for this program, giving overall program responsibility to the Southwest Region. This is similar to past charter programs in Dallas, Atlanta, Austin, and Northern Virginia. In the case of Houston, however, the FAA has neglected to provide funding for the program. The conference agreement corrects this oversight.

Low-cost airport surface detection equipment.—The conferees agree to provide $8,400,000 for the low-cost airport surface detection equipment (ASDE) program as proposed by the Senate, instead of $15,000,000 as proposed by the House, and do not agree with House direction regarding contracting strategies for this program. The conferees agree with the House that runway incursions are an urgent safety issue which should be rapidly addressed, in part, through the application of modern technology. Disappointingly, however, the FAA has not put forward a viable or affordable program worthy of Congressional support. In response to Congressional direction to develop a low-cost alternative to today's ASDE–3 system, the agency proposes one twice as expensive and designed for lower-activity airports. In response to direction requiring ten systems in the field by September 2002, the agency proposes one reaching that capability three years later. In addition to these programmatic concerns, the conferees are not convinced of the agency's commitment to this program. Although the FAA Administrator announced in June 2000 that 25 low-cost ASDE systems would be acquired, the agency's five-year capital plan submitted two months later provides less than half the resources necessary to accomplish that goal. In addition, the agency has steadfastly refused to support the additional funding recommended by the House for the coming fiscal year. The conferees cannot responsibly provide additional first-year funding for this program until the agency demonstrates the long-term commitment of resources and the leadership needed to carry it to fruition. In lieu of funds for an acquisition which the agency does not yet support, the conferees have provided an additional $3,500,000 in advanced development funds for runway incursion technology initiatives.

Terminal air traffic control facilities replacement.—The conference agreement includes $145,492,606 for replacement of air traffic control towers and other terminal facilities. The agreement distributes these funds as follows:

Location and Amount	
Vero Beach, FL	$5,600,000
Albert Whitted, FL	75,000
Dayton International, OH	4,000,000

WK Kellogg, MI	2,000,000
Sky Harbor, AZ	9,000,000
Cleveland, OH	3,000,000
Richmond, VA	5,700,000
Martin State, MD	1,000,000
Medford, OR	1,000,000
Billings Logan, MT	2,000,000
Grand Canyon, AZ	267,000
Missoula, MT	500,000
Pangborn, WA	1,000,000
Paine Field, WA	1,000,000
McArthur Airport, NY	750,000
Rogue Valley, OR	1,425,500
Fort Wayne, IN	2,000,000
Cheyenne, WY	1,450,000
Morristown, NJ	2,500,000
Oakland, CA	23,912,347
LaGuardia, NY	23,440,000
Boston, MA	24,936,914
Savannah, GA	7,741,015
Topeka, KS	4,361,840
St. Louis, MO	3,317,000
Newark, NJ	2,407,500
Roanoke, VA	2,140,000
Birmingham, AL	1,359,540
Pt. Columbus, OH	1,000,000
Wilkes-Barre, PA	959,200
Houston Hobby, TX	818,550
Champaign, IL	749,000
Little Rock, AR	642,000
Bedford, MA	535,000
Newburgh, NY	1,000,000
Merrill Field, AK	321,000
Wilmington, DE	305,000
Salina, KS	267,500
N. Las Vegas, NV	214,000
Orlando, FL	177,900
Atlanta, GA	167,900
Chantilly, VA	75,000
Gulfport, MS	75,000
Kalamazoo, MI	75,000
Deer Valley, AZ	75,000
Broomfield, CO	75,000
Miami, FL	51,900
Seattle, WA	25,000
Total	145,492,606

Richmond airport traffic control tower, VA.—The Richmond International Airport is in the midst of a terminal expansion program which requires a new airport control tower to be operational by 2002. While the FAA supports construction of a new tower, the agency estimates that, using its normal procedures, the agency would not complete the tower until the year 2004, delaying the capacity expansion program by two years. Since Richmond believes it can meet the schedule if it manages this project, the conferees direct FAA to explore construction of the replacement tower under a construction agreement or other transaction authority with the Richmond International Airport, pursuant to which the airport would construct the tower, using predominantly FAA funding, and FAA would own, operate, and maintain the facility.

Morristown airport traffic control tower, NJ.—The conference agreement includes $2,500,000 for the construction of a replacement air traffic control tower at the Morristown, New Jersey air-

port. The conferees recognize that the current tower is deteriorating rapidly and needs to be replaced as soon as possible. Toward that end, the conferees direct the FAA Administrator to enter into a reimbursable agreement with the airport through which the remaining construction costs borne by the airport will be reimbursed by the FAA over the next few years.

Airport surveillance radar (ASR–9).—The conferees provide $11,122,000 for this program as proposed by the House, of which $4,000,000 is for the radar system specified in the House report for Palm Springs Airport in California. The conferees agree not to specify additional systems for acquisition at this time, but direct the FAA to initiate or continue preliminary site surveys and other necessary studies for locations cited in the Senate report as well as Cherry Capital Airport in Michigan, Gainesville Regional Airport in Florida, and Jackson Hole Airport in Wyoming. Funds for these studies may be derived either from this budget line or from funds provided for terminal digital radar (ASR–11) implementation. The conferees understand that the FAA has committed to installing a TARDIS unit at the Gainesville Regional Airport and direct the FAA to move expeditiously to install this equipment as an interim solution to the airport's radar needs. In addition, $2,400,000 of the funding provided is for removal and relocation of the existing ASR–9 radar system at Lambert-St. Louis International Airport in Missouri.

Puget Sound radar shortcomings.—The conferees direct the FAA Administrator to conduct a study assessing the best means of correcting shortcomings related to deficient radar coverage in the southern Puget Sound airspace in the State of Washington.

Voice recorder replacement program.—The conference agreement provides $3,632,000 for this program as proposed by the Senate instead of $2,632,000 as proposed by the House. With these additional funds, the FAA is directed to conduct the study cited in the Senate report regarding deployable flight data recorders and support the FAA Technical Center's "integrated aircraft data collection and reporting" project to develop an improved method of collecting, storing, and analyzing critical aircraft flight data by ground-based means.

Automated surface observing system (ASOS).—The conferees agree to provide $11,500,000 for this program instead of $8,213,900 proposed by the House and $13,213,900 proposed by the Senate. Of the funds provided, $80,000 is for installation of an automated weather observing system at Monticello Airport in Wayne County, Kentucky and $100,000 is for installation of an AWOS III system at Dexter Airport in Arkadelphia, Arkansas. Funding is also included for installation of an automated weather sensor system (AWSS) for Owensboro-Daviess County Airport in Kentucky.

Approach lighting system improvement program (ALSIP).—The conference agreement provides $30,000,000 for this program, to be distributed as follows:

Location	House	Senate	Agreement
Activities in President's budget	$1,040,000	$1,100,000	$1,040,000
ALSF–2 acquisition	9,575,000		3,400,000
MALSR acquisition	3,500,000		2,025,000
ALSIP Newport & North Bend, OR	4,000,000	3,500,000	3,500,000

Location	House	Senate	Agreement
ALSF–2 Cleveland Intl, OH	3,000,000		3,000,000
ALSF–2 Minneapolis-St. Paul Intl, MN			1,500,000
MALSR Starkville, MS	560,000		560,000
MALSR, Millington, TN	425,000		425,000
MALSR install runway 34L, Salt Lake City, UT	3,000,000	3,000,000	3,000,000
MALSR/REIL Monroe Cty, NC	1,000,000		1,000,000
Meridian/Key Field MALSR, MS		2,300,000	2,300,000
Atlanta Hartsfield, GA		2,300,000	1,500,000
Juneau Airport, AK		2,000,000	1,500,000
Las Cruces International, NM		2,750,000	1,600,000
Bethel Airport, AK		2,000,000	1,500,000
Saginaw MBS Intl, MI		500,000	500,000
MALSR, Baton Rouge, LA		2,000,000	1,500,000
Taxiway lighting system, Gadsden Airport Industrial Park, AL			150,000
Total	26,100,000	21,450,000	30,000,000

Aviation access, remote locations in Alaska.—The conferees note that most remote Alaska villages do not have access to hospitals or clinics because they are not connected to the road system. Therefore, they must rely on aircraft medevacs in the event of a medical emergency. The conferees have been informed that an air evacuation of a heart attack victim was delayed for three days because the village of Hoonah lacked navigational aids, and that medevacs in winter months are restricted to just a few hours of daylight because communities lack runway lights. The Administrator is directed to work with the Indian Health Service and the Coast Guard to determine the extent of this problem, and similar access problems in other remote communities, and make recommendations to the House and Senate Committees on Appropriations by March 1, 2001 on what steps should be taken.

Explosive detection systems.—The conferees agree to provide $99,500,000 for the acquisition and deployment of explosive detection systems at airports as proposed by the Senate instead of $136,417,606 as proposed by the House. The conference agreement distributes funds as shown below:

Activity	FY 2001 budget estimate	Conference agreement
Bulk EDS systems	$31,200,000	$40,000,000
Trace detection systems	15,200,000	12,000,000
Threat image projection (TIP) systems	25,320,000	22,000,000
Threat containment units	750,000	
Computer-based training (CBT) systems		2,000,000
System integration	25,030,000	21,500,000
SAFPAS		2,000,000
Total	97,500,000	99,500,000

Bulk explosive detection systems.—The conferees agree with the concern of the House that FAA has not been successful at developing a viable second source for the acquisition of bulk EDS systems, several years after the program was initiated. Competition among vendors is critical for minimizing government costs and lowering technical risk, and FAA's lack of enthusiasm for second source development continues to be disappointing. A recent investigation of the House Appropriations Committee's Surveys and Investigations staff concluded that FAA has failed to use consistent

criteria in evaluating different vendors; has failed to formally document test criteria and the basis for test decisions; and has applied different performance standards to different vendors. Some vendors have been allowed to deploy equipment to airports without FAA certification; some have been required to receive certification; and still others have not been approved until completion of post-certification operational tests. In all, it is clear that FAA has neither effectively promoted competition nor evaluated different vendors fairly against a single performance and testing standard. This has resulted in a single vendor receiving contracts for an overwhelming majority of systems, several years after attempts were begun to develop a second source. The conferees will not continue to provide funding for these important machines unless a level playing field is established. Although the conference agreement includes $40,000,000 for bulk explosive detection systems, an increase of $8,800,000 above the budget estimate, the conferees direct that these funds shall be made available in equal amounts to procure explosive detection systems from both certified sources. Further, the FAA shall not unduly delay contract awards to either vendor, by ensuring that the timing of contract awards to the two vendors are paired to the greatest extent practicable.

Strategic Alliance for Passenger Airline Safety.—As proposed by the Senate, the conference agreement includes $2,000,000 for the Strategic Alliance for Passenger Airline Safety (SAFPAS) to conduct development, integration, evaluation, and testing of the concept of remote airline passenger check-in and baggage drop-off. If successful, this could enhance airline passenger check-in efficiency as well as enhance security by distributing the baggage screening load across time and locations, allow for a more measured flow of baggage and more time per bag for screening. This could also reduce the pressure at airport security checkpoints by reducing the number of bags being presented immediately before flight departures.

Center for advanced aviation systems development.—Within the amount made available for this activity, adequate funding has been provided to continue development of flight management system procedures for Newark and Teterboro airports, New Jersey.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $187,000,000 for FAA research, engineering, and development instead of $184,366,000 as proposed by the House and $183,343,000 as proposed by the Senate.

The following table shows the distribution of funds in the House and Senate bills and the conference agreement:

Research, Engineering and Development
Conference Agreement
Fiscal Year 2001

Program Name	House recommended	Senate recommended	Conference agreement
System Development and Infrastructure	**17,425,000**	**14,595,000**	**17,414,000**
System planning & resource management	1,350,000	1,164,000	1,164,000
Technical laboratory facility	11,075,000	13,431,000	12,250,000
Center for Advanced Aviation System Development	5,000,000	0	4,000,000
Information security	0	0	0
Weather	**27,789,000**	**24,839,000**	**24,806,000**
National laboratory program	16,398,000	16,648,000	16,615,000
In-house support	4,391,000	4,391,000	4,391,000
Center for Wind, Ice & Fog	700,000	700,000	700,000
Juneau, AK	3,100,000	3,100,000	3,100,000
SOCRATES	3,200,000	0	0
Aircraft Safety Technology	**58,880,000**	**62,979,000**	**62,679,000**
Aircraft systems fire safety	5,451,000	4,750,000	4,750,000
Advanced materials/structural safety	2,797,000	2,797,000	2,797,000
Propulsion and fuel systems	7,700,000	7,200,000	8,200,000
Flight safety/atmospheric hazards research	4,109,000	4,109,000	4,109,000
Aging aircraft	29,384,000	34,684,000	33,384,000
Aircraft catastrophic failure prevention research	2,782,000	2,782,000	2,782,000
Aviation safety risk analysis	6,657,000	6,657,000	6,657,000
System Security Technology	**49,374,000**	**54,520,000**	**54,520,000**
Explosives and weapons detection	37,460,000	42,606,000	42,606,000
Aircraft hardening	4,307,000	4,307,000	4,307,000
Airport security technology integration	2,462,000	2,462,000	2,462,000
Aviation security human factors	5,145,000	5,145,000	5,145,000
Human Factors & Aviation Medicine	**26,050,000**	**22,929,000**	**24,100,000**
Flight deck/maintenance/system integration human factors	10,100,000	10,100,000	10,100,000
Air traffic control/airway facilities human factors	9,950,000	8,000,000	8,000,000
Aeromedical research	6,000,000	4,829,000	6,000,000
Environment and Energy	**4,848,000**	**3,481,000**	**3,481,000**
Total appropriation	184,366,000	183,343,000	187,000,000

Security research.—The conferees encourage FAA's research organization to work with the OST Office of Intelligence and Security to consider FAA financial support of aviation-related activities conducted through that office. The Office of Intelligence and Security is tasked with certain responsibilities regarding critical infrastructure protection and awareness. Since the large majority of DOT's critical infrastructure is in the FAA, it may be appropriate for the agency to support these activities financially.

Strobe light evaluation.—The conferees direct FAA to provide, out of available funds, up to $500,000 to conduct a test program comparing how various runway approach lighting systems affect a pilot's visual effectiveness during the landing phase. FAA data indicate that "steady burning" approach lights can cause temporary changes in pilot visual acuity, which can affect the ability of the pilot to determine objects at a distance.

Propulsion and fuel systems.—Of the funds provided, $1,500,000 is for the minimum octane fuel research cited in the House report and $1,500,000 is for the Specialty Metals Processing Consortium cited in the Senate report.

Explosives and weapons detection.—The conference agreement includes $42,606,000 as proposed by the Senate instead of $37,460,000 as proposed by the House and included in the budget estimate. Of this amount, $6,000,000 is to continue development of the pulsed fast neutron analysis (PFNA) cargo inspection system, as proposed by the Senate. No funds are allocated to the Safe Skies initiative. Further, the conference agreement provides $1,000,000 for the FAA to fund dual use X-ray technology development at Huntsville International Airport, Alabama, to facilitate the movement of large amounts of palletized cargo through scanning systems with very high levels of contraband and threat detection.

Aging aircraft.—The conference agreement provides $33,384,000 for this program instead of $29,384,000 as proposed by the House and $34,684,000 as proposed by the Senate. Of the funds provided, $5,000,000 is for the National Institute for Aviation Research. The conferees have included an increase of $1,000,000 above the budget request for the Center for Aviation Systems Reliability (CASR); $1,000,000 above the budget request for activities of the engine titanium consortium effort; and $10,000,000 for the activities of the Airworthiness Assurance Center of Excellence, including research at the non-destructive inspection validation center.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement includes a liquidating cash appropriation of $3,200,000,000, as proposed by the House and the Senate.

Obligation limitation.—The conferees agree to an obligation limitation of $3,200,000,000 for the "Grants-in-aid for airports" pro-

gram as proposed by the House and the Senate. This is the amount authorized by Public Law 106–181.

High priority projects.—Of the funds covered by the obligation limitation in this bill, the conferees direct FAA to provide not less than the following funding levels, out of available discretionary resources, for the following projects in the corresponding amounts:

Airport	Project	Allocation
Aberdeen Regional Airport	Capital improvements	$2,500,000
Abilene Regional Airport	Terminal expansion, taxiway B extension, runway 17L and other improvements	2,000,000
Akron-Canton Regional	Roadway redesign relating to extension of runway 1/19	2,600,000
Akron-Canton Regional	Design runway 1/19 safety upgrades and extension	1,100,000
Akutan SPB	Runway extension and improvements	1,200,000
Albany City Airport	Extension of runway 10/28	4,900,000
Alliance Airport	Runway extension	8,000,000
Angoon	Master plan	500,000
Asheville Regional	Various improvements	2,500,000
Atka Airport	Extension	1,500,000
Atlantic City International Airport	Terminal, runway and taxiway improvements	5,000,000
Austin Straubel Airport	Apron area expansion and taxiway construction	3,500,000
Autauga County Airport	Runway extension, taxiway, lights, parking apron	1,000,000
Baltimore-Washington International	Taxiway, ramp and other airfield improvements	5,000,000
Bay Minette Municipal	Runway extension, etc	4,500,000
Billings-Logan International Airport	Commuter aircraft parking ramp, commercial air freight parking lot	1,500,000
Birmingham International Airport	Various improvements	5,000,000
Bishop Airport, CA	Utility/infrastructure improvements	4,100,000
Bishop Airport, MI	Relocate VOR navigational aid to allow taxiway extension	500,000
Boeing Field	Runway and taxiway improvements	2,000,000
Brazoria County	Runway extension	500,000
Bush InterContinental Airport	Fuel cell airport demonstration project for airline GSE	2,000,000
Capital Airport	Rehabilitation of taxiway A	900,000
Charlottesville-Albemarle Airport	Extension of runway safety area	4,300,000
Chattanooga Lovell Field	Relocate taxiway to safety standard	4,500,000
Cherry Capital Airport	New passenger terminal	5,300,000
Chippewa Valley Regional Airport	Runway reconstruction and taxiway upgrade	2,300,000
Clayton Municipal Airpark	Extend runway 2/20	700,000
Cynthiana-Harrision County Airport	Airport development	450,000
Danville Regional	Apron expansion, etc.	3,200,000
Decatur (Pryor Field Regional)	Runway and taxiway improvements	1,000,000
DeKalb Taylor Municipal	Runway construction; taxiway extension; related	500,000
Detroit City Airport	Land acquisition and property relocation projects	1,000,000
Detroit Lakes Municipal Airport	Various improvements	1,600,000
Dillingham Airport	Master plan, cross-runway	500,000
Dothan Airport	Various improvements	2,000,000
Du Page Airport	Runway extension and widening; taxiway construction; etc	5,200,000
Eastern West Virginia Regional	Rehabilitation of runway 17/35 and terminal improvements	2,500,000
Edward F. Knapp State	Runway reconstruction and construction of parallel taxiway	2,000,000
Erie International Airport	Extension, study, etc.	3,000,000
Estill County Airport	Airport development	250,000
Fairbanks International Airport	Various improvements	1,000,000
Fairhope Municipal Airport	New runway and other improvements	2,000,000
Fayette County Airport	Various improvements	1,500,000
Felts Field	Runway rehabilitation	1,800,000
Frances Gabreski Airport	Lighting and other improvements	600,000
Franklin County	Feasibility study for new airport	90,000
Freeman Municipal Airport	Reconstruction of taxiways and aprons	500,000
Front Royal - Warren County Airport	Emergency equipment	200,000
Gadsden Municipal Airport	Various improvements	600,000
Gary Regional Airport	Various improvements	500,000
Gerald R. Ford International	Noise mitigation & runway resurface	2,000,000
Glacier Park International Airport	Rehabilitation of runways A, B, C and D	500,000
Gnoss Field Airport	Runway extension environmental assessment	325,000

Airport	Project	Allocation
Grant County Airport	Construct parallel taxiway and lighting	500,000
Great Falls International Airport	Runway upgrades	2,500,000
Great Falls International Airport	Drainage improvements	500,000
Greenbrier Valley Airport	Construct general aviation apron and other improvements	800,000
Greenville Municipal Airport	Runway extension	2,000,000
Gulfport-Biloxi Regional Airport	General aviation relocation, ramp space construction, and cargo expansion	2,000,000
Harlan County Airport	Runway extension	350,000
Hayward Municipal Airport	Runway, taxiway, apron reconstruction/runway lighting upgrade	1,800,000
Helena Regional Airport	Parallel taxiway repaving	1,000,000
Henry E. Rohlsen Airport	Extension of runway 9-27 and parallel taxiway	1,000,000
Henry Tift Meyers Airport	Runway rehabilitation, resurfacing, and lighting systems	1,900,000
Hoonah Airport	Runway lighting and safety improvements	1,000,000
Houston Southwest	Master plan update/EIS/feasibility studies	500,000
Huntsville International - Jones Field	Taxiway C connector, runway extension, noise mitigation and land acquisition	1,000,000
Jackson County Airport, WV	Install perimeter fencing	400,000
Jackson International Airport	Design and construction of the air cargo apron	1,000,000
Jimmy Stewart Airport	Runway extension and related improvements	500,000
Juneau International	Maintenance facility hanger for snow removal equipment	1,500,000
Kee Field Airport	Rehabilitate runway 7/25, runway safety improvements and lighting	500,000
Kelly USA, TX	Air cargo study	200,000
Kenai Municipal Airport	Construct ARFF and SRE building (Phase I)	1,000,000
Lafayette Regional Airport	Runway, taxiway, landing and lighting system, and equipment improvements	3,000,000
Lambert - St. Louis International Airport	Runway and other improvements under phase 2 of W-1W modernization plan	10,000,000
Lanai	Runway extension	3,600,000
Lawrence Municipal Airport	Runway reconstruction, apron, taxiway and lighting improvement projects	3,000,000
Lee County Airport, VA	Site preparation for replacement airport	500,000
Lee's Summit Municipal Airport	Land acquisition to extend runway/runway protection zone	500,000
Leesburg Regional Airport	Emergency equipment	200,000
Logan County Airport, WV	Construct parallel taxiway to runway 6	600,000
Luray Caverns Airport	Automated weather observation system	180,000
March Airfield	Civilian refueling system	5,000,000
Marion County - Rankin Fite	Runway extension	1,000,000
Marion/Crittenden County Airport	Master plan	80,000
Marshall County Airport	Rehabilitate runway 6/24	550,000
Mason County Airport	Construct SRE building	500,000
Mercer County Airport	Improve and expand terminal building	2,000,000
Millington Airport	Infrastructure improvement projects	500,000
Mingo County Airport	Rehabilitate runway 6/24	500,000
Minneapolis-St. Paul International	Noise mitigation for the west side of the north/south runway	10,000,000
Minot International Airport	Rehabilitate runway 13/31	4,000,000
Missoula International Airport	Various improvements	750,000
Mobile Downtown	Resurface/lengthen runway; ILS upgrade; other improvements	5,000,000
Mobile Regional Airport	Land acquisition	5,000,000
Monroe Airport, NC	Apron expansion, etc.	2,000,000
Monroe County, AL	Reseal runway, etc	550,000
Monroe County Airport, IN	Land acquisition	2,000,000
Montgomery Regional - Dannelly Field	Passenger terminal construction and improvements	6,000,000
Moorhead Municipal Airport	Runway improvements/extension, lighting, parallel runway extension	1,600,000

Airport	Project	Allocation
Morgantown Municipal Airport	Install perimeter fencing and other improvements	450,000
Napa County Airport	Runway, taxiway, and ramp maintenance; master plan; taxiway project	500,000
New Market Airport	Safety equipment	65,000
New Orleans International	Environmental assessment of north/south runway and land acquisition to relocate the Iafrate Business Park	1,000,000
Newton City-County, KS	Land acquisition – ILS related	579,000
Newton City-County, KS	Runway strengthen-repave	2,500,000
Niagara Falls International Airport	Taxiway D rehabilitation	1,000,000
Nome Airport	Remove airport obstructions	2,000,000
Oakland/Pontiac Airport	Land acquisition in runway protection zone	2,000,000
Ogden-Hinckley, Provo Municipal, Tooele Valley, Heber City Municipal / Russ McDonald Field	General aviation capital projects for Olympics	1,500,000
Ohio University Airport	Runway extension	1,000,000
Olive Branch Airport	Various improvements	3,000,000
Ontario International Airport	Cargo Demand study	100,000
Palmer Municipal Airport	Various improvements	500,000
Palwaukee Airport	Construction of east side taxiway parallel to runway 16/34	1,700,000
Perry County Municipal Airport, IN	Runway extension	480,000
Pickaway County Memorial	Runway/taxiway lighting	423,000
Pittsfield Municipal and Harriman-West airports	Land acquisition, environmental assessment, and design work	1,500,000
Ponca City Regional Airport	Runway extension	3,000,000
Port Columbus International Airport	Apron reconstruction and glycol retention and treatment systems	2,360,000
Princeton-Caldwell County Airport	Runway extension and overlay	200,000
Quillayute Airport	Various improvements	656,000
Raleigh County Memorial Airport, WV	Rehabilitate runway 1/19 and taxiway lighting	1,200,000
Richard B. Russell Airport	Taxiway expansion and improvements and apron overlay	700,000
Robert Gray Army Airfield	Taxiway, apron and terminal projects	3,300,000
Roberts Field	Terminal and taxiway improvements	3,500,000
Rock County Airport, WI	Runway reconstruction and extension	1,500,000
Rockingham-Hamlet	Parallel taxiway, etc.	1,122,000
Rota International, CNMI	Runway resurfacing	1,250,000
Rutland State	Various improvements	200,000
Salt Lake City International Airport	Enhanced security system for Olympics	1,000,000
San Bernardino International	Various improvements	1,000,000
San Luis Obispo County	Taxiway M construction	590,000
Santa Maria Public/Hancock Field	Taxiway L construction	650,000
Searcy Municipal Airport	Runway extension and widening and taxiway relocation	5,000,000
Sky Harbor International Airport	Reconstruction and extension of north runway	2,000,000
Somerset-Pulaski County Airport	Property acquisition	1,500,000
Southern California Logistics Airport	Various improvements	2,000,000
Southern Illinois Airport	Runway safety area improvements	1,584,000
Springfield-Branson Regional Airport	Various improvements	4,000,000
St Petersburg-Clearwater International	Runway expansion, etc.	7,600,000
St. Cloud Regional Airport	Runway construction	2,000,000
Stillwater Municipal Airport	Runway lengthening	1,000,000
Sugar Land Municipal	Land acquisition; construct taxiway	2,000,000
Syracuse Hancock International Airport	Improvements to the aircraft rescue and fire fighting building	2,000,000
Taos Municipal Airport	Taxiway, apron, and various other improvements	800,000
Theodore F. Green State	Various improvement projects	1,000,000
Toledo Express Airport	Taxiway and apron improvement projects	2,000,000
Tomahawk Regional Airport	Runway, taxiway, apron reconstruction/runway lighting upgrade	950,000
Tulip City Airport	Land acquisition for runway extension	1,000,000

Airport	Project	Allocation
Tunica Municipal Airport	Various improvements	2,000,000
Unalaska Airport	Extend runway safety area (phase 2) and LDA	2,000,000
Walker County Airport - Bevill Field	Various improvements	1,000,000
Washington Dulles International	ARFF facility	1,685,000
Westmoreland City, PA	Land acquisition	900,000
Wilkes-Barre/Scranton International	Joseph M. McDade terminal	3,000,000
William H. Morse State	Various improvements	1,000,000
Winchester Regional Airport	Security equipment and systems	370,000
Wood County / Gill Robb Wilson Field	Rehabilitate terminal apron, terminal drainage, SRE equipment, master plan and other improvements	1,500,000
Youngstown-Warren	EIS for runway extension	2,500,000

The conferees further direct 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.

Cleveland Hopkins International Airport, OH.—The conferees are aware of the need for further noise mitigation at Cleveland Hopkins International Airport and of the City of Cleveland's residential sound insulation program to address this issue. Although the city is currently limited to caps for residential and institutional noise set-aside funding, it is expected that these caps will be withdrawn by the FAA because of the significant increase being made available in noise set-aside funding. Accordingly, the conferees urge FAA to give strong consideration to the city's request for multi-year noise set-aside funding to address sound insulation needs for homes and facilities around the airport.

Minneapolis-St. Paul International Airport, MN.—The conferees provide $10,000,000 for noise mitigation activities for the westside of the new Minneapolis-St. Paul International Airport north/south runway, pending FAA's review of the noise impacts of the project.

Denver noise mitigation study.—In House report 105–648, the House Committee on Appropriations instructed FAA to work with the Denver International Airport Study Coordination Group, the DIA noise abatement office, and other affected Colorado communities to identify measures, including changes in flight patterns, which would reduce aircraft noise. In addition to considering average noise levels (particularly in communities with average noise levels over 65 LDN), the FAA was instructed to address the specific altitude of Colorado communities. The conferees urge FAA to continue to work with these entities to resolve their concerns. The conferees direct FAA to provide a letter report detailing its findings and recommended actions to the House and Senate Committees on Appropriations no later than August 1, 2001.

Wilkes-Barre/Scranton International Airport, PA.—The conference agreement provides discretionary funding of $3,000,000 only for the Joseph M. McDade terminal facility at the Wilkes-Barre/Scranton International Airport in Pennsylvania.

Letters of intent.—The conferees urge the FAA to award letters of intent for multiyear capital projects at the following airports:

Location:

Memphis International, TN
Lambert-St. Louis International, MO
Clearwater-St. Petersburg International, FL
Piedmont Triad International, NC
Anchorage International, AK
George Bush Intercontinental, TX
Orlando International, FL
Baltimore-Washington International, MD
Hartsfield-Atlanta International, GA
Alliance Airport, TX
Oakland Pontiac International, MI
North Las Vegas, NV
Cherry Capital Airport, MI

Houston area letter of intent.—The conferees urge FAA to give priority consideration to the letter of intent application from the City of Houston. The city has proposed a major expansion of airside capacity, with positive effects on system delay and a favorable benefit-cost ratio, as part of a larger airport expansion program largely financed by locally-generated funds.

Lambert-St. Louis International Airport.—The conferees encourage the FAA Administrator to award a supplemental letter of intent for Lambert-St. Louis International Airport in Missouri and include within the conference agreement $10,000,000 in discretionary funding for the new W–1W runway and related improvements at this airport.

Piedmont Triad International Airport runway project.—The Conferees direct the FAA to give full and immediate consideration to the Piedmont Triad Airport Authority's application for a letter of intent for construction of a parallel runway (5L–23R) and related improvements. These improvements will provide substantial capacity, safety and economic benefits and will facilitate committed expansion of operations at the airport.

Hartsfield-Atlanta International Airport.—The conferees are aware of the capacity and safety benefits that will accrue from the addition of a fifth runway at Hartsfield-Atlanta International Airport. The conferees direct FAA to give full and immediate consideration to the airport authority's application for a letter of intent for construction of a fifth runway.

GPS approach development.—The confererence agreement does not include the Senate's direction to make available $4,500,000 of administrative funds only for the development of GPS approaches. Funding for this activity is provided in other appropriations.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

The conference agreement includes a rescission of unused contract authority totaling $579,000,000, as proposed by both the House and the Senate. These funds are above the annual obligation ceiling for fiscal year 2000, and remain unavailable to the program.

AVIATION INSURANCE REVOLVING FUND

The conference agreement retains language authorizing expenditures and investments from the Aviation Insurance Revolving Fund for aviation insurance activities, as proposed by both the House and the Senate. This provision has been carried in appropriations Acts for many years.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

The conference agreement limits administrative expenses of the Federal Highway Administration (FHWA) to $295,119,000, instead of $290,115,000 as proposed by the House and $386,658,000 as proposed by the Senate.

The conference agreement provides that certain sums be made available under section 104(a) of title 23, U.S.C. to carry out specified activities, as follows: $4,000,000 shall be available for commercial remote sensing products and spatial information technologies under section 5113 of Public Law 105–178, as amended; $10,000,000 shall be available for the national historic covered bridge preservation program under section 1224 of Public Law 105–178, as amended; $5,000,000 shall be available for the construction and improvement of the Alabama State Docks; $10,000,000 shall be available to Auburn University for the Center for Transportation Technology; $7,500,000 shall be made available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended; and $25,000,000 shall be available for the transportation and community and system preservation program under section 1221 of Public Law 105–178, as amended.

The recommended distribution by program and activity of the funding provided for FHWA's administrative expenses is as follows:

FHWA administrative expenses	$315,834,000
Undistributed reduction in administrative expenses	−1,000,000
Defer information technology increases pending CIO review	−2,400,000
Defer increases for workplace development	−4,330,000
Delete funding requested for rural transportation planning initiatives	−1,000,000
Eliminate funding for climate change center	−1,000,000
Deny funding for national rural development partnership program	−500,000
Delete funding for the Garret A. Morgan program	−688,000
Delete funding for 2 new FTE for small and disadvantaged business activities	−230,000
Deny funding for development of regional transportation plan for the Mississippi River Delta initiative	−1,000,000
Delete funding for "working better together" activities	−500,000
Provide $1,000,000 for the office of intermodalism	−317,000
Deny increases for technology transfer and sharing activities	−5,000,000
Disallow funds for the national personal transportation survey	−4,750,000
Congestion mitigation and suburban mobility initiative	+2,000,000

National personal transportation survey.—The conference agreement does not include additional resources for the national personal transportation survey within FHWA's limitation on administrative expenses. Funds have been provided within policy research and the Bureau of Transportation Statistics to continue the national personal transportation survey in fiscal year 2001.

International trade data systems.—The conference agreement includes $1,620,000, as requested, for international trade data systems. The conferees agree with the direction of the House to provide the House and Senate Committees on Appropriations by February 1, 2001 a detailed cost estimate for the development and deployment of the complete system, including cost sharing by other participating federal, state and local agencies, and a schedule for full deployment. The conferees encourage the FHWA within the funds provided for this activity to conduct a study on transportation issues emerging from NAFTA with the University of Texas at El Paso and Dowling College of Long Island, New York, and to work with the Arctic Council to identify opportunities for international cooperation and development in the circumpolar region.

Research and development administrative expenses.—The level provided for administrative expenses of the FHWA shall include

funding, as proposed by the House, to support various administrative activities that were requested within the research and technology programs.

Inspector General cost reimbursements.—The conference agreement provides up to $3,524,000 for Inspector General audit cost reimbursements. These funds are transferred from FHWA's administrative takedown as authorized under section 104(a) of title 23 to the office of the inspector general.

Corporate average fuel economy.—Up to $1,000,000 is provided under this heading to conduct a study of corporate average fuel economy standards. This study is more fully discussed under "National Highway Traffic Safety Administration, Operations and research."

Dual logos on interstate signs.—The conferees understand that in response to the establishment of shared facilities for restaurants and other services along interstate highways, there is growing interest in the placement of dual logos on interstate signs to provide information to the traveling public. The Commonwealth of Kentucky is considering a demonstration project that would allow for the use of dual logos in one slot on interstates marking gas, food and lodging facilities. The conferees believe this proposal has merit and direct the FHWA to approve Kentucky's request, should it be submitted.

New Jersey Turnpike Tremley Point Interchange.—The conferees are aware of a proposal to construct a new truck-only interchange at exit 12A of the New Jersey Turnpike to provide commercial vehicle access and to alleviate congestion in Linden, New Jersey. The conferees stand in support of this initiative and encourage the appropriate transportation officials in the State of New Jersey to expedite construction of this critically needed congestion mitigation project.

Chesapeake and Delaware Canal.—The conferees direct the Secretary of the Army, acting through the Chief of Engineers, to remove lead-based paint from the St. Georges Bridge in Delaware, to repaint the bridge, and to conduct an assessment for rehabilitation of the bridge using available "Operations and maintenance" general funds from Energy and Water Development Appropriations Acts.

LIMITATION ON TRANSPORTATION RESEARCH

The conference agreement deletes the limitation on transportation research of $437,250,000 proposed by the House. Funding for transportation research programs and activities is included within the overall limitation on federal-aid highways, as proposed by the Senate.

FEDERAL-AID HIGHWAYS

The conference agreement limits obligations for the federal-aid highways program to $29,661,806,000 as proposed by both the House and the Senate. The conference agreement also includes the following limitations within the overall limitation on obligations for the federal-aid highways program as proposed by the Senate: $437,250,000 for transportation research; $25,000,000 for the magnetic levitation transportation technology deployment program;

$31,000,000 for the Bureau of Transportation Statistics; and $218,000,000 for intelligent transportation systems. Within the funds provided for magnetic levitation, not to exceed $1,000,000 shall be available to the Federal Railroad Administration for administrative expenses associated with the program; not to exceed $1,500,000 shall be available to the Federal Railroad Administration for "Safety and operations"; and not more than $1,000,000 shall be available for low-speed magnetic levitation research and development. The House bill contained no similar sub-limitations.

The conference agreement also includes a provision which, after deducting $156,486,491 for high priority projects; $25,000,000 for the Indian reservation roads program; $18,467,857 for the Woodrow Wilson Bridge; $10,000,000 for commercial driver's license program under motor carrier safety grants; and $1,735,039 for the Alaska Highway, distributes revenue aligned budget authority directly to the states consistent with each state's individual guaranteed share under section 1105 of Public Law 105–178. This approach is similar to the policy enacted for fiscal year 2000 and maximizes the resources flowing to individual states.

The conference agreement includes several provisions that stipulate how funds apportioned under section 110 of title 23, U.S.C. to the states of Oklahoma, Mississippi, New York, Nebraska, Alabama and California are to be allocated within those states. The FHWA is directed to ensure that the state departments of transportation of these states in no way diminish their annual planned expenditures from their regular federal-aid apportionment on the projects specified in this conference agreement.

Commonwealth of Kentucky.—The conferees expect the Kentucky Transportation Cabinet to pre-finance the right-of-way phase for the Pennyrile Parkway Extension from Hopkinsville to I–24 in Christian County, which is to be funded from the state's annual allotment of federal national highway system funds.

Environmental streamlining pilot program.—The conferees direct the Secretary of Transportation to designate the New Hampshire I–93 corridor project (from Manchester to Salem) as an environmental streamlining pilot project to demonstrate timely identification and resolution of issues, flexible mitigation strategies, and balanced decision-making. The conferees further expect the FHWA's New Hampshire Division Administrator, the Federal Transit Administration's Region 1 Administrator, the U.S. Environmental Protection Agency's Region 1 Administrator, the U.S. Army Corps of Engineers Northeast District Engineer, and the Fish and Wildlife Service Regional Director to serve on this project's board of directors and as principal partners for the duration of this project. This pilot may serve as a model for the application of "project partnering" to implement section 1309 of the Transportation Equity Act for the 21st Century (112 Stat. 232–234).

SURFACE TRANSPORTATION RESEARCH

Within the funds provided for surface transportation research, the conference agreement includes $66,000,000 for highway research and development for the following activities:

Safety	$15,000,000
Pavements	15,000,000

Structures	15,000,000
Environment	6,200,000
Policy	4,600,000
Planning and real estate	4,100,000
Advanced research	900,000
Highway operations and asset management	5,200,000
Total	66,000,000

Within the funds provided for highway research and development, the conferees encourage the FHWA to provide up to $250,000 for continuation of the PM–10 study.

Safety.—The conference agreement includes $15,000,000 for safety research. FHWA is required to implement a comprehensive research and technology program that will ensure safety R&D and deployment activities receive at least the same amount of funds that were provided in fiscal year 2000. Within the funds provided for safety research, the conferees encourage the FHWA to expand its efforts to improve traffic safety at various types of intersections. In addition, the conferees encourage the FHWA to provide: up to $500,000 to explore traffic striping technology improvements which enhance reflectivity in heavy rain; up to $2,000,000 to determine the effectiveness of Freezefree anti-icing systems; up to $2,000,000 for cooperative research at the Western Washington University Vehicle Research Institute for safety and related initiatives; and up to $500,000 for rural bridge safety research in cooperation with the Vermont Agency of Transportation. Lastly, the conferees encourage the FHWA to provide up to $1,800,000 to the Transportation Research Institute at the George Washington University for multimodal crash analysis, simulation, and modeling for occupant protection and human survivability; and for advanced research into improving performance and safety of transportation networks, including but not limited to information, communications, command and control, and logistics at the physical, operational and information levels.

Pavements.—The conference agreement provides $15,000,000 for pavements research. Within the funds provided for pavements research, the conferees encourage the FHWA to provide: up to $750,000 for cement concrete pavement research at Iowa State University's Transportation Research and Education Center; up to $2,000,000 for alkali silica reactivity research with lithium based technologies; up to $2,000,000 for further research into the GSB–88 emulsified sealer/binder treatment; up to $2,500,000 for the National Center for Asphalt Technology Pavement Research at Auburn University; up to $2,000,000 for a cooperative polymer additive demonstration involving South Carolina State University and Clemson University; and up to $1,000,000 for geosynthetic material pavement research at the Western Transportation Institute.

Structures.—The conference agreement provides $15,000,000 for structures research. Within the funds provided for structures research, the conferees encourage the FHWA to provide: up to $2,000,000 for research at the Center for Advanced Bridge Engineering at Wayne State University; up to $2,000,000 for nondestructive testing research at the Utah Transportation Center; up to $1,500,000 for advanced sensor and inspection research at the New Mexico State University Bridge Research Center; up to

$2,000,000 for earthquake hazards mitigation research at the University of Missouri-Rolla; up to $2,000,000 for related engineering research at West Virginia University; up to $2,000,000 for polymer matrix composite research for wood structures at the University of Maine; up to $2,000,000 for a rustproofing and paint technology transfer project using the I–110 bridge from I–10 to U.S. 90; and up to $1,500,000 for cooperative work with the Transportation Research Center at the Washington State University.

Environment.—The conference agreement provides $6,200,000 for environmental research. Within the funds provided for this research activity, the FHWA is encouraged to provide: up to $1,000,000 for the Sustainable Transportation Systems Lab and the National Center for Transportation Technology for mitigation research for heavily-trafficked national parks; up to $1,500,000 for a dust and persistent particulate abatement demonstration study in Kotzebue, Alaska; and up to $1,000,000 to facilitate the air quality work at the National Environmental Respiratory Center.

Policy.—The conference agreement includes $4,600,000 for policy research. Sufficient funding provided under this activity, together with resources provided to the Bureau of Transportation Statistics, shall allow for continued, undiminished work on the national personal transportation survey. The conference agreement deletes funding to continue or to revise the truck size and weight study, as well as funding requested for research cooperation with various international organizations. Both the House and Senate Committees on Appropriations expect to be consulted before future international agreements are consummated by the department that are likely to require financial support by the FHWA.

Highway operations and asset management.—The conference agreement provides $5,200,000 for highway operations and asset management. Within the funds provided for this activity, the conferees encourage the FHWA to provide: up to $800,000 for innovative infrastructure financing best practices research ongoing at the University of Southern California; up to $1,000,000 for the road life research program in New Mexico; and up to $2,000,000 for the Center for Advanced Simulation Technology in New York and Auburn University for continued work on a transportation management plan.

INTELLIGENT TRANSPORTATION SYSTEMS

The conference agreement includes a total of $218,000,000 for intelligent transportation systems (ITS), of which $118,000,000 is available for ITS deployment and $100,000,000 is for ITS research and development. Within the funds available for intelligent transportation systems deployment, the conference agreement provides that not less than the following sums shall be available for intelligent transportation projects in these specified areas:

Project	*Conference agreement*
Alameda-Contra Costa, California	$500,000
Aquidneck Island, Rhode Island	500,000
Austin, Texas	250,000
Automated crash notification system, UAB	1,000,000
Baton Rouge, Louisiana	1,000,000
Bay County, Florida	1,500,000

Project	*Conference agreement*
Beaumont, Texas	150,000
Bellingham, Washington	350,000
Bloomington Township, Illinois	400,000
Calhoun County, Michigan	750,000
Carbondale, Pennsylvania	2,000,000
Cargo Mate, New Jersey	750,000
Charlotte, North Carolina	625,000
College Station, Texas	1,800,000
Commonwealth of Kentucky	1,500,000
Commonwealth of Virginia	5,500,000
Corpus Christi, Texas (vehicle dispatching)	1,000,000
Delaware River Port Authority	1,250,000
DuPage County, Illinois	500,000
Fargo, North Dakota	1,000,000
Fort Collins, Colorado	1,250,000
Hattiesburg, Mississippi	500,000
Huntington Beach, California	1,250,000
Huntsville, Alabama	3,000,000
I–70 West project, Colorado	750,000
Inglewood, California	600,000
Jackson, Mississippi	1,000,000
Jefferson County, Colorado	4,250,000
Johnsonburg, Pennsylvania	1,500,000
Kansas City, Missouri	1,250,000
Lake County, Illinois	450,000
Lewis & Clark trail, Montana	625,000
Montgomery County, Pennsylvania	2,000,000
Moscow, Idaho	875,000
Muscle Shoals, Alabama	1,000,000
Nashville, Tennessee	500,000
New Jersey regional integration/TRANSCOM	3,000,000
North Central Pennsylvania	750,000
North Las Vegas, Nevada	1,800,000
Norwalk and Sante Fe Springs, California	500,000
Oakland and Wayne Counties, Michigan	1,500,000
Pennsylvania Turnpike Commission	1,500,000
Philadelphia, Pennsylvania	500,000
Puget Sound regional fare collection, Washington	2,500,000
Rensselaer County, New York	500,000
Rochester, New York	1,500,000
Sacramento County, California	875,000
Sacramento to Reno, I–80 corridor	100,000
Sacramento, California	500,000
Salt Lake City (Olympic Games), Utah	1,000,000
San Antonio, Texas	100,000
Santa Teresa, New Mexico	500,000
Schuylkill County, Pennsylvania	400,000
Seabrook, Texas	1,200,000
Shreveport, Louisiana	1,000,000
South Dakota commercial vehicle, ITS	1,250,000
Southeast Michigan	500,000
Southhaven, Mississippi	150,000
Spokane County, Washington	1,000,000
Springfield-Branson, Missouri	750,000
St. Louis, Missouri	500,000
State of Alaska	2,350,000
State of Arizona	1,000,000
State of Connecticut	3,000,000
State of Delaware	1,000,000
State of Illinois	1,000,000
State of Indiana (SAFE–T)	1,000,000
State of Iowa (traffic enforcement and transit)	2,750,000
State of Maryland	3,000,000
State of Minnesota	6,500,000
State of Missouri (rural)	750,000
State of Montana	750,000

Project	*Conference agreement*
State of Nebraska	2,600,000
State of New Mexico	750,000
State of North Carolina	1,500,000
State of North Dakota	500,000
State of Ohio	2,000,000
State of Oklahoma	1,000,000
State of Oregon	750,000
State of South Carolina	2,000,000
State of Tennessee	1,850,000
State of Utah	1,500,000
State of Vermont	500,000
State of Wisconsin	1,000,000
Texas border phase I, Houston, Texas	500,000
Tucson, Arizona	1,250,000
Tuscaloosa, Alabama	2,000,000
Vermont rural ITS	1,500,000
Washington, DC area	1,250,000
Washoe County, Nevada	200,000
Wayne County, Michigan	5,000,000
Williamson County/Round Rock, Texas	250,000

Projects selected for funding shall contribute to the integration and interoperability of intelligent transportation systems, consistent with the criteria set forth in TEA21.

District of Columbia.—The conference agreement includes $1,250,000 for intelligent transportation systems in the national capital region. Within the amount provided, the conferees urge funding be made available to develop with George Mason University a system which coordinates ITS responses to major capital projects in Northern Virginia.

Commonwealth of Virginia.—Within the $5,500,000 provided for ITS projects in the Commonwealth of Virginia, $3,000,000 shall be for the I–81 corridor in the Shenandoah Valley and southwestern Virginia to improve safety. The conferees are encouraged by the opportunities to improve safety with ITS programs such as the collection and distribution of real time information, installation of dynamic message signs and safety monitors, coordination of emergency response, and other systems. The conferees expect the Virginia Department of Transportation, working in partnership with Virginia Polytechnic Institute, James Madison University, and George Mason University, to accelerate timely solutions to improve safety on the I–81 corridor.

The conference agreement provides $100,000,000 for ITS research and development activities, to be distributed by activity as follows:

Research and development	$48,680,000
Operational tests	11,820,000
Evaluations	7,750,000
Architecture and standards	13,750,000
Integration	9,000,000
Program support	9,000,000
Total	100,000,000

ITS standards, research, operational tests and development.—Within the $100,000,000 provided for ITS standards, research, operational tests and development, the conference agreement includes, as proposed by the House, $7,300,000 for commercial vehicle research and $30,000,000 for intelligent vehicle initiative re-

search, of which $5,000,000 shall be available for the initial phase of an operational test to advance collision avoidance technologies in the light vehicle platform. The conference agreement deletes $600,000 identified in the Senate report to initiate the design, engineering and installation of intelligent transportation systems at railroad-highway crossings on rail corridors.

FERRY BOATS AND FERRY TERMINAL FACILITIES

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

Project	*Conference*
Baylink ferry service, Vallejo, California	$1,000,000
Broward County, Florida	2,300,000
Cherry Grove, Long Island ferry boat dock, New York	360,000
Curtis vessel replacement for Rockland and Vinal Haven, Maine	250,000
Dorena Ferry Mississippi River Crossing, Mississippi	500,000
Gees Bend ferry, Alabama	1,000,000
Greenport and Sag Harbor, New York, ferry service	400,000
Jamaica Bay transportation hub, New York	680,000
Fishers Island ferry terminal expansion, New London, Connecticut	1,250,000
Penns Landing dock improvements, Pennsylvania	800,000
Port of Corpus Christi (North Harbor) ferry facility, Texas	1,000,000
Potomac river ferry, Virginia	660,000
Providence and Newport ferry, Rhode Island	1,000,000
Provincetown, Massachusetts, terminal improvements	300,000
Sandusky, Ohio, river ferry	500,000
Savannah water taxi, Georgia	400,000
St. Johns River water taxi, Jacksonville, Florida	500,000
State of Ohio ferries	500,000
Treasure Island ferry service initiation and pier reconstruction, San Francisco, California	1,000,000

MAGNETIC LEVITATION TRANSPORTATION TECHNOLOGY DEPLOYMENT PROGRAM

The conference agreement provides a total of $25,000,000 for the high-speed magnetic levitation (maglev) technology deployment program. Of this total, $1,000,000 is for the Federal Railroad Administration (FRA) to administer the program; $1,500,000 is transferred to FRA for safety and operations activities; and $1,000,000 is for low-speed maglev development.

The conferees direct that $21,500,000 be transferred to FRA for the deployment of high-speed maglev projects. Of this total, the conference agreement recommends the following amounts be made available for pre-construction planning and environmental impact assessments:

Port Authority of Allegheny County, Pennsylvania: Pittsburgh International Airport link	$5,000,000
Maryland Department of Transportation: Baltimore-Washington International Airport-Washington, D.C. link	1,000,000
California-Nevada Super Speed Train Commission: Las Vegas, NV to Anaheim, CA	1,000,000
Georgia/Atlanta Regional Commission: Atlanta, GA to Chattanooga, TN	1,000,000
Southern California Association of Governments: Los Angeles International Airport to March Air Force Base	1,000,000
Florida Department of Transportation	1,000,000
Greater New Orleans Expressway Commission	1,000,000

The remaining funding ($10,500,000) shall be reserved for the projects that the Department of Transportation selects from among the seven candidates to continue in fiscal year 2001.

Low-speed maglev program.—A total of $6,000,000 has been allocated for low-speed maglev programs in fiscal year 2001. This funding is comprised of $1,000,000 transferred from the high-speed maglev program, instead of $3,000,000 as proposed by the Senate, and $5,000,000 from section 3015(c) of Public Law 105–178. This funding is to be allocated as follows:

Segmented rail phased induction electric magnetic motor (SERAPHIM) project	$2,000,000
Colorado Intermountain Fixed Guideway Authority Airport link project	2,000,000
Pittsburgh, Pennsylvania airborne shuttle system	2,000,000

NATIONAL CORRIDOR PLANNING AND DEVELOPMENT PROGRAM

Within the funds available for the national corridor planning and development program, funds are to be available for the following projects and activities:

Project	*Conference*
Anniston Evacuation corridor, Calhoun County, Alabama	$3,000,000
Avalon Boulevard/405 Freeway interchange, Carson, California	875,000
Boca Raton traffic calming, Florida	500,000
City of North Ridgeville, Lorain County, Ohio grade crossing improvements	600,000
Coalfields expressway Virginia	4,000,000
Coalfields expressway, West Virginia	10,000,000
Downtown Fitchburg Route 12 extension, Massachusetts	2,000,000
Hatcher Pass (phase I), Alaska	2,000,000
I–25 corridor from Alameda to Logan, Colorado	4,000,000
I–29 Port of Entry, Union County, South Dakota	2,000,000
I–35 corridor expansion, Waco, Texas	1,325,000
I–5 South Medford interchange and Delta Park, Oregon	1,000,000
I–65 upgrade, Clark County, Indiana	1,350,000
I–66, Somerset to London, Kentucky	5,000,000
I–69 corridor, Louisiana	2,300,000
I–69 corridor, Texas	3,000,000
I–74 bridge, Moline, Illinois	5,600,000
Madison County, KY 21 and I–75, Kentucky	1,000,000
New Boston Road improvements, Mercer County, Illinois	3,000,000
Radio Road overpass, City of Sulphur Springs, Texas	1,350,000
Route 104, Virginia	1,000,000
South Shore industrial safety overpass, Indiana	4,750,000
Stevenson expressway, Illinois	3,800,000
US 19, Florida	10,000,000
US 25 improvements, Kentucky	2,000,000
US 321 and US 74, Gasden and Mecklenburg County, North Carolina	500,000
US 395 North Spokane corridor, Washington	1,000,000
US 43, Alabama	4,000,000
US 51 widening, Decatur, Illinois	1,350,000
US 95 (Milepost 522 to Canadian border), Idaho	1,900,000
US Route 2, New Hampshire	1,500,000
US–61 (Avenue of the Saints), Missouri	4,000,000
WI 29 (Chippewa Falls bypass, Wisconsin)	3,000,000

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PROGRAM

The conference agreement includes a total of $50,000,000 for the transportation and community and system preservation program, of which $25,000,000 is derived from funds provided under

section 104(a) of title 23, United States Code. Within the funds made available for the transportation and community and system preservation program, funds are to be distributed to the following projects and activities:

Project	*Conference*
20/20 vision project in Concord, New Hampshire	$500,000
Arkansas River, Wichita, Kansas, pedestrian transportation facility	1,000,000
Bangor, Maine, intermodal hub facility planning, railroad crossing signalization, bike and pedestrian trails	600,000
Bedford, New Hampshire, corridor planning	250,000
Billings, Montana, open/green space improvement project	775,000
Bowling Green, Kentucky, Riverfront Development transportation enhancements	1,000,000
Buckeye Greenbelt parkway beautification, Toledo, Ohio	250,000
Burlington, Vermont, North Street and Church Street improvements	1,100,000
Chantry Flats Road, Sierra Madre, California	600,000
Charleston, West Virginia, Kanawha Boulevard Walkway project	2,000,000
City of Angola and Steuben City, Indiana, bike path	325,000
City of Bedminster, New Jersey, bike path	500,000
City of Coronado, California, mobility improvements	600,000
City of Ferndale, Michigan, traffic signals	50,000
Claiborne County, Mississippi, access road from US 61 to new port facility	400,000
Clay/Leslie County, Kentucky	2,000,000
Clovis, New Mexico, street revitalization	750,000
Community and environmental transportation acceptability process, California	1,000,000
Delong Mountain Alaska, airport access and related planning	300,000
Downtown Omaha, Nebraska, access and redevelopment project	300,000
East Redoubt Avenue improvements, Soldotna, Alaska	725,000
El Segundo, California, intermodal facility improvements	1,000,000
Elwood bicycle/pedestrian bridge, County of Santa Barbara, California	250,000
Fairbanks, Alaska, downtown transit and cultural integration planning	450,000
Fairfax cross county trail/Potomac National Heritage Scenic Trail, Virginia	500,000
Flint, Michigan, transportation planning and origin & destination shipping study	150,000
Fort Worth, Texas, trolley study	750,000
Heritage Corridor Project study, Illinois	200,000
High capacity transportation system study, Albuquerque, New Mexico	500,000
Houston, Texas, Main Street Connectivity Project	750,000
Hudson River Waterfront Walkway, New Jersey	2,000,000
Huffman Prairie Flying Field Pedestrian and Multimodal Gateway Entrance, Dayton, Ohio	700,000
Humboldt Greenway project, Hennepin County, Minnesota	1,000,000
Jackson traffic congestion mitigation planning, Mississippi	600,000
Johnstown, Pennsylvania, pedestrian and streetscape improvements	400,000
Kansas City, Missouri, Illus Davis Mall enhancements	350,000
Las Cruces, New Mexico railroad and transportation museum	200,000
Lincoln Parish transportation plan, Louisiana	1,500,000
Lodge freeway pedestrian overpass, Detroit, Michigan	9,000,000
Manchester, Vermont, pedestrian initiative	375,000
Marked Tree, Arkansas, to I–55 along U.S. Highway 63 improvements and controlled access lanes	600,000
Minnesota Trunk Highway 610/10 interchange construction at I–94	1,650,000
Mitchell Marina development, Greenport, New York	250,000
Mobile, Alabama, GM&O intermodal center/Amtrak station	650,000
Montana DOT/Western Montana College statewide geological sign project	200,000
Montana statewide rail grade separation study and environmental review	400,000

Project	*Conference*
New Bedford, Massachusetts, North Terminal	200,000
New Orleans, Louisiana, intermodal transportation research	950,000
NW 7th Avenue corridor improvement project, Miami, Florida	100,000
Ohio and Erie Canal corrdior trail development, Ohio	1,000,000
Olympic Discovery Trail, Washington	580,000
Owensboro riverfront development project	300,000
Palmer, Alaska, urban revitalization	200,000
Park Avenue realignment, Borough of Flemington, New Jersey	1,175,000
Pedestrian and bicycle route projects, City of Henderson, Nevada	375,000
Pedestrian improvements, Lake Cumberland Trail, Kentucky	100,000
Pioneer Courthouse Square lobby renovation project, Portland Oregon	400,000
Puget Sound freight mobility systems team project	20,000
Quincy, Illinois, 18th Street Bridge project	300,000
Raton, New Mexico, rail depot/intermodal center redevelopment	750,000
Roberto Clemente Park pedestrian improvements, Pittsburgh, Pennsylvania	600,000
Rockville, Maryland, Town Center accessibility improvement plan	250,000
Roseville, California, historic district revitalization project	500,000
Route 16 improvements, Ellenboro and Harrisville, West Virginia	250,000
Route 522 construction, Town of South Brunswick, New Jersey	250,000
Satsop Development Park road improvements, Grays Harbor, Washington	1,700,000
Soundview Greenway in the Bronx, New York, New York	1,000,000
South Kingshighway business district pilot program, St. Louis Missouri	100,000
Springfield, Missouri, center city plan	750,000
SR 99 corridor improvements, Shoreline, Washington	1,000,000
Talkeetna, Alaska, parking lot/pedestrian safety access	400,000
Tulsa/Sapula Union Railraod overpass at Oakridge Elementary School, Oklahoma	400,000
Uptown transportation management program, New Mexico	500,000
Utah-Coloralo "Isolated Empire" rail connector study	500,000
Van Buren and Russelville, Arkansas, environmental assessments and improvements	1,000,000
Virginia Beach, Virginia, bike trail	400,000
Virginia weigh stations	1,000,000
Walkable edgewater initiative, Chicago, Illinois	100,000
West Baden Springs preservation project, Indiana	1,000,000
Wheeling, West Virginia, Victorian Village Transportation Initiative	500,000

Weigh stations, Virginia.—Funding has been provided in the conference agreement for two mobile weigh stations for the Commonwealth of Virginia to curb illegal overweight trucks using U.S. Route 50 and U.S. 17 (Crooked Run Valley) to bypass the permanent weigh station on I–81. The conferees expect that one such portable weigh station will be used in this region, which includes Fauquier, Clarke and Loudoun counties.

BRIDGE DISCRETIONARY PROGRAM

Within the funds available for the bridge discretionary program, funds are to be available for the following projects and activities:

Project	*Conference*
14th Street Bridge, Virginia	$5,000,000
Chouteau Bridge, Jackson County, Missouri	5,000,000
Clement C. Clay Bridge replacement, Morgan/Madison counties, Alabama	1,000,000
Fairfield-Benton-Kennecbec River Bridge, Maine	4,000,000
Florida Memorial Bridge, Florida	10,000,000
Historic Woodrow Wilson Bridge, Mississippi	3,200,000
Missisquoi Bay Bridge, Vermont	3,500,000

Project	*Conference*
Oaklawn Bridge, South Pasadena, California	500,000
Pearl Harbor Memorial Bridge replacement, Connecticut	3,200,000
Powell County Bridge, Montana	1,500,000
Santa Clara Bridge, Oxnard, California	6,500,000
Star City Bridge, West Virginia	6,500,000
US 231 bridge over Tennessee River, Alabama	8,900,000
US 54/US 69 Bridge, Kansas	2,000,000
Waimalu Bridge replacement on I–1, Hawaii	3,400,000
Washington Bridge, Rhode Island	6,000,000

FEDERAL LANDS

Within the funds available for the federal lands program, funds are to be available for the following projects and activities:

Project	*Conference*
14th Street Bridge, Washington DC/Virginia	$2,500,000
Acadia National Park trails and road projects	500,000
Bear River Migratory Bird Refuge access road	950,000
Boyer Chute National Wildlife Refugee paving project	2,500,000
Broughton Bridge, Clay County, Kansas	100,000
Charles M. Russell/Fort Peck Roads coalition access project	500,000
Chincoteague Refuge, Virginia	500,000
Chugach Road, Alaska	250,000
Clark Fork River bridge replacement, phase 2, Idaho	1,500,000
Crescent Lake National Wildlife Refuge access road, Nebraska	500,000
Cumberland Gap, Kentucky	900,000
Daniel Boone Parkway, Kentucky	1,000,000
Delaware Water Gap Recreational Area	1,000,000
Forest Highway 26	650,000
Fort Baker, California	100,000
Giant Springs Road relocation L&C interpretive center, Great Falls, Montana	800,000
Highway 323 between Elzada and Ekalaka	1,000,000
Highway 419 reconstruction	2,600,000
Historic Kelso depot, Mojave National Preservation, California	2,500,000
Iditarod (Millenium trail)	1,100,000
Hawaii Volcanoes National Park and Hanalei Valley Scenic Lookout on Kauai	1,500,000
Lake Cumberland access road and improvements	750,000
Lake Tahoe Binwall repair and drainage improvement	500,000
Lowell National Historic Park, western canal walkway improvements	500,000
Manassas Battlefield access	500,000
Metlakatla/Walden Point Road	1,250,000
Milford Lake replacement bridge (Corps of Engineers lake)	250,000
Mongap Visitor Center—Upper Delaware Scenic and Recreational River	900,000
Mount Saint Helen's National Park access from Coldwater's visitor's center to US 12, Randall, Washington	100,000
Natchez Trace Parkway multi-use trail	300,000
New Mexico Route 4 Jemez Pueblo Bypass	300,000
New River Gorge National River road and safety improvements	3,000,000
Old Lock I park access road	1,000,000
Pasagshak Road realignment and improvement	500,000
Rampart Road Eureka connector	500,000
Ridgefield National Wildlife Refuge visitor's center, Clark County, Washington	200,000
Route 600, Virginia	1,550,000
Sawtooth National Forest access (phase 2), Idaho	500,000
SD 240 loop, Cedar Pass landslide stabilization, Badlands National Monument	1,700,000
Second access road for Fort Eustis, Virginia	1,750,000
Silvio Conte National Wildlife Refuge public roads	500,000
Soldier Hallow, Utah	1,200,000
Teton Trail Pass (phase 3), Idaho	500,000
Timucuan Ecological and Historic Preserve, Florida	450,000

Project	*Conference*
Traffic circle at Mount Vernon, Virginia	250,000
US 26 upgrade, Oregon	1,500,000
Utah Trail, Joshua Tree National Park, California	1,500,000

The conferees direct that the funds allocated above are to be derived from the FHWA's public lands discretionary program, and not from funds allocated to the Fish and Wildlife Service's and National Park Service's regions.

BUREAU OF TRANSPORTATION STATISTICS

The conference agreement provides $31,000,000 for the Bureau of Transportation Statistics (BTS), as proposed by both the House and the Senate. Within the funds provided to BTS, $600,000 shall be available for statistical analysis of the National Quality Initiative, and up to $4,750,000 may be allocated for the national personal transportation survey. As noted earlier in this report, the funding provided herein, supplemented with funding provided within the policy research activity, shall be sufficient to continue work on the national personal transportation survey in fiscal year 2001.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of $28,000,000,000 for the federal-aid highways program as proposed by both the House and the Senate.

EMERGENCY RELIEF HIGHWAYS

(HIGHWAY TRUST FUND)

The conference agreement includes an appropriation of $720,000,000 to fund the backlog of requests for damage repairs necessary due to disasters. Since the beginning of fiscal year 1999, the emergency relief program has been facing heavy demand for on-going funding needs from events in prior years. This, coupled with requests for funding to address events which occurred in fiscal year 1999 such as Hurricanes Floyd and Dennis, has led to the current backlog of requests. The funding needs far exceed the annual authorization of $100,000,000 for the emergency relief program. Consistent with the purpose of these funds, the entire amount has been designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

(HIGHWAY TRUST FUND)

The conference agreement under title III provides an appropriation of $54,963,000 from the highway trust fund for the Appalachian development highway system. The following table reflects the estimated distribution of funds by state:

Alabama	$6,051,799

Georgia	2,418,532
Kentucky	5,551,582
Maryland	946,351
Mississippi	678,682
New York	1,304,379
North Carolina	3,563,079
Ohio	2,729,017
Pennsylvania	14,797,439
South Carolina	296,470
Tennessee	6,784,784
Virginia	1,426,067
West Virginia	8,414,819

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY

LIMITATION ON ADMINISTRATIVE EXPENSES

The conference agreement includes $92,194,000 for administrative expenses of the Federal Motor Carrier Safety Administration as proposed by both the House and the Senate. Of this total, $82,344,000 is for operating expenses and $9,850,000 is for research. The following adjustments are made to the budget request:

High-risk, intrastate carrier information	−$500,000
Contract for vision exemption program	−638,000
Personnel adjustments	+38,000
Crash collection data (section 225e)	+225,000
Operation Respond	+375,000
Research and technology	+200,000
Motor carrier safety advisory committee	+100,000
Uniform carrier registration	+200,000

High-risk, intrastate carrier information.—The conference agreement deletes funding for the high-risk intrastate carrier information program under the operating expense account and recommends funding for this activity under the national motor carrier safety grant program because of its direct relevance to state motor carrier safety.

Personnel adjustments.—A total of 119 new, full-time employees (FTE) have been approved for fiscal year 2001, one FTE more than requested. Changes to the personnel budget request are as follows: vision exemption specialists (+3), information systems analysts (+1), international specialist (−1), technology specialist (−1), motor carrier safety grant personnel (+1), and executive secretariat (−2). Also, the conference agreement approves the 20 new border inspectors requested in the budget.

Crash collection data.—The conference agreement provides $2,975,000 to ensure that FMCSA fully implements section 225(e) of the Motor Carrier Safety Improvement Act of 1999. These funds should be used to improve data collection on motor carrier crashes, strengthen data analysis, link driver citation information with other information databases, help train state employees and motor carrier safety enforcement officials, and ensure an increased focus on problem drivers through the integration of driver and crash data.

Research and technology.—A total of $9,850,000 has been provided for research and technology initiatives, an increase of $200,000 above the budget request. The additional funding permits

an increased effort on the "share the road" and "no-zone" initiatives.

School transportation study.—FMCSA shall continue funding the school transportation study required by section 4030 of TEA21 at the same level provided in fiscal year 2000.

Motorcoach driver fatigue.—The conferees note that the Federal Motor Carrier Safety Administration has acknowledged in its notice of proposed rulemaking on trucking hours-of-service that little is known about the operations of over-the-road buses and motorcoaches. The conferees believe that there should be additional study of the operations, driver practices and driver fatigue issues specific to over-the-road buses before any revisions to the existing trucking hours-of-service rules are finalized, and encourage the Secretary to conduct such studies to inform additional regulatory proposals in this area.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of $177,000,000 for the national motor carrier safety program as proposed by the House and the Senate.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The conference agreement includes a limitation on obligations of $177,000,000 for motor carrier safety grants proposed by the House and the Senate. This agreement allocates funding in the following manner:

Basic motor carrier safety grants	$130,000,000
Performance-based incentive grants	7,500,000
Border assistance	8,000,000
Priority initiatives	8,000,000
State training and administration	1,500,000
Crash causation (section 224f)	5,000,000
Information systems and strategic safety initiatives	17,000,000
Information systems	(3,700,000)
Motor carrier analysis	(2,300,000)
Implementation of PRISM	(5,000,000)
Driver programs	(1,000,000)
Data collection and analysis	(5,000,000)
Total	177,000,000

Commercial driver's license (CDL) program.—In addition to the funding provided under this account, a total of $10,000,000 has been provided from funds authorized under section 104(a) of title 23, U.S.C. This funding shall only be available for the commercial driver's license program. Within the funds provided, FMCSA should work with the American Association of Motor Vehicle Administrators, the Commercial Vehicle Safety Alliance, lead MCSAP agencies, and licensing agencies to establish a working group to improve all aspects of the CDL program. In addition, FMCSA should consider sponsoring one or two pilot projects involving law enforce-

ment and drivers licensing agencies to explore new and innovative ways to ensure that drivers who have been convicted of a disqualifying offense do not operate during the period of suspension or revocation. Finally, FMCSA should continue to support the judicial and prosecutorial outreach effort. FMCSA shall submit a letter to both the House and Senate Committees on Appropriations by April 1, 2001 summarizing efforts to increase quality control in the CDL program and efforts taken to provide technical and training assistance to the states.

Automated brake testing equipment.— According to 1999 data, the most common out-of-service violations were brake-related (37 percent). Virginia has been researching and exploring opportunities to use infrared brake inspection equipment and has found one new technology that could significantly help to identify brake deficiencies in a timely manner. Within the high priority allocation, sufficient funding should be provided for the Commonwealth of Virginia to install and test infrared brake inspection equipment (both fixed and hand held) at a few weigh stations.

Covert operations.—Within funding provided for high priority activities, $500,000 shall be used to conduct covert operations and survey the extent of this problem. FMCSA shall report on the survey results by May 1, 2001, outlining the extent to which out-of-service notices are being violated. This survey should be conducted on a sufficiently large sample size so that the scope and nature of the challenge are fully made known to the House and Senate Committees on Appropriations.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

The conference agreement provides $116,876,000 from the general fund for highway and traffic safety activities instead of $107,876,000 as proposed by the House. The Senate did not provide a general fund appropriation for NHTSA's operations and research activities. Instead, the Senate provided the same amount ($107,876,000) from the highway trust fund for these activities. The additional $9,000,000 provided above the House and Senate levels shall be available to supplement the Office of Safety Defects and for other tire-related initiatives in the wake of the Firestone recall.

A total of $85,321,000 shall remain available until September 30, 2003 instead of $77,671,000 as proposed by the House and $77,670,000 as proposed by the Senate.

The agreement includes a provision carried since fiscal year 1996 that prohibits NHTSA from obligating or expending funds to plan, finalize, or implement any rulemakings that would add requirements pertaining to tire grading standards that are not related to safety performance. This provision was contained in both the House and Senate bills.

The conference agreement includes a provision that prohibits NHTSA from purchasing a vehicle to conduct new car assessment program crash testing at a price that exceeds the manufacturer's suggested retail price, as proposed by the Senate. The House bill contained no similar provision. If this provision unduly limits

NHTSA's ability to test a new vehicle expeditiously, the Secretary may seek a waiver of this language from the House and Senate Committees on Appropriations.

The conference agreement modifies a provision proposed by the Senate that would have prohibited rollover testing using static stability factors. The agreement allows NHTSA to move forward with the rollover rating proposal while the National Academy of Sciences (NAS) studies static versus dynamic testing. NHTSA shall then be required to review the findings of the NAS study and propose any appropriate revisions to its testing procedures within 30 days of receiving the study.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The conference agreement provides $72,000,000 from the highway trust fund to carry out provisions of 23 U.S.C. 403 as proposed by both the House and the Senate.

The following table summarizes the conference agreement for operations and research (general fund and highway trust fund combined) by budget activity:

Salaries and benefits	$57,130,000
Travel	1,276,000
Operating expenses	19,810,000
Contract programs:	
Safety performance	7,366,000
Safety assurance	15,987,000
Highway safety programs	41,776,000
Research and analysis	57,536,000
General administration	645,000
Grant administration reimbursements	−10,650,000
Total	190,876,000

Operating expenses.—A total of $19,810,000 has been provided for operating expenses. Within this total, sufficient funds should be provided for computer-related expenses for all administrative functions, including civil rights, public affairs, counsel, planning and policy, and administration. However, computer support should be funded at the fiscal year 2000 level. The conferees believe that this level of funding is adequate, and urge NHTSA to adopt a more cost-effective approach to managing computer support expenses. A detailed report on fiscal year 2000 computer support expenditures, as requested by the House, shall be provided to the House and Senate Committees on Appropriations by December 31, 2000.

New car assessment program (NCAP).—The conference agreement provides $5,556,000 for the new car assessment program. This fully funds the budget request for this program, except for the small dummy component, and provides sufficient funding to support a National Academy of Sciences study of the proposed rollover rating based on the static stability factor. A total of $500,000 has been included in the research and analysis contract program to crash 14 passenger vehicles with a small stature dummy to acquire essential test data and to assure that these dummies are satisfac-

torily developed for compliance testing associated with the new air bag rule in 2004. The agency has informed the House and Senate Committees on Appropriations that it will not release the results of crashes conducted to test the small stature dummy as part of NCAP.

Safety defects.—The conference agreement defers $145,000 requested to monitor and investigate recreational, transit, and emergency vehicles, as proposed by the Senate.

Auto hotline.—A total of $1,232,000 has been provided for the auto safety hotline, consistent with actions in the House and Senate reports.

Safe communities.—Funding has been deleted for the safe communities program, consistent with action taken by both the House and the Senate.

National occupant protection program.—The conference agreement provides $11,000,000 for the national occupant protection program. Within the funds provided, $1,000,000 shall be used to implement an innovative demonstration program for locally developed initiatives to increase seat belt usage, as proposed by the Senate.

The conferees direct the department's Inspector General to analyze the effectiveness and efficiency of the occupant protection program managed by the office of traffic safety programs. This review should consider the scope and direction of NHTSA's efforts to increase seat belt use rates and whether the agency is allocating funds to partnerships, demonstration projects, and other activities that are most likely to achieve the department's performance goals. The review also should consider the quality and nature of the technical assistance provided by NHTSA's regional staff to states and local governments that benefit from highway traffic safety grants programs.

Section 157 program.—NHTSA shall conduct a review of the procedures and processes used to administer the section 157 innovative grant program and submit a report to the House and Senate Committees on Appropriations by December 1, 2000, that details how grant administration will be improved and grant awards made more expeditiously within the constraints of existing law.

Emergency medical services head injury research.—A total of $2,250,000 has been provided for emergency medical services. Of this amount, $750,000 shall be provided to the Brain Trauma Foundation to continue phase three of the guidelines for pre-hospital management of traumatic brain injury.

Aggressive driving.—A total of $750,000 has been provided to develop and implement a regional education and driver modification program to combat aggressive driving in Maryland, Virginia, and the District of Columbia. Funding should be allocated as specified in the House report.

Rural trauma.—The conference agreement allocates $250,000 to the University of Vermont's College of Medicine and Fletcher Allen Health Care to determine if the survival rate of rural vehicular accidents could be improved through the application of advanced mobile video telecommunications links between a level 1 trauma center and ambulance crews, as proposed by the Senate.

The agreement also includes $500,000 to continue a project at the University of South Alabama on rural vehicular trauma victims, as proposed by the Senate.

School bus occupant protection.—Within contract funds, $250,000 is allocated to Mercer University Research Center to support a school bus safety initiative, as proposed by the Senate. The House contained no similar provision.

Biomechanics.—At a minimum, NHTSA should continue to support the biomechanics program at the fiscal year 2000 level. The conferees are very supportive of the work being conducted by the crash injury research and engineering network (CIREN) and are encouraged that private sector interests have agreed to fund two additional CIREN centers. Because of this commitment, no federal funding should be provided to expand the number of federally funded centers in fiscal year 2001.

In addition, the conferees agree to provide $1,000,000 to the Injury Control Research Center at the University of Alabama to conduct research related to cervical spine and paralyzing neck injuries that result from motor vehicle accidents.

Special crash investigations.—The private sector has agreed to fund 300 special crash investigations per year to collect and analyze real world crash data as proposed by National Transportation Safety Board. This will double the number of investigations conducted in fiscal year 2000. However, the conferees agree that, despite where such contributions are derived (i.e. from the public or private sector) to conduct these investigations, the results are to be treated as public data and no conditions shall be attached to their release.

Side glazing.—In 1991, NHTSA was required to address deaths and injuries resulting from accidents caused by motor vehicle rollovers, primarily focusing on the use of advanced glazing for vehicle windows, to prevent occupant ejection during rollovers. Since 1991, NHTSA has issued two interim reports concluding that advanced side glazing in passenger vehicles could save up to 1,300 lives per year, but NHTSA has yet to complete a final report. Therefore, the conferees direct NHTSA to complete and issue a final report on advanced side glazing by the end of calendar year 2000.

Grant administration.—Under TEA21, NHTSA may withhold up to five percent of the funding for the grant program for administrative costs. The conference agreement reflects a five percent draw down (−$10,650,000).

CAFE language.—A general provision (Sec. 320) is included that prohibits the use of funds to prepare, prescribe, or promulgate corporate average fuel economy (CAFE) standards for automobiles that differ from those previously enacted. In addition, the conferees request the National Academy of Sciences, in consultation with the Department of Transportation, to conduct a study to evaluate the effectiveness and impacts of CAFE standards. The study shall examine, among other factors, those considerations outlined in 49 U.S.C. section 32902(F); the impact of CAFE standards on motor vehicle safety; disparate impacts on the U.S. automotive sector; the effect on U.S. employment in the automotive sector; and the effect of requiring CAFE calculations for domestic and non-domestic

fleets. The National Academy of Sciences shall complete this study no later than July 1, 2001, and submit it to the appropriate committees of the Congress and the Department of Transportation. Section 320 of this Act should not be interpreted as preventing the Department of Transportation from providing the National Academy of Sciences with pertinent data and technical guidance and expertise, as necessary. As noted previously in the Federal Highway Administration's "Limitation on administrative expenses", up to $1,000,000 has been allocated for this study.

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

The conference agreement provides $2,000,000 for the National Driver Register as proposed by both the House and the Senate. Of this funding, up to $250,000 may be used for the technology assessment authorized under section 2006 of TEA21.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides $213,000,000 to liquidate contract authorizations for highway traffic safety grants, as proposed by both the House and the Senate.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The conference agreement limits obligations for highway traffic safety grants to $213,000,000 as proposed by both the House and the Senate. A total of $10,650,000 has been provided for administration of the grant programs as proposed by both the House and the Senate. Of this total, not more than $7,750,000 of the funds made available for section 402; not more than $650,000 of the funds made available for section 405; not more than $1,800,000 of the funds made available for section 410; and not more than $450,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23. This language is necessary to ensure that each grant program does not contribute more than five percent of the total administrative costs.

As noted within the Federal Highway Administration, the conference agreement provides $7,500,000 for child passenger protection education grants. The amount is the same as proposed by the House. The Senate proposed no similar appropriation.

The conference agreement retains bill language, proposed by both the House and Senate, that limits technical assistance to states from section 410 to $500,000.

The conference agreement prohibits the use of funds for construction, rehabilitation or remodeling costs, or for office fur-

nishings and fixtures for state, local, or private buildings or structures, as proposed by both the House and the Senate.

The bill includes separate obligation limitations with the following funding allocations:

State and community grants	$155,000,000
Occupant protection incentive grants	13,000,000
Alcohol incentive grants	36,000,000
State highway safety data grants	9,000,000

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

The conference agreement appropriates $101,717,000 for safety and operations instead of $102,487,000 as proposed by the House and $99,390,000 as proposed by the Senate. None of this funding is to be offset from user fees. Of the total amount, $5,899,000 shall remain available until expended instead of $5,249,000 as proposed by the House and $4,957,000 as proposed by the Senate.

In addition to the funding provided for safety and operations, $2,500,000 is provided to the Federal Railroad Administration from funds made available under section 1218 of Public Law 105–178. These funds shall be used to administer the magnetic levitation program, for Operation Lifesaver, for Alaska Railroad liabilities, and for track inspection activities. Of this total, no more than $1,000,000 shall be for administration of the maglev program.

The following adjustments were made to the budget estimate:

Deny new staff positions	−$564,000
Reduce funding for travel	−250,000
Reduce information technology initiative	−594,000
Decrease new employee development funding	−360,000
Deny new outreach initiative	−500,000
Decrease funding for program evaluation	−200,000
Operation Respond	−100,000
Operation Lifesaver	+425,000
Southeast transportation center	+350,000
Fatigue countermeasures program	+200,000
Blakeley Island connector study	+100,000

Operation Lifesaver.—A total of $1,025,000 has been provided to Operation Lifesaver. Of this total, not less than $300,000 shall be used to deploy its national public service campaign.

Southeast transportation center.—The conference agreement provides $350,000 to establish an intermodal emergency response training center for the southeast region of the country, to be located in Meridian, Mississippi. These funds shall be used for equipment and program costs associated with establishment of the center, to include rail passenger equipment and track, a functional rail-highway grade crossing, rail and motor carrier hazardous material vehicles and containers, and other passenger rescue and hazardous materials training facilities. Federal funds provided for the center shall be matched with funding and in-kind contributions from industry, local governments, and other organizations.

Fatigue countermeasures.—A total of $500,000 has been provided for fatigue countermeasures. Of this amount, $250,000 shall be used to develop and implement educational and training programs designed to increase the awareness of fatigue throughout the rail industry and $250,000 shall be used to perform validation test-

ing of controlled light eye reaction testing devices in order to establish a body of fatigue testing data and to assist in developing effective fatigue countermeasures.

Blakeley Island connector study.—The conference agreement provides $100,000 for a grant to Alabama State Docks, a state-owned facility, for a study of the cost and economic benefits of restoring rail service on Blakeley Island in Mobile Bay.

Illinois rail-grade crossings.—The State of Illinois, and in particular, northeastern Illinois, has the largest number of rail-grade crossings and quiet zones in the country. The conferees recognize Illinois' efforts to reduce accidents at these grade crossings and encourage FRA to work with communities in northeastern Illinois to further improve rail-grade crossing safety. This work should include offering technical assistance, identifying federal funding sources, and establishing federal-state-local task forces to improve safety and reduce accidents in this region. FRA should pay particular attention to enforcement enhancements and improved educational outreach in its efforts to help reduce risks to motorists and pedestrians.

The conference agreement deletes bill language contained in the Senate bill requiring FRA to reimburse the Department of Transportation's Inspector General $1,500,000 for the costs associated with rail audits and investigations. The House bill contained no similar provision.

The conference agreement includes a provision that authorizes the Secretary to receive payments from the Union Station Redevelopment Corporation, credit them to the first deed of trust, and make payments on the first deed of trust. These funds may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration and must be reimbursed from payments received by the Union Station Redevelopment Corporation. Both the House and Senate bills contained these provisions.

RAILROAD RESEARCH AND DEVELOPMENT

The conference agreement provides $25,325,000 for railroad research and development instead of $26,300,000 as proposed by the House and $24,725,000 as proposed by the Senate. None of this funding is to be offset from user fees. The following table summarizes the conference agreement by budget activity:

Equipment, operations, and hazardous materials	$11,450,000
Train occupant protection	(5,350,000)
Rolling stock safety assurance	(1,287,000)
Human factors	(2,978,000)
Hazardous materials transportation	(1,000,000)
Grade crossings—human factors	(835,000)
Track and vehicle track interaction	8,300,000
Track and components study	(4,150,000)
Track-train interaction safety	(3,050,000)
Grade crossing infrastructure	(600,000)
Marshall/Nebraska project	(500,000)
Railroad systems safety	4,650,000
Safety of high-speed ground transportation	(4,400,000)
Performance-based regulations	(250,000)
Research and development facilities and equipment	925,000
T–6 vehicle	(500,000)

Transportation Test Center	(425,000)
Total	25,325,000

Higher capacity rail cars on light density tracks.—Within the funds provided, FRA should continue to conduct a study on track and bridge requirements for the handling of 286,000-pound rail cars as specified in the House report.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The conference agreement includes a provision proposed by both the House and Senate specifying that no new direct loans or loan guarantee commitments shall be made using federal funds for the payment of any credit premium amount during fiscal year 2001. 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.

RHODE ISLAND RAIL DEVELOPMENT

Appropriations for the Rhode Island rail development project in fiscal year 2001 total $17,000,000, as proposed by the House. The Senate bill allocated, within funds available to the Department of Transportation, $10,000,000 to the Rhode Island rail development project. With this appropriation, the federal commitment to this project is completed.

NEXT GENERATION HIGH-SPEED RAIL

The conference agreement provides $25,100,000 for the next generation high-speed rail program instead of $22,000,000 as proposed by the House and $24,900,000 as proposed by the Senate. The following table summarizes the conference agreement by budget activity:

Train control projects:	$11,000,000
Illinois project	(7,000,000)
Michigan project	(3,000,000)
Digital radio network vehicle tracking system	(500,000)
Transportation safety research alliance	(500,000)
Non-electric locomotives:	6,800,000
Advanced locomotive propulsion system	(3,800,000)
Prototype locomotives	(3,000,000)
Grade crossings and innovative technologies:	4,300,000
North Carolina sealed corridor	(700,000)
Mitigating hazards	(2,500,000)
Low-cost technologies	(1,100,000)
Track and structures	1,300,000
Corridor planning activities	1,700,000
Total	25,100,000

Transportation safety research alliance.—The conference agreement provides $500,000 for the Transportation Safety Research Alliance (TSRA) instead of $2,000,000 as proposed by the Senate. The conferees direct FRA to ensure that TSRA uses appropriated funds to deliver a positive train control component product that is usable as a stand alone system without the need for proprietary software and that this software is accompanied by adequate user docu-

mentation. Funding for this project should continue to be matched on a dollar-for-dollar basis by TSRA.

Sealed corridor initiative.—A total of $700,000 has been provided for North Carolina's sealed corridor initiative. The report and associated funding, proposed by the Senate, has been deleted.

Cant deficiency speed study.—Within funds provided, FRA shall analyze the safety impact from operations of passenger trains on freight rail trackage at up to five inches of cant deficiency for speeds between 80 and 110 miles per hour, as outlined in the Senate report. FRA should provide a report to the House and Senate Committees on Appropriations by November 30, 2000.

Corridor planning.—A total of $1,700,000 has been provided for corridor planning activities to be distributed as follows:

Midwest regional rail initiative, preliminary engineering and design and eligible right-of-way improvements	$1,000,000
Boston, MA to Burlington, VT high-speed corridor feasibility study	200,000
Southeast corridor extension from Charlotte, NC to Macon, GA	200,000
Gulf Coast high-speed rail corridor from Mobile, AL to New Orleans, LA	300,000

Rail-highway crossing hazard eliminations.—Under section 1103 of TEA21, an automatic set-aside of $5,250,000 is made available each year for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for these funds. Of these set-aside funds, the following allocations were made:

High-speed rail corridor, Washington, D.C. to Richmond, VA	$750,000
High-speed rail corridor, Mobile, AL to New Orleans, LA	1,500,000
Salem, OR	1,500,000
Atlanta to Macon, GA	125,000
Eastern San Fernando Valley, CA	125,000
Keystone high-speed rail corridor, Harrisburg to Philadelphia, PA	500,000
High-speed rail corridor, Milwaukee to Madison, WI	500,000
Minneapolis/St. Paul, MN to Chicago, IL high-speed rail corridor (Minneapolis/St. Paul to LaCrescent, MN)	250,000

ALASKA RAILROAD REHABILITATION

The conference agreement provides $20,000,000 for the Alaska Railroad as proposed by the Senate. The House bill contained no similar appropriation. This funding should be used to continue ongoing track rehabilitation ($10,000,000), signalized automated siding access between Wasilla and Potter Marsh, and track relocation/highway crossing eliminations.

WEST VIRGINIA RAIL DEVELOPMENT

The conference agreement provides $15,000,000 for capital costs associated with track, signal, and crossover rehabilitation and improvements on the MARC Brunswick line in West Virginia, as proposed by the Senate. The House bill contained no similar provision.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The conference agreement provides $521,476,000 for capital grants to the National Railroad Passenger Corporation (Amtrak) as proposed by the House instead of $521,000,000 as proposed by the Senate. Bill language, as proposed by the House, is retained that

limits the Secretary from obligating more than $208,590,000 of the funding provided prior to September 30, 2001. The Senate bill limited the obligation rate to $208,400,000.

Fencing along the Northeast Corridor.—Amtrak continues to make progress in enhancing safety along the tracks where high-speed rail will soon be operating. For example, almost 35,000 linear feet of chain-link fencing has been installed in Massachusetts to reduce trespassing along the railroad right-of-way. Earlier this year, the town of Mansfield asked for an additional 12,710 linear feet of fencing to be installed (phase III). On March 15, 2000, the President of Amtrak made a commitment to complete the installation of the fencing that has been requested before high-speed rail is operational. While the conferees recognize that Amtrak has limited funds and must balance many competing capital investment priorities, the conferees believe Amtrak should install the remaining 12,710 feet of fencing that was requested by Mansfield prior to Amtrak's March 15, 2000 testimony before the House Appropriations Committee. The same kind of fencing should be installed as was installed previously. If Mansfield and Amtrak agree that there is a need for more secure fencing within phase III, then they may seek a waiver of this limitation from the House and Senate Committees on Appropriations. Should the community identify additional areas in need of fencing (phases IV and V), then those costs shall be borne solely by these communities.

Rail service in western Virginia.—The Commonwealth of Virginia and Amtrak have been in discussions about the reestablishment of service between Washington, D.C., Bristol, Virginia, and Richmond, Virginia. Amtrak is encouraged to continue working with the Commonwealth of Virginia and the appropriate freight railroads to identify and address costs, infrastructure improvements, and operational needs to initiate such a service.

Alliance, Ohio.—Amtrak shall work with the City of Alliance, Norfolk Southern Corporation, and the State of Ohio to devise a plan to improve accessibility, visibility, safety and information at the Alliance, Ohio station. This report should be submitted to the House and Senate Committees on Appropriations within 180 days of enactment of this Act.

South end infrastructure improvements.—Amtrak is directed to provide quarterly reports, beginning on December 31, 2000, to the House and Senate Committees on Appropriations, the Senate Committee on Commerce, and the House Committee on Transportation and Infrastructure regarding (1) the cost-sharing arrangements agreed to among the users of the southern end of the Northeast Corridor, and (2) ongoing work to implement recommendations contained in the south end corridor infrastructure improvement plan.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

The conference agreement provides $64,000,000 for administrative expenses of the Federal Transit Administration as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $12,800,000 from the general fund, as proposed by both the House and the Senate.

The conference agreement includes a provision that transfers $1,000,000 from project management oversight funds to the Inspector General for reimbursement of audit and financial reviews of major transit projects as proposed by the House. The Senate bill proposed that $3,000,000 from funds under this heading shall be used to reimburse the Inspector General for costs associated with audits and investigations of all transit-related issues and systems. The conference agreement also includes a provision that not to exceed $2,500,000 for the National Transit Database shall remain available until expended.

Full-time equivalent (FTE) staff years.—The conference agreement provides that the FTE level in fiscal year 2001 shall not rise in excess of 495 FTE. Additional staffing increases may be considered by the House and Senate Committees on Appropriations through the regular reprogramming process.

Information technology activities.—The conference agreement deletes funds requested for several technology programs pending the office of the secretary's chief information officer review and full identification of out-year costs (−$650,000). Sufficient funding has been included under this heading for infrastructure data protection, continued operation of the transportation electronic award and management application program, and annual electronic procurement life cycle maintenance, licenses and core operations.

Other items.—The conference agreement provides sufficient funds for workforce planning and training and equipment and office renovation. In addition, the conferees have included $250,000 for regional and state-based grantee workshops.

National Transit Database.—Funding of $2,500,000 for operation of the National Transit Database has been included under this heading, rather than in the research and development account as proposed by the Senate. The conferees further direct that none of the funds made available in this Act for project management oversight activities may be used to supplement funds herein for the National Transit Database.

Project management oversight.—The conferees agree that funding made available for project management oversight shall include at least $21,900,000 for project management oversight reviews and $4,500,000 for financial management reviews.

The conferees direct that the FTA submit to the House and Senate Committees on Appropriations, the Inspector General and the General Accounting Office the quarterly financial management oversight and project management oversight reports for each project with a full funding grant agreement.

With the likelihood of an increasing number of transit projects requiring project oversight, the conferees are concerned that the funds available to finance these oversight activities may soon be insufficient to monitor adequately all large-dollar projects. In fact, the FTA anticipates that a funding shortfall of about $5,000,000 will occur in fiscal year 2002, and that it will then have to make difficult choices as to how it will apply limited oversight funds. FTA has yet to identify the level of funding shortfalls that may occur beyond fiscal year 2002 and how it will address any shortfalls. In order to address FTA's oversight needs and to protect the federal investment in these transit projects, the conferees direct the

FTA to develop a plan to (1) determine the amount of funds needed to maintain an adequate level of oversight for all projects requiring oversight and the level of funding that likely will be available for this purpose; (2) identify options to cover any projected funding shortfalls; and (3) identify steps to respond to any shortfalls that may occur. The FTA should provide this plan with the 2002 budget submission to the Congress for consideration.

Full funding grant agreements.—TEA21, 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 60 days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the conferees direct the FTA to include therein the following: (a) a copy of the proposed full funding grant agreement; (b) the total and annual federal appropriations required for that project; (c) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2003; (d) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; and (e) a financial analysis of the project's cost and sponsor's ability to finance, which shall be conducted by an independent examiner and shall include an assessment of the capital cost estimate and the finance plan, the source and security of all public- and private-sector financial instruments, the project's operating plan which enumerates the project's future revenue and ridership forecasts, and planned contingencies and risks associated with the project.

The conferees also direct the FTA to inform the House and Senate Committees on Appropriations before approving scope changes in any full funding grant agreement. Correspondence relating to scope changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the full funding grant agreement, and shall include any proposed change in rail car procurements.

FORMULA GRANTS

The conference agreement provides a total program level of $3,345,000,000 for transit formula grants, as proposed by both the House and the Senate. Within this total, the conference agreement appropriates $669,000,000 from the general fund as proposed by both the House and the Senate. The conference agreement provides that the general fund appropriation shall be available until expended.

The conference agreement provides that funding made available for the clean fuel formula grant program under this heading shall be transferred to and merged with funding provided for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".

The conference agreement includes a provision that sets aside $60,000,000 from the formula grants program to fund the Salt Lake City Olympic transit program, instead of $40,000,000 as proposed by the House. The Senate bill contained no similar provision. Funds shall be available for grants for the costs of planning, deliv-

ery, and temporary use of transit vehicles for special transportation needs and construction of permanent and temporary transportation facilities for the XIX Winter Olympiad and the VII Paralympiad for the Disabled, to be held in Salt Lake City, Utah. In allocating the funds, the Secretary shall make grants only to the Utah Department of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended. This appropriation is similar to one provided in support of the Summer Olympic Games in Atlanta, Georgia in the fiscal year 1995 Department of Transportation and Related Agencies Appropriations Act.

The FTA, when evaluating the local financial commitment of new rail extension or busway projects, shall consider the extent to which projects' sponsors have used the appreciable increases in the formula grants apportionment for alternative analyses and preliminary engineering activities of such systems.

The conferees expect the Washington Metropolitan Area Transit Authority to use the appreciable increases in its section 5307 apportionment and the transportation infrastructure finance and innovation act (TIFIA) loan provided to WMATA to ensure that fire communications are in place in WMATA's tunnels.

UNIVERSITY TRANSPORTATION RESEARCH

The conference agreement provides a total program level of $6,000,000 for university transportation research as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $1,200,000 from the general fund as proposed by both the House and the Senate. The conference agreement provides that the general fund shall be available until expended.

TRANSIT PLANNING AND RESEARCH

The conference agreement provides a total program level of $110,000,000 for transit planning and research as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $22,200,000 from the general fund as proposed by both the House and the Senate. The conference agreement provides that the general fund appropriation shall be available until expended.

Within the funds appropriated for transit planning and research, $5,250,000 is provided for rural transportation assistance; $4,000,000 is provided for the National Transit Institute; $8,250,000 is provided for the transit cooperative research program; $52,113,600 is provided for metropolitan planning; $10,886,400 is provided for state planning; and $29,500,000 is provided for the national planning and research program.

The conference agreement deletes a provision proposed by the Senate that would have set aside $3,000,000 for Great Cities Universities consortium from funds made available for transit cooperative research. Funding for this activity is provided under the national planning and research account.

Transit cooperative research program.—Within the funds provided for transit cooperative research, $1,500,000 is allocated for phase 2 redesign activities of the national transit database.

National planning and research.—Within the funding provided for national planning and research, the Federal Transit Administration shall make available the following amounts for the programs and activities listed below:

	Conference Agreement
Mid-America regional council coordinated transit planning, Kansas City metro area	$750,000
Sacramento area council of governments regional air quality planning and coordination study	250,000
West Virginia University fuel cell technology institute propulsion and ITS testing	1,000,000
University of Rhode Island, Kingston traffic congestion study component	150,000
Trans-lake Washington land use effectiveness and enhancement review	450,000
State of Vermont electric vehicle transit demonstration	500,000
Acadia Island, Maine explorer transit system experimental pilot program	150,000
Center for Composites manufacturing	950,000
Southern Nevada air quality study	800,000
Project ACTION (TEA21)	3,000,000
Southeastern Pennsylvania Transit Authority advanced propulsion control system (TEA21)	3,000,000
Fairbanks extreme temperature clean fuels research	800,000
Safety and security programs	6,100,000
National rural transit assistance program	750,000
Mississippi State University bus service expansion plan	100,000
CALSTART/WESTART	3,000,000
Hennepin County community transportation, Minnesota	1,000,000
Electric transit vehicle institute, Tennessee	500,000
South Amboy, New Jersey transit study	200,000
Great Cities Universities consortium	2,000,000
Long Island, New York transportation land use projects	250,000
JOBLINKS	1,050,000

The conference agreement deletes funding requested for the Garrett A. Morgan program (−$200,000).

Fuel cell bus and bus facilities program.—None of the funds available under this heading shall supplement funding provided under section 3015(b) of Public Law 105–178 for the fuel cell bus and bus facilities program.

Safety and security programs.—The conference agreement includes $6,100,000 for safety and security programs. The conferees direct that these funds are to be wholly administered by the office of safety and security to advance safety programs and are not to be transferred to other offices to support lesser priority activities.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides $5,016,600,000 in liquidating cash for the trust fund share of transit expenses as proposed by both the House and the Senate.

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides a total program level of $2,646,000,000 for capital investment grants, as proposed by both the House and Senate. Within the total, the conference agreement appropriates $529,200,000 from the general fund as proposed by both the House and the Senate.

Within the total program level, $1,058,400,000 is provided for fixed guideway modernization; $529,200,000 is provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities; and $1,058,400,000 is provided for new fixed guideway systems, as proposed by both the House and the Senate. Funds derived from the formula grants program totaling $50,000,000 are to be transferred and merged with funds provided for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities under this heading. In addition to the $1,058,400,000 provided in this Act for new starts, the conference agreement reallocates $26,994,048 to other new start projects contained in this Act. Reallocated funds are derived from unobligated balances from the following new start projects:

Burlington to Gloucester, New Jersey (Public Law 103–331)	$1,488,750
Orlando, Florida Lynx light rail project	20,521,470
Pittsburgh, Pennsylvania airport busway project (Public Law 105–66)	4,983,828

The conference agreement deletes language proposed by the Senate that would have required the Administrator of the Federal Transit Administration, not later than February 1, 2001, to submit individually to the House and Senate Committees on Appropriations the recommended grant funding levels for the respective buses and bus-related facilities and new fixed guideway projects listed in the Senate bill and accompanying report. The House bill contained no similar provisions.

The conference agreement also deletes language proposed by the Senate that listed new fixed guideway systems and extensions to existing systems that are eligible to receive funding for final design and construction or are eligible to receive funding for alternatives analysis and preliminary engineering. The House bill contained no similar provision.

The conference agreement includes a provision that makes funds appropriated to the Miami-Dade east-west multimodal and the Miami Metro-Dade North 27th Avenue corridor projects in previous Department of Transportation and Related Agencies Appropriations Acts available to the Miami, Florida south busway project.

The conference agreement includes a provision proposed by the Senate that makes funds appropriated in Public Law 105–277 for the Colorado-North Front Range corridor feasibility study available for the Colorado-Eagle Airport to Avon light rail system feasibility study. The House bill contained a provision that would have returned these funds to the new starts program for reallocation to other new start projects in fiscal year 2001.

The conference agreement includes a provision proposed by the Senate that makes funds appropriated in Public Law 106–69, the fiscal year 2000 Department of Transportation and Related Agencies Appropriations Act, for certain bus and bus facilities projects in the state of Alabama available to the state of Alabama for buses and bus facilities. The House bill contained no similar provision.

Three-year availability of section 5309 discretionary funds.—The conference agreement includes a provision that permits the administrator to reallocate discretionary new start and bus facilities funds from projects which remain unobligated after three years. The conferees, however, direct the FTA not to reallocate funds provided in the 1997 and 1998 Department of Transportation and Related Agencies Appropriations Acts for the following projects:

New starts

Burlington—Essex, Vermont commuter rail
Cleveland Berea Red Line extension
Colorado Roaring Fork Valley rail project
Jackson, Mississippi intermodal corridor
Galveston, Texas rail trolley system project
New York St. George ferry terminal project
New Orleans Canal Street corridor project
New Orleans Desire Streetcar project
North Carolina Triangle Transit project
Salt Lake City, Utah commuter rail project
San Bernardino Metrolink project
San Diego Mid-Coast project
Virginia Railway Express—Woodbridge station improvement project

Buses and bus facilities

Arlington, Virginia Clarendon canopy project
Buena Park, California bus facilities
Burlington, Vermont multimodal center
Chatham, Georgia bus facility
Columbia, South Carolina buses and bus facilities
Corvalis, Oregon buses and bus facilities
Dulles, Virginia buses
El Paso, Texas demand response facility
Everett, Washington multimodal center
Folsom, California multimodal facility
Galveston, Texas buses and bus facilities
Jackson, Mississippi maintenance facility
King County, Washington park and ride expansion
Lake Tahoe, California intermodal transit center
Milwaukee, Wisconsin intermodal facility
Minnesota Metro Council Transit Operators, buses and bus facilities
Mobile, Alabama buses and intermodal facilities
Modesto, California bus maintenance facility
Monroe, Louisiana buses
New Castle, Delaware buses and bus facilities
New Haven, Connecticut multimodal center
North Carolina buses and bus facilities

Red Rose Transit Authority, Pennsylvania
Rialto, California Metro Link depot
Sacramento, California bus facility
Saint Tammany Parish, buses and bus facilities
Salt Lake City, Ogden and West Valley, Utah intermodal facilities
San Joaquin, California buses and bus facilities
Santa Clara, California buses and bus facilities
Seattle, Washington Kingdome intermodal facility
Sonoma County, California park and ride facility
Staten Island, New York mobility project
Tampa, Florida buses and bus facilities
Tucson, Arizona intermodal facility
Wilkes-Barre, Pennsylvania mobility project

The conferees agree that when the Congress extends the availability of funds that remain unobligated after three years and would otherwise be available for reallocation at the discretion of the administrator, such funds are extended only for one additional year, absent further congressional direction.

The conferees direct the FTA to reprogram funds from recoveries and previous appropriations that remain available after three years and are available for reallocation to only those section 3 new starts that have full funding grant agreements in place on the date of enactment of this Act, and with respect to bus and bus facilities, only to those bus and bus facilities projects identified in the accompanying reports of the fiscal year 2001 Department of Transportation and Related Agencies Appropriations Act. The FTA shall notify the House and Senate Committees on Appropriations 15 days prior to any such proposed reallocation.

Bus and bus facilities.—The conference agreement provides $529,200,000, together with $50,000,000 transferred from "Federal Transit Administration, Formula grants" and merged with funding under this heading, for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. Funds provided for buses and bus facilities are to be distributed as follows:

	Conference
State of Alabama:	
Alabama State Docks intermodal passenger and freight facility	$1,000,000
Birmingham—Jefferson County Transit Authority buses and bus facilities	1,000,000
Dothan—Wiregrass Transit Authority buses and bus facilities	750,000
Huntsville Space and Rocket Center intermodal center	2,000,000
Hunstville, intermodal facility	500,000
Huntsville International Airport intermodal center	5,000,000
Lanett, vans	250,000
Mobile Waterfront Terminal	5,000,000
Montgomery—Moulton Street Intermodal Facility	3,000,000
Montgomery, civil rights trail trolleys	250,000
Shelby County, vans	200,000
Staewide, bus and bus facilities	1,500,000
Tuscaloosa interdisciplinary science building parking and intermodal facility	9,500,000
University of Alabama Birmingham fuel cell buses	2,000,000
University of North Alabama, bus and bus facilities	2,000,000
University of South Alabama, buses and bus facilities	2,500,000
State of Alaska:	
Alaska State Fair park and ride and passenger shuttle system	1,000,000
Denali Depot intermodal facility	3,000,000

	Conference
Fairbanks Bus/Rail Intermodal Facility	3,100,000
Fairbanks parking garage and intermodal center	1,100,000
Homer Alaska Maritime Wildlife Refuge intermodal and welcome center	850,000
Port McKenzie intermodal facilities	7,500,000
Ship Creek pedestrain and bus facilities and intermodal center/parking garage	5,000,000
State of Arizona:	
Mesa bus maintenance facility—Regional Public Transportation Authority	2,000,000
Phoenix, bus and bus facilities	4,500,000
South Central Avenue transit center	2,000,000
Tucson intermodal transportation center at Union Pacific Depot	3,000,000
Tucson, bus and bus facilities	1,000,000
State of Arkansas:	
Central Arkansas Transit Authority, bus and bus facilities	1,055,000
Hot Springs—national park intermodal parking facility	500,000
Nevada County, vans and mini-vans	90,000
Pine Bluff, buses	290,000
River Market and College Station Liviable Communities Program	1,100,000
State of Arkansas, small rural and elderly and handicapped transit buses and bus facilities	3,000,000
State of California:	
AC Transit zero-emissions fuel cell bus deployment demonstration project	1,000,000
Alameda Contra Costs Transit District, buses and bus facilities	500,000
Anaheim, buses and bus facilities	250,000
Brea, buses	150,000
Calabasas, buses	500,000
Contra Costa Transit Authority (County Connection), buses	500,000
City of Livemore, park and ride facility	500,000
Commerce, buses	1,000,000
Compton, buses and bus-related equipment	250,000
Culver City, buses	750,000
Davis, buses	1,000,000
El Dorado, buses	500,000
El Segundo, Douglas Street gap closure and intermodal facility	2,100,000
Folsom, transit stations	1,500,000
Foothill Transit, buses and bus facilities	2,500,000
Fresno, intermodal facilities	500,000
Humboldt County, buses and bus facilities	500,000
Los Angeles County Metropolitan Transportation Authority, buses	4,500,000
Marin County, bus facilities	910,000
Modesto, bus facility	250,000
Monrovia, electric shuttles	580,000
Monterey Salinas Transit Authority, buses and bus facilities	500,000
Municipal Transit Operators Coalition, buses	2,000,000
Oceanside, intermodal facility	2,000,000
Placer County, buses and bus facilities	500,000
Playa Vista, shuttle buses and bus-related equipment and facilities	3,000,000
Redlands, trolley project	800,000
Rialto, intermodal facility	550,000
Riverside County, buses	500,000
Sacramento, buses and bus facilities	1,000,000
San Bernardino, intermodal facility	1,600,000
San Bernardino, train station	600,000
San Diego, East Village station improvement plan	1,000,000
San Francisco, MUNI buses and bus facilities	2,000,000
Santa Barbara County, mini-buses	240,000
Santa Clara Valley Transportation Authority, buses	500,000
Santa Clarita, maintenance facility	2,000,000
Santa Cruz, buses and bus facilities	1,550,000
Sonoma County, buses and bus facilities	1,000,000

	Conference
Sunline transit agency, buses	1,000,000
Temecula, bus shelters	200,000
Vista, bus center	300,000
State of Colorado:	
Statewise bus and bus facilities	10,000,000
State of Connecticut:	
Bridgeport, intermodal center	5,000,000
Hartford/New Britain busway	750,000
New Haven, trolley cars and related equipment	1,000,000
New London, parade project transit improvements	2,000,000
Norwich bus terminal and pedestrian access	1,000,000
Waterbury, bus garage	1,000,000
State of Delaware:	
Statewide bus and bus facilities	3,500,000
State of Florida:	
Statewide bus and bus facilities	15,500,000
State of Georgia:	
Atlanta, buses and bus facilities	2,000,000
Chatham, buses and bus facilities	2,000,000
Cobb County, buses	1,250,000
Georgia Regional Transit Authority, buses and bus facilities	3,000,000
State of Hawaii:	
Honolulu bus and bus facility improvements	6,000,000
State of Idaho:	
Statewide, bus and bus facilities	3,500,000
State of Illinois:	
Harvey, intermodal facilities and related equipment	250,000
Statewide, bus and bus facilities	6,000,000
State of Indiana:	
Evansville, buses and bus facilities	1,500,000
Gary—Adam Benjamin intermodal center	800,000
Greater Lafayette Public Corporation—Wabash Landing buses and bus facilities	1,500,000
Indianapolis, buses and bus-related equipment	2,500,000
South Bend, buses	3,000,000
West Lafayette, buses and bus facilities	2,100,000
State of Iowa:	
Ames maintenance facility	1,200,000
Cedar Rapids intermodal facility	1,200,000
Clinton facility expansion	500,000
Des Moines park and ride	700,000
Dubuque, buses and bus facilities	560,000
Iowa City intermodal facility	1,200,000
Mason City, bus facility	905,000
Sioux City multimodal ground transportation center	2,000,000
Sioux City Trolley system	700,000
Statewide, bus and bus facilities	2,500,000
Waterloo, buses and bus facilities	537,000
State of Kansas:	
Johnson County, buses	250,000
Kansas City, buses	2,000,000
Kansas City, JOBLINKS	250,000
Kansas Department of Transportation, rural transit buses	3,000,000
Lawrence bus and bus facilities	500,000
Topeka, transit facility	600,000
Wichita, buses and ITS related equipment	3,000,000
Wyandotte County, buses	250,000
Commonwealth of Kentucky:	
Audubon Area Community Action	190,000
Bluegrass Community Action, buses and bus-related equipment	160,000
Central Community Action	100,000
Community Action of Southern Kentucky	100,000
Fulton County, vans and buses	140,000
Hardin County, buses	300,000
Kentucky Department of Transportation	500,000
Kentucky (southern and eastern) transit vehicles	3,000,000

	Conference
Lexington, LexTran, buses and bus facilities	3,500,000
Louisville, bus and bus facilities	3,000,000
Maysville, bus-related equipment	64,000
Morehead, buses and bus-related equipment	39,000
Murray/Calloway County, buses and bus related equipment	60,000
Northern Kentucky Transit Agency, vans	42,000
Paducah Transit Authority, bus and bus facilities	2,000,000
Pennyrile, vans and related equipment	200,000
Pikeville, transit facility	2,000,000
State of Louisiana:	
Lafeyette multi-modal facility	1,250,000
Plaquemines Panish ferry	1,000,000
St. Bernard Parish intermodal facilities	1,250,000
Statewide bus and bus facilities	2,500,000
State of Maine:	
Bangor intermodal transportation center	1,500,000
Statewide, bus, bus facilities and ferries	4,000,000
State of Maryland:	
Statewide bus and bus facilities	8,000,000
Commonwealth of Massachusetts:	
Attleboro, intermodal facilities	1,000,000
Berkshire, buses and bus facilities	1,000,000
Beverly and Salem, intermodal station improvements	600,000
Brockton, intermodal center	1,000,000
Lowell, transit hub	1,250,000
Merrimack Valley Regional Transit Authority, bus facility	500,000
Montachusett, bus facilities, Leominister	250,000
Montachusett, intermodal facilty, Fitchburg	1,375,000
Pioneer Valley, Pratransit vehicles and equipment	1,000,000
Springfield, intermodal facility	500,000
Woburn, buses and bus facilities	250,000
State of Michigan:	
Detroit, buses and bus facilities	3,000,000
Flint, buses and bus facilities	500,000
Lapeer, multi-modal transportation facility	50,000
SMART community transit, buses and paratransit vehicles	4,125,000
Statewide, buses and bus facilities	11,000,000
Traverse City, transfer station	1,000,000
State of Minnesota:	
Greater Minnesota buses and bus facilities	1,250,000
Metro Transit, buses and bus facilities	13,500,000
St. Cloud, buses and bus facilities	2,125,000
State of Mississippi:	
Brookhaven multimodal transportation center	1,000,000
Coast Transit Authority multimodal facility and shuttle service	3,000,000
Harrison county, multimodal center	1,500,000
Jackson, buses	1,000,000
Picayune multimodal center	650,000
State of Mississippi rural transit vehicles and regional transit centers	3,000,000
State of Missouri:	
Bi-State Development Agency, buses	3,000,000
Dunklin, Mississippi, Scott, Ripley, Stoddard and Cape Ciradeau counties, buses and bus facilities	1,000,000
Excelsior Springs bus replacement	200,000
Jefferson City van and equipment purchase	250,000
Kansas City, buses and bus facilities	1,300,000
OATS buses and vans	2,000,000
Southeast Missouri Transportation Service bus and bus facilities	1,000,000
Southwest Missouri State University, intermodal facility	1,000,000
St. Joseph bus replacement	1,000,000
State of Missouri bus and bus facilities	3,000,000
State of Montana:	
Billings buses and intermodal facility	4,000,000
Blackfoot Indian Reservation bus facility	500,000
Great Falls Transit district buses and bus facilities	1,000,000

	Conference
Missoula Ravalli Transportation Management Association buses	750,000
State of Nebraska:	
Missouri River pedestrian crossing—Omaha	4,000,000
State of Nevada:	
Clark County bus passenger intermodal facility—Henderson	2,000,000
Clark County, bus rapid transit	3,500,000
Lake Tahoe CNG buses and fleet conversion	2,000,000
Reno and Sparks, buses and bus facilities	1,000,000
Washoe County buses and bus facilities	3,000,000
State of New Jersey:	
Elizabeth Ferry Project	500,000
New Jersey Transit alternative fuel buses	4,000,000
Newark Arena bus improvements	4,000,000
Trenton, train/intermodal station	5,000,000
State of New Mexico:	
Albuquerque automatic vehicle monitoring system (SOLAR)	2,000,000
Albuquerque bus replacement	1,250,000
Albuquerque, transit facility	5,000,000
Angel Fire Bus and Bus Facilities	750,000
Carlsbad, intermodal facilities	630,000
Clovis, buses and bus facility	1,625,000
Las Cruces, buses	500,000
Santa Fe buses and bus facilities	2,000,000
Valencia County, transportation station improvements	1,250,000
State of New York:	
Buffalo, buses	2,000,000
Buffalo, intermodal facility	500,000
Eastchester, Metro North facilities	250,000
Greenport and Sag Harbor, ferries and vans	60,000
Highbridge pedestrian walkway	100,000
Jamaica, intermodal facilities	250,000
Larchmont, intermodal facility	1,000,000
Long Beach, bus maintenance facility	750,000
Midtown West intermodal ferry terminal	7,000,000
Nassau County, buses	2,300,000
New Rochelle, intermodal transportation center	1,000,000
Oneida County, buses	1,000,000
Rensselaer County, intermodal facility	500,000
Rochester, buses and bus facilities	2,000,000
Saratoga County, buses	650,000
Suffolk County, senior and handicapped vans	500,000
Sullivan County, buses, bus facilities, and related equipment	1,250,000
Syracuse, buses	3,175,000
Tompkins County, intermodal facility	625,000
Weschester County, buses	1,000,000
Weschester and Duchess counties, vans	200,000
State of North Carolina:	
Statewide bus and bus facilities	8,500,000
State of North Dakota:	
Statewide bus and bus facilities	2,500,000
State of Ohio:	
Cincinnati—intermodal improvements	1,000,000
Cincinnati Riverfront Transit Center	3,000,000
Columbus Near East transit center	1,000,000
Dayton—Second and Main Multimodal Transportation Center	625,000
Statewide bus and bus facilities	14,000,000
State of Oklahoma:	
Metropolitan Tulsa Transit Authority pedestrian and streetscape improvements	2,500,000
Oklahoma City bus transfer center	2,500,000
Statewide bus and bus facilities	4,000,000
State of Oregon:	
Albany bus purchase—Linn-Benton transit system	200,000
Basin Transit System buses	160,000
Columbia County ADA buses	110,000
Coos County buses	70,000

	Conference
Corvallis Transit System operations facility	260,000
Hood River County bus and bus facility	240,000
Lakeview buses	50,000
Lane Transit District buses and bus facility	1,000,000
Philomath buses	40,000
Redmond, buses and vans	50,000
Rogue Valley buses	960,000
Salem Area Transit District buses	1,500,000
Sandy buses	220,000
South Clackamas Transportation District bus	90,000
South Corridor Transit Center and park and ride facilities in Clackamas County	1,500,000
Sunset Empire Transit District improvements to Clatsop County Intermodal Facility	800,000
Tillamook County District transit facilities	160,000
Union County bus	44,000
Wasco County buses	96,000
Commonwealth of Pennsylvania:	
Allegheny County, buses	250,000
Area Transit Authority, ITS related activities	1,800,000
Beaver County, buses	1,000,000
Berks County, buses and bus facilities	1,000,000
Bethlehem intermodal facility	1,500,000
Bradford County, buses and bus facilities	1,000,000
Bucks County, intermodal facility improvements	1,250,000
Cambria County Transit Authority, maintenance facilities	750,000
Centre Area Transportation Authority, buses	1,600,000
Fayette County, maintenance facilities	500,000
Indiana, maintenance facilities	350,000
Lancaster, buses	1,000,000
Lycoming County, buses and bus facilities	2,000,000
Mid County Transit Authority, buses	135,000
Mid Mon Valley Transit Authority, buses	250,000
Monroe County, buses and bus facilities	1,000,000
Philadelphia—Frankford Transportation Center	3,500,000
Philadelphia, Callowhill bus garage	250,000
Phoenixville, transit related improvements	1,250,000
Somerset County, ITS related equipment	100,000
Westmoreland County, buses and related equipment	240,000
Wilkes-Barre intermodal transportation center	1,000,000
State of Rhode Island:	
Statewide, buses and bus facilities	4,000,000
State of South Carolina:	
Statewide, buses and bus facilities	6,675,000
State of Tennessee:	
Southern Coalition for Advanced Transportation, buses	2,000,000
Statewide, buses and bus facilities	4,000,000
State of Texas:	
Austin, buses	500,000
Brazos Transit District, buses	500,000
Corpus Christi, buses and bus facilities	1,000,000
Dallas, buses	2,000,000
El Paso, buses	1,000,000
Fort Worth, intermodal transportation center	3,500,000
Fort Worth, buses and bus facilities	3,000,000
Galveston, buses and bus facilities	250,000
Harris County, buses and bus facilities	2,000,000
Houston Metro, Main Street Transit Corridor improvements	1,000,000
Lubbock, buses and bus facilities	1,000,000
Texas Rural Transit Vehicle Fleet Replacement Program	4,000,000
Waco, maintenance facility	1,650,000
State of Utah:	
Statewide Olympic bus and bus facilities	10,000,000
State of Vermont:	
Burlington multimodal transportation center	1,500,000
Bellows Falls Multimodal	1,500,000
Brattleboro multimodal center	2,500,000

	Conference
Central Vermont Transit Authority buses and bus facilities	1,500,000
Chittenden County transportation authority, buses	1,000,000
Vermont Statewide paratransit	1,500,000
Commonwealth of Virginia:	
Statewide bus and bus facilities	15,464,000
State of Washington:	
Clallam County, transportation center	500,000
Clark County, intermodal facilities	1,000,000
Ephrata, buses	440,000
Everett, buses	1,500,000
King County Metro Eastgate Park and Ride	3,000,000
King County Metro transit bus and bus facilities	2,000,000
Renton/Port Quendall transit project	500,000
Richland, bus maintenance facility	1,000,000
Snohomish County, buses and bus facilities	1,000,000
Sound Transit, regional express buses	2,000,000
Statewide combined small transit system request—bus and bus facilities	1,250,000
Thurston County, bus-related equipment	1,250,000
State of West Virginia:	
Statewide buses and bus facilities	2,000,000
State of Wisconsin:	
Statewide bus and bus facilities	14,000,000
State of Wyoming:	
Cheyenne transit and operation facility	920,000

State of Alabama.—The conference agreement provides a total of $1,500,000 for buses and bus facilities within the State of Alabama. Within the funds provided to the state, $25,000 shall be available for Lamar County vans.

State of Florida.—The conferees direct that the funds provided to the State of Florida for buses and bus facilities are to be allocated to all providers within the state, including Tallahassee.

Hot Springs, Arkansas.—Up to $560,000 of the funds allocated for the transportation depot and plaza project in Hot Springs, Arkansas in the fiscal year 2000 Department of Transportation and Related Agencies Appropriations Act may be available for buses and bus facilities.

Commonwealth of Kentucky.—The conference agreement includes $500,000 for buses and bus facilities for the Kentucky Department of Transportation, to be allocated as follows: $88,000 for the city of Frankfort for minibuses; $64,000 for Community Action of Fayette/Lexington for cutaways and lifts; and $102,400 for Lexington Red Cross for minibuses.

State of Louisiana.—The conference agreement includes $2,500,000 for buses and bus facilities in the State of Louisiana. These funds are to be allocated as follows: Alexandria buses and vans, $40,000; Baton Rouge buses and bus equipment, $50,000; Jefferson Parish buses and bus related facilities, $20,000; Lafayette buses and bus related facilities, $300,000; Louisiana Department of Transportation and Development vans, $135,000; Monroe buses and bus related facilities, $135,000; New Orleans bus lease-maintenance, $1,510,000; Shreveport buses, $295,000; and St. Tammany Parish park and ride, $15,000.

State of Michigan.—The conference agreement includes $11,000,000 for statewide buses and bus facilities. These funds are to be allocated only for the following transit agencies: Holland, Cadillac/Wexford, Grand Haven, Ludington, Manistee County, Yates Township, Muskegon area transit authority, Barry County,

Ionia, Ionia transit authority, Alma, Big Rapids, Clare County, Crawford County transit commission, Gladwin County, Greenville, Isabella County transit commission, Midland, Midland County, Ogemaw County, Roscommon County, Shiawassee, Twin Cities, Berrien County, Cass County, Dowagiac DAR, Kalamazoo County, Van Buren County, Battle Creek, Adrian, Branch area transit authority, Eaton County, Mecosta County, Lenawee County, Bay Metro and Saginaw.

Nassau County, New York.—The conference agreement includes $2,300,000 for bus and bus facilities in Nassau County, New York. Of that amount, not less than $400,000 shall be made available for service to and from the Nassau County Medical Center and its community health centers.

State of Utah.—The conference agreement includes $10,000,000 for Olympic buses and bus facilities in the State of Utah. These funds are to be available for temporary and permanent bus and bus facility investments to satisfy the transportation requirements of the 2002 Winter Olympic Games. These funds are to be allocated by the Secretary based on the approved transportation management plan for the Salt Lake City 2002 Winter Olympic Games and the Secretary shall make grants only to the Utah Department of Transportation.

Commonwealth of Virginia.—The conference agreement includes $15,464,000 for the Commonwealth of Virginia for buses and bus facilities which shall be distributed as follows: Loudoun Transit multi-modal facility, $1,500,000; Hampton Roads bus and bus facilities, $2,500,000; Prince William County fleet replacement, $3,000,000; Fair Lakes League, $500,000; Springfield station improvements, $500,000; Fairfax County Transportation Association of Greater Springfield, $500,000, Falls Church Bus Rapid Transit terminus, $1,000,000; Lynchburg bus and bus facility, $1,500,000; Jamestown/Yorktown and Williamsburg CNG bus, $1,500,000; Danville bus replacement, $58,000; Farmville bus and bus facilities, $100,000; Charlottesville bus and bus facilities, $1,000,000; City of Richmond bus and bus facilities, $2,000,000.

New fixed guideway systems.—In total, the conference agreement provides $1,085,394,048 for new fixed guideway systems, of which $1,058,400,000 is from new appropriations and $26,994,048 is derived from funds made available in previous appropriations acts that have been reprogrammed to new starts funding in fiscal year 2001. The conference agreement provides for the following distribution of the recommended funding for new fixed guideway systems as follows:

Project	*Conference level*
Alaska or Hawaii ferry projects	$10,400,000
Albuquerque/Greater Albuquerque mass transit project	500,000
Atlanta—MARTA north line extension project	25,000,000
Austin Capital Metro light rail project	1,000,000
Baltimore central LRT double track project	3,000,000
Birmingham, Alabama transit corridor	5,000,000
Boston—South Boston Piers transitway project	25,000,000
Boston Urban Ring project	1,000,000
Burlington-Bennington (ABRB), Vermont commuter rail project	2,000,000
Calais, Maine branch line regional transit program	1,000,000
Canton-Akron-Cleveland commuter rail project	2,000,000
Central Florida commuter rail project	3,000,000

Project	*Conference level*
Charlotte, North Carolina, north corridor and south corridor transitway projects	5,000,000
Chicago—METRA commuter rail projects	35,000,000
Chicago—Ravenswood and Douglas Branch reconstruction projects	15,000,000
Clark County, Nevada RTC fixed guideway project	1,500,000
Cleveland Euclid corridor improvement project	4,000,000
Colorado Roaring Fork Valley project	1,000,000
Dallas north central light rail extension project	70,000,000
Denver—Southeast corridor project	3,000,000
Denver—Southwest corridor project	20,200,000
Detroit, Michigan metropolitan airport light rail project	500,000
Dulles corridor project	50,000,000
Fort Lauderdale, Florida Tri-County commuter rail project	15,000,000
Galveston rail trolley extension project	1,000,000
Girdwood to Wasilla, Alaska commuter rail project	15,000,000
Harrisburg-Lancaster capital area transit corridor 1 commuter rail project	500,000
Hollister/Gilroy branch line rail extension project	1,000,000
Honolulu, Hawaii bus rapid transit project	2,500,000
Houston advanced transit project	2,500,000
Houston regional bus project	10,750,000
Indianapolis, Indiana northeast-downtown corridor project	3,000,000
Johnson County, Kansas I–35 commuter rail project	1,000,000
Kansas City, Missouri Southtown corridor project	3,500,000
Kenosha-Racine-Milwaukee rail extension project	4,000,000
Little Rock, Arkansas river rail project	3,000,000
Long Island Railroad East Side access project	8,000,000
Los Angeles Mid-City and East Side corridors projects	2,000,000
Los Angeles North Hollywood extension project	50,000,000
Los Angeles—San Diego LOSSAN corridor project	3,000,000
Lowell, Massachusetts-Nashua, New Hampshire commuter rail project	2,000,000
MARC expansion projects—Penn-Camden lines connector and mid-day storage facility	10,000,000
Massachusetts North Shore corridor project	1,000,000
Memphis, Tennessee Medical Center rail extension project	6,000,000
Nashville, Tennessee regional commuter rail project	6,000,000
New Jersey Hudson Bergen project	121,000,000
Newark-Elizabeth rail link project	7,000,000
Northern Indiana south shore commuter rail project	2,000,000
Northwest New Jersey-Northeast Pennsylvania passenger rail project	1,000,000
Oceanside-Escondido, California light rail extension project	10,000,000
Orange County, California transitway project	2,000,000
Philadelphia-Reading SEPTA Schuylkill Valley metro project	10,000,000
Philadelphia SEPTA Cross County metro project	2,000,000
Phoenix metropolitan area transit project	10,000,000
Pittsburgh North Shore—central business district corridor project	5,000,000
Pittsburgh stage II light rail project	12,000,000
Portland—Interstate MAX LRT extension project	7,500,000
Portland, Maine marine highway program	2,000,000
Puget Sound RTA Sounder commuter rail project	5,000,000
Raleigh-Durham-Chapel Hill Triangle Transit project	10,000,000
Rhode Island-Pawtucket and T.F. Green commuter rail and maintenance facility	500,000
Sacramento, California south corridor LRT project	35,200,000
Salt Lake City—University light rail line project	2,000,000
San Bernardino, California Metrolink project	1,000,000
San Diego Mission Valley East light rail project	31,500,000
San Francisco BART extension to the airport project	80,000,000
San Jose Tasman West light rail project	12,250,000
San Juan Tren Urbano project	75,000,000
Santa Fe-Eldorado, New Mexico rail link project	1,500,000
Seattle, Washington—Central Link LRT project	50,000,000
Spokane, Washington South Valley corridor light rail project	4,000,000
St. Louis, Missouri MetroLink Cross County connector project	1,000,000
St. Louis-St. Clair MetroLink extenson project	60,000,000

Project	*Conference level*
Stamford, Connecticut fixed guideway corridor	8,000,000
Stockton, California Altamont commuter rail project	6,000,000
Twin Cities Transitways projects	5,000,000
Twin Cities Transitways—Hiawatha corridor project	50,000,000
Virginia Railway Express commuter rail project	3,000,000
Washington Metro—Blue Line extension—Addison Road (Largo) project	7,500,000
West Trenton, New Jersey rail project	2,000,000
Whitehall and St. George ferry terminal projects	2,500,000
Wilmington, Delaware downtown transit corridor project	5,000,000
Wilsonville to Washington County, Oregon commuter rail project	1,000,000

Austin, Texas capital metro light rail project.—The conference agreement includes $1,000,000 for preliminary engineering work for the north/south and southeast corridor in Austin, Texas.

Boston—South Boston Piers transitway project.—The conference agreement includes $25,000,000 for the South Boston Piers transitway project. Because of construction delays and coordination of this project with the Central Artery/Tunnel project, the conferees direct that none of the funds provided in this Act for the South Boston Piers transitway project shall be available until (1) the project sponsor produces a finance plan that clearly delineates the full cost-to-complete the project, as well as other planned capital and operational requirements of the MBTA, and the manner in which the sponsor expects to pay these costs; (2) the FHWA and the FTA conducts a final review and accepts the plan and certifies to the House and Senate Committees on Appropriations that the fiscal management of the project meets or exceeds accepted U.S. government standards; (3) the General Accounting Office and the Department of Transportation's Inspector General conduct an independent analysis of the plans and provide such analysis to the House and Senate Committees on Appropriations within 60 days of FTA accepting the plan; and (4) the House and Senate Committees on Appropriations have concluded their review of the analysis within 60 days of the transmittal of the analysis to the Committees. Lastly, the House directs the FTA and the IG to conduct ongoing, continual financial management reviews of this project.

Central Florida commuter rail project.—For the central Florida commuter rail project, the conference agreement provides $3,000,000. The conferees are aware that local agencies in Orlando, Florida rescinded their plans to proceed with a light rail project in the Orlando area, for which nearly $56,000,000 in previously appropriated funds were made available, and are now proceeding with commuter rail. While the conference agreement reallocates these balances from the Orlando light rail project to other projects in fiscal year 2001, the conferees are mindful of the continuing need to improve mobility in the greater Orlando area and will consider future appropriations for the central Florida commuter rail project as plans are approved by the appropriate local, state and federal agencies.

Chicago—METRA commuter rail projects.—The conference agreement includes $35,000,000 for preliminary engineering, design and construction on the METRA commuter rail projects in Chicago, Illinois.

Denver—Southeast cooridor project.—The conference agreement includes $3,000,000 for the Denver southeast corridor project,

as proposed by the House. The conferees have provided this amount without prejudice to the pending full funding grant agreement, while recognizing that the federal financial commitment to the southwest line was first necessary to complete.

Dulles corridor.—The conference agreement includes $50,000,000 for preliminary engineering and design on the Dulles corridor project.

Girdwood to Wasilla, Alaska, commuter rail project.—The conferees agree that all references in the fiscal year 2000 Department of Transportation and Related Agencies Appropriations Act and accompanying statement of managers referring to Girdwood, Alaska, commuter rail project and North Anchorage to Girdwood are intended to refer to the Girdwood to Wasilla, Alaska, commuter rail project as contained in the Act.

Kansas City, Missouri southtown corridor.—The conference agreement includes $3,500,000 for engineering and design work for the southtown corridor light rail project in Kansas City, Missouri.

Washington Metropolitan Area Transit Authority.—The conferees expect that the Washington Metropolitan Area Transit Authority will undertake from resources available to the Authority access improvements at Ballston Metro station.

Whitehall and St. George ferry terminal projects.—The conference agreement provides $2,500,000 for the Whitehall and St. George ferry terminal projects in the New York City area.

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement includes $350,000,000 in liquidating cash for discretionary grants as proposed by both the House and the Senate.

JOB ACCESS AND REVERSE COMMUTE GRANTS

The conference agreement includes a total program level of $100,000,000 for job access and reverse commute grants as proposed by the House and the Senate. Within this total, the conference agreement appropriates $20,000,000 from the general fund as proposed by the House and the Senate. The conference agreement includes a provision that waives the cap for small urban and rural areas and provides that up to $250,000 of the funds appropriated under this heading may be used for technical assistance, technical support and performance reviews of the job access and reverse commute grants program.

Funds appropriated for the job access and reverse commute grants program are to be distributed as follows:

Project	*Conference*
Alameda and Contra-Costa counties, California	$500,000
Archuleta County, Colorado	75,000
Athol/Orange community transportation, Massachusetts	400,000
Broome County Transit, New York	250,000
Broward County, Florida	2,000,000
Buffalo, New York	500,000
Capital District Authority, New York	250,000
Central Kenai Peninsula public transportation	500,000

Project	*Conference*
Central Ohio	750,000
Chatham, Georgia	500,000
Chicago, Illinois	1,000,000
Commonwealth of Virginia	4,500,000
Corpus Christi RTA, Texas	550,000
Des Moines, Dubuque, Sioux City, Delaware and Jackson Counties, Iowa	1,600,000
District of Columbia	1,000,000
Dona Ana County, New Mexico	250,000
DuPage County, Illinois	500,000
Easter Seals West Alabama work transition programs	850,000
Fresno, Tulare, Kings and Kern Counties, California	3,000,000
Greater Erie Community Action Committee, Pennsylvania	400,000
Hillsborough County, Florida	600,000
Indianapolis, Indiana	1,000,000
Kansas City, Kansas	1,000,000
Las Cruces, New Mexico	260,000
Los Angeles, California	3,500,000
Mantanuska-Susitna borough, M.A.S.C.O.T, Alaska	60,000
Meramec Community Transit programs, Missouri	150,000
Mobile, Alabama	250,000
Monterey, California	150,000
Nassau County, New York	500,000
North Oakland County, Michigan	250,000
OATS job access programs, Missouri	750,000
Pittsburgh Port Authority of Allegheny County, Pennsylvania	2,000,000
Portland, Oregon	1,840,000
Rhode Island community food bank transportation	100,000
Rhode Island Public Transit Authority	1,000,000
Rochester, New York	300,000
Sacramento, California	1,000,000
San Francisco, California	275,000
Santa Clara County, California	500,000
SEPTA, Philadelphia, Pennsylvania	3,000,000
Sitka, Alaska transit expansion program	400,000
Southern Illinois RIDES	150,000
State of Alabama	1,500,000
State of Arkansas	4,000,000
State of Illinois	1,000,000
State of Maine	500,000
State of Maryland	2,400,000
State of New Hampshire	340,000
State of New Mexico	2,000,000
State of Oklahoma	4,500,000
State of Tennessee	2,000,000
State of Vermont	1,500,000
State of Washington	2,000,000
State of West Virginia	1,500,000
State of Wisconsin	4,700,000
Suffolk County, New York	445,000
Sullivan County, New York	200,000
Tompkins County, New York	300,000
Troy State University, Alabama—Rosa Parks Center	2,000,000
Tucson, Arizona	1,000,000
Tysons Corner/Dulles Corridor, Virginia	500,000
Ulster County, New York	200,000
Washoe County, Nevada	1,000,000
Ways to Work family loan program, Southeastern U.S.	2,000,000
Western Massachusetts	350,000
York County, Maine	900,000

State of Tennessee.—Of the funds provided to the State of Tennessee, $500,000 shall be available to Chattanooga Area Regional Transit Authority in Chattanooga, Tennessee.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

The conference agreement appropriates $13,004,000 for operations and maintenance of the Saint Lawrence Seaway Development Corporation as proposed by the House. The Senate bill provided $12,400,000.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

The conference agreement appropriates $36,373,000 for research and special programs instead of $36,452,000 as proposed by the House and $34,370,000 as proposed by the Senate. Within this total, $4,707,000 is available until September 30, 2003 as proposed by the House instead $4,201,000 as proposed by the Senate. The following adjustments are made to the budget estimate:

Slight reduction in hazardous materials international standards	−$23,000
Fund 2 of 5 new emergency transportation positions	−244,000
Reduce proposed increases for crisis response	−300,000
Reduce funding for new transportation infrastructure program	−2,400,000
Deny funding for university marine grants	−2,500,000
Human centered fatigue research	+300,000
Continue to fund Garrett Morgan program in-house	−200,000
Reduction in business modernization	−564,000
Reduce employee development funding	−227,000
Net adjustment to budget estimate	−$6,158,000

Bill language is retained that permits up to $1,200,000 in fees to be collected and deposited in the general fund of the Treasury as offsetting receipts. Also, bill language is included that permits funds received from states, counties, municipalities, other public authorities and private sources for expenses incurred for training, reports publication and dissemination, and travel expenses incurred in the performance of hazardous materials exemptions and approval functions. Both of these provisions were contained in the House and Senate bills.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

The conference agreement provides a total of $47,044,000 for the pipeline safety program instead of $40,137,000 as proposed by the House and $43,144,000 as proposed by the Senate. Within this total, $23,837,000 is available until September 30, 2003 instead of $20,713,000 as proposed by the House and $24,432,000 as proposed by the Senate.

Of this total, the conference agreement specifies that $7,488,000 shall be derived from the Oil Spill Liability Trust Fund; $36,556,000 from the Pipeline Safety Fund; and $3,000,000 from the reserve fund. The House bill allocated $4,263,000 from the Oil Spill Liability Trust Fund and $35,874,000 from the Pipeline Safe-

ty Trust Fund. The Senate bill provided $8,750,000 from the Oil Spill Liability Trust Fund; $31,894,000 from the Pipeline Safety Fund; and $2,500,000 from the reserve fund.

Bill language specifies that the reserve fund should be used for damage prevention grants to states as proposed by the Senate. The House bill contained no similar provision.

The following table reflects the total allocation for pipeline safety in fiscal year 2001:

Budget activity	Pipeline safety fund	Oil spill liability trust fund	Reserve fund [1]	Total
Personnel, compensation, and benefits	$8,963,000	$900,000		$9,863,000
Operating expenses	3,614,000	1,345,000		4,959,000
Information systems	935,000	400,000		1,335,000
Risk assessment and technical studies	850,000	400,000		1,250,000
Compliance	200,000	100,000		300,000
Training and information dissemination	800,000	300,000		1,100,000
Emergency notification	100,000			100,000
Public education and damage control	300,000	200,000		500,000
Oil Pollution Act		2,443,000		2,443,000
Research and development	2,744,000			2,744,000
State grants	15,000,000	1,400,000		16,400,000
Risk management	50,000			50,000
One-call notification	1,000,000			1,000,000
Damage prevention grants	2,000,000		$3,000,000	5,000,000
Total	36,556,000	7,488,000	3,000,000	47,044,000

[1] Funding derived from the reserve fund is not directly appropriated.

State of Washington.—Within the funds provided for operating expenses, the conference agreement provides $800,000 to the State of Washington to match the state legislature's supplemental appropriation for pipeline safety activities as directed by the Senate. The House contained no similar appropriation.

Research and development.—The budget request for research and development has been increased by $600,000 to support airborne mapping research, technology, and engineering in support of improved leak detection, analysis, and response by federal, state, and industry pipeline safety officials.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

The conference agreement provides $200,000 for emergency preparedness grants as proposed by both the House and the Senate. The conference agreement includes a limitation on obligation of $14,300,000 instead of $13,227,000 as proposed by the Senate. The House bill carried no similar provision.

Bill language, proposed by the Senate, which delayed the registration and processing fees collected under the emergency preparedness grant program from July 1 to September 30, 2000, has been deleted. The House bill contained no similar provision.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The conference agreement appropriates $48,450,000 for the Office of Inspector General instead of $48,050,000 as proposed by the

House and $49,000,000 (including transfers) as proposed by the Senate. The agreement does not include language proposed by the Senate deriving $38,500,000 of program funding by transfer from DOT modal administrations, and does include House language authorizing the use of funds for investigation of fraud, deceptive trade practices, and unfair methods of competition in the airline industry.

DCAA audits.—The conferees reiterate concerns expressed by the House and Senate over the declining modal requests for contract audits performed by the Defense Contract Audit Agency (DCAA). These audits are a primary tool in the prevention of government waste, fraud, and abuse, and will not be neglected by the Department of Transportation. The Committees on Appropriations will continue to monitor this issue, and may consider mandated set-aside funding from the modal administrations, or other strong measures, if the lack of support continues. The Assistant Secretary for Budget and Programs is directed to ensure that all modal administrations are reminded, in writing, of the importance of these audits, and is requested to work with the Office of Inspector General to track formally and review DCAA audit requests on a monthly or quarterly basis throughout the coming fiscal year.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

The conference agreement appropriates $17,954,000 for salaries and expenses of the Surface Transportation Board as proposed by the House instead of $17,000,000 as proposed by the Senate. In addition, the conference agreement includes language, proposed by the House, which allows the Board to offset $900,000 of its appropriation from fees collected during the fiscal year. The Senate bill allowed the Board to collect $954,000 in fees to augment its appropriation.

Union Pacific/Southern Pacific (UP/SP) 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.

March 2000 hearings.—On March 7–10, 2000, the STB held a series of public hearings about major rail consolidations and the fu-

ture of the rail network. Following the issuance of its new merger policy, the STB shall submit to the House and Senate Committees on Appropriations, the Senate Commerce Committee, and the House Transportation and Infrastructure Committee a report which: (1) identifies concerns that were raised at the March 2000 hearings; (2) details the actions that the STB will undertake to address these concerns; and (3) indicates where the STB lacks the authority and/or personnel resources to effectively address these concerns. This report shall be due July 1, 2001.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

The conference agreement provides $4,795,000 for the Architectural and Transportation Barriers Compliance Board as proposed by both the House and the Senate.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

The conference agreement appropriates $62,942,000 for salaries and expenses of the National Transportation Safety Board as proposed by the House instead of $59,000,000 as proposed by the Senate. Within the funds provided, NTSB should continue participating in the interagency initiative on aviation safety in Alaska.

Training center and research facility.—NTSB shall enter into an agreement to locate its training center and research facility on land provided by George Washington University at the Loudoun County, Virginia campus. This new facility, sought by the NTSB, will provide NTSB additional laboratory space, classrooms, and conference space as well as house the wreckage of TWA flight 800.

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

Sec. 301 allows funds for aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law as proposed by both the House and Senate.

Sec. 302 requires pay raises to be funded within appropriated levels in this Act or previous appropriations Acts as proposed by both the House and Senate.

Sec. 303 modifies and makes permanent the House and Senate provision that allows funds for expenditures for primary and secondary schools and transportation for dependents of Federal Aviation Administration personnel stationed outside the continental United States.

Sec. 304 limits appropriations for services authorized by 5 U.S.C. 3109 to the rate for an Executive Level IV as proposed by both the House and Senate.

Sec. 305 prohibits funds in this Act for salaries and expenses of more than 104 political and Presidential appointees in the De-

partment of Transportation and includes a provision that prohibits political and Presidential personnel to be assigned on temporary detail outside the Department of Transportation or an independent agency funded in this Act as proposed by both the Senate and House.

Sec. 306 prohibits pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act as proposed by both the House and Senate.

Sec. 307 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein as proposed by both the House and Senate.

Sec. 308 limits consulting service expenditures of public record in procurement contracts as proposed by both the House and Senate.

Sec. 309 modifies the Senate provision to codify prohibitions against the release of certain personal information without express consent of the person to whom such information pertains; and inserts a new subsection that prohibits the withholdings of funds provided in this Act for any grantee if a State is in noncompliance with this provision. The House proposed no similar provision.

Sec. 310 modifies the distribution of the Federal-aid highways program proposed by the Senate. The House proposed no similar provision.

Sec. 311 exempts previously made transit obligations from limitations on obligations as proposed by both the House and Senate.

Sec. 312 prohibits funds for the National Highway Safety Advisory Commission as proposed by both the House and Senate.

Sec. 313 prohibits funds to establish a vessel traffic safety fairway less than five miles wide between Santa Barbara and San Francisco traffic separation schemes as proposed by both the House and Senate.

Sec. 314 allows airports to transfer to the Federal Aviation Administration instrument landing systems as proposed by both the House and Senate.

Sec. 315 prohibits funds to award multiyear contracts for production end items that include certain specified provisions as proposed by both the House and Senate.

Sec. 316 allows funds for discretionary grants of the Federal Transit Administration for specific projects, except for fixed guideway modernization projects, not obligated by September 30, 2003, and other recoveries to be used for other projects under 49 U.S.C. 5309 as proposed by both the House and Senate.

Sec. 317 allows transit funds appropriated before October 1, 2000, and that remain available for expenditure to be transferred as proposed by both the House and Senate.

Sec. 318 prohibits funds to compensate in excess of 335 technical staff years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development instead of 320 technical staff years as proposed by both the House and Senate.

Sec. 319 allows 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 to be credited to each agency's respective accounts as proposed by the House and Senate.

Sec. 320 prohibits funds to be used to prepare, propose, or promulgate any regulation pursuant to title V of the Motor Vehicle Information and Cost Savings Act prescribing corporate average fuel economy standards for automobiles as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to enactment of this section as proposed by the House. The Senate proposed no similar provision.

Sec. 321 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 for repair facilities. The conference agreement includes a new provision allowing the State of Hawaii to use not more than $3,000,000 of the amounts it receives from this program to initiate and operate an inter-island and intra-island demonstration project. The Senate proposed to allow funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities to be used to construct new vessels and facilities, to provide passenger ferryboat service, or to improve existing vessels and facilities, and for repair facilities. The House proposed no similar provision.

Sec. 322 allows funds received by the Bureau of Transportation Statistics to be subject to the obligation limitation for Federal-aid highways and highway safety construction as proposed by both the House and Senate.

Sec. 323 prohibits the use of funds for any type of training which: (1) does not meet needs for knowledge, skills, and abilities bearing directly on the performance of official duties; (2) could be highly stressful or emotional to the students; (3) does not provide prior notification of content and methods to be used during the training; (4) contains any religious concepts or ideas; (5) attempts to modify a person's values or lifestyle; or (6) is for AIDS awareness training, except for raising awareness of medical ramifications of AIDS and workplace rights as proposed by the House. The Senate proposed no similar provision.

Sec. 324 prohibits the use of funds in this Act for activities designed to influence Congress or a state legislature on legislation or appropriations except through proper, official channels as proposed by both the House and Senate.

Sec. 325 requires compliance with the Buy American Act as proposed by both the House and Senate.

Sec. 326 provides an appropriation of $54,963,000 from the Highway Trust Fund for the Appalachian development highway system instead of providing $54,963,000 from the general fund as proposed by the Senate. The House proposed no similar appropriation.

Sec. 327 credits to appropriations of the Department of Transportation rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources as proposed by both the House and Senate. Such funds received shall be available until December 31, 2001.

Sec. 328 authorizes the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the Department of Transportation as proposed by the House and Senate.

Sec. 329 provides $750,000 for the Amtrak Reform Council instead of $495,000 proposed by the Senate and $450,000 proposed by the House. Sec. 329 also includes provisions that amend section 203 of Public Law 105–134 regarding the Amtrak Reform Council's recommendations on Amtrak routes identified for closure or realignment as proposed by both the House and Senate.

Sec. 330 amends item number 1473 in section 1602 of Public Law 105–178 by striking "Stony" and inserting "Commerce". The House and Senate proposed no similar provision.

Sec. 331 prohibits funds in this Act 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 as proposed by both the House and Senate.

Sec. 332 specifies that $20,000,000 made available for the James A. Farley Post Office building in fiscal year 2001 must be spent only on fire and life safety initiatives. The conferees consider fire and life safety improvements to include, but not be limited to, matters concerning ventilation, vertical access, and egress. The Pennsylvania Station Redevelopment Corporation shall be the grantee for these funds and shall control expenditures. The House proposed to rescind $60,000,000 for the James A. Farley Post Office Building. The Senate bill contained no similar rescission.

Sec. 333 prohibits funds for planning, design, or construction of a light rail system in Houston, Texas, as proposed by the House. The Senate proposed no similar provision.

Sec. 334 amends section 3030(b) of Public Law 105–178 to authorize the Wilmington downtown transit corridor and the Honolulu bus rapid transit project as proposed by the Senate. The House proposed no similar provision.

Sec. 335 prohibits the use of funds in this act to adopt the rulemaking on Hours of Service of Drivers; Driver Rest and Sleep for Safe Operations (Docket No. FMCSA 97–2350–953), and includes a provision that allows the Federal Motor Carrier Safety Administration to proceed through all stages of the rulemaking, including issuing a supplemental notice of proposed rulemaking, except the adoption of a final rule. The Senate proposed prohibiting the use of funds in this act to consider, finalize, or enforce the rulemaking. The House proposed no similar provision.

Sec. 336 amends section 3038(e) of Public Law 105–178 pertaining to the federal share of the rural transportation accessibility incentive program as proposed by both the House and Senate.

Sec. 337 amends item number 273 of section 1602 of Public Law 105–178 pertaining to the Martin Luther King Jr. Parkway in Des Moines, Iowa, as proposed by the House. The Senate proposed no similar provision.

Sec. 338 amends item number 328 of section 1602 of Public Law 105–178 pertaining to Louisiana Highway 30 as proposed by the House. The Senate proposed no similar provision.

Sec. 339 amends items numbered 63 and 186 of section 1602 of Public Law 105–178 pertaining to projects in Ohio as proposed by the House. The Senate proposed no similar provision.

Sec. 340 pertains to funds apportioned to the Commonwealth of Massachusetts and the Central Artery/Tunnel project. The House proposed prohibiting funds in this Act for salaries and expenses of any departmental official to authorize project approvals or advance construction authority for the Central Artery/Tunnel project in Boston, Massachusetts. The Senate proposed limiting the total Federal contribution for the project to not more than $8,549,000,000.

This provision is included in the conference agreement without prejudice to the current administration of the Massachusetts Turnpike Authority (MTA). Following years of obfuscation, the current administration at MTA has been forthcoming with details of the cost overruns on, and the costs-to-complete, the Central Artery/Tunnel project, as well as identifying the means by which the Commonwealth of Massachusetts plans to finance the project's costs. Moreover, the MTA recently negotiated with the Federal Highway Administration, the Massachusetts Highway Department and the Massachusetts Executive Office of Transportation and Construction a partnership agreement that limits federal financial participation in the project and sets forward other terms and conditions, including the requirement that the Commonwealth undertake a balanced statewide construction program of $400,000,000 a year in construction activities and specific transportation projects in the Commonwealth other than the Central Artery/Tunnel project. The conferees commend the MTA for these actions. This provision is not intended to impugn the administration of, or the recent actions taken by, the MTA, but rather to codify the partnership agreement to ensure that federal financial participation in the Central Artery/Tunnel project has an upper limit, and to ensure that the Federal Highway Administration and the Secretary of the Department of Transportation fulfill their fiduciary responsibilities to the American taxpayer.

Sec. 341 amends section 3027(c)(3) of Public Law 105–178 relating to services for the elderly and persons with disabilities as proposed by the House. The Senate proposed no similar provision.

Sec. 342 allows unobligated balances under section 149 of Public Law 100–17 and the Ebensburg bypass demonstration project of Public Law 101–164 to be used for improvements along Route 56 in Cambria County, Pennsylvania, as proposed by the House. The Senate proposed no similar provision.

Sec. 343 prohibits funds in this Act for the planning, development, or construction of the California State Route 710 freeway extension project through South Pasadena, California, as proposed by the House. The Senate proposed no similar provision.

Sec. 344 prohibits funds in this Act for engineering work related to an additional runway at New Orleans International Airport as proposed by the House. The Senate proposed no similar provision.

Sec. 345 provides that $800,000 from capital investment grants in Public Law 105–277 may be available for an intermodal parking facility in Cambria County, Pennsylvania. The House and Senate proposed no similar provision.

Sec. 346 prohibits funds in this Act to be used for the implementation of the Kyoto Protocol prior to its ratification as proposed by the Senate. The House proposed no similar provision.

Sec. 347 modifies the Senate provision to prohibit the submission of a budget request that assumes revenues or reflects a reduction from the previous year due to user fee proposals that have not been enacted into law prior to the submission of the President's budget unless the budget submission identifies which additional spending reductions should occur in the event the user fee proposals are not enacted prior to the date of a committee of conference for the fiscal year 2002 appropriations Act. The House proposed no similar provision.

Sec. 348 provides that amounts appropriated for salaries and expenses for the Department of Transportation may be used to reimburse safety inspectors for not to exceed one-half the costs incurred by such employees for professional liability insurance, contingent upon the submission of required information or documentation by the Department, as proposed by the Senate. The House proposed no similar provision.

Sec. 349 prohibits funds in this Act to be used to adopt guidelines or regulations requiring airport sponsors to provide the Federal Aviation Administration "without cost" buildings, maintenance, or space for FAA services, as proposed by the Senate. The prohibition does not apply to negotiations between FAA and airport sponsors concerning "below market" rates for such services or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities. The House proposed no similar provision.

Sec. 350 modifies the Senate provision to require the Coast Guard to submit quarterly reports beginning after December 31, 2000, to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects. The House proposed no similar provision.

Sec. 351 modifies the Senate provision that withholds the highway funds of States that fail to adopt a blood alcohol content level intoxication standard of .08 by fiscal year 2004. Under the conference agreement, States that do not adopt this standard will lose a portion of their highway funds each year, beginning in fiscal year 2004 (2 percent in 2004, 4 percent in 2005, 6 percent in 2006, and 8 percent in 2007). If States enter into compliance by the end of 2007, funds withheld by sanction are restored in the State's apportionment. The House proposed no similar provision.

Sec. 352 allows the Federal Aviation Administration to provide for the conveyance of airport property to an institution of higher education in Oklahoma as proposed by the Senate. The House proposed no similar provision.

Sec. 353 amends item 1006 of section 1602 of Public Law 105–178 regarding a highway project in Polk County, Iowa, as proposed by the Senate. The House proposed no similar provision.

Sec. 354 allows the State of Mississippi to use funds previously allocated to it under the transportation enhancement program, if available, for constructing an underpass along Star Landing Road in DeSoto County, Mississippi, as proposed by the Senate. The House proposed no similar provision.

Sec. 355 modifies the Senate provision that amends section 1214 of Public Law 105–178 to provide that the non-Federal share of project number 1646 in section 1602 may be funded by Federal funds from an agency or agencies not part of the Department of Transportation. The Senate proposed that the Secretary shall not delegate responsibility for carrying out the project to a State. The House proposed no similar provision.

Sec. 356 modifies the Senate provision that designates the New Jersey transit commuter rail station located at the intersection of the Main/Bergen line and the Northeast Corridor line in the State of New Jersey as the "Frank R. Lautenberg Station". The House proposed no similar provision.

Sec. 357 prohibits funds in this Act for the planning, development, or construction of an expressway at section 800 on Pennsylvania Route 202 in Bucks County, Pennsylvania. The House and Senate proposed no similar provision.

Sec. 358 amends Public Law 106–69 to allow funding for buses, bus-related equipment and bus facilities in the State of Michigan. The House and Senate proposed no similar provision.

Sec. 359 establishes a program to reduce traffic congestion that will allow eligible employees of federal agencies to participate in telecommuting to the maximum extent possible without diminished employee performance. Within one year, the Office of Personnel Management shall evaluate the effectiveness of the program and report to Congress. Each agency participating in the program shall develop criteria to be used in implementing such a policy and ensure that managerial, logistical, organizational, or other barriers to full implementation and successful functioning of the policy are removed. Each agency should also provide for adequate administrative, human resources, technical, and logistical support for carrying out the policy. Telecommuting refers to any arrangement in which an employee regularly performs officially assigned duties at home or other work sites geographically convenient to the residence of the employee. Eligible employees mean any satisfactorily performing employee of the agency whose job may typically be performed at least one day per week. The House and Senate proposed no similar provision.

Sec. 360 provides that new fixed guideway system funds previously provided in Public Law 105–66 may be used for projects in Jackson, Mississippi. The House and Senate proposed no similar provision.

Sec. 361 provides that funds made available in item number 760 of section 1602 of Public Law 105–178 shall be used for corridor planning studies between western Baldwin County and Mobile Municipal Airport in Alabama. The House and Senate proposed no similar provision.

Sec. 362 amends section 1107(b) of Public Law 102–240 as it pertains to projects in Akron, Ohio. The House and Senate proposed no similar provision.

Sec. 363 pertains to the federal share of the total cost relating to the reconstruction of a road and causeway in the Shiloh Military Park in Hardin County, Tennessee. The House and Senate proposed no similar provision.

Sec. 364 amends section 30118 of title 49, United States Code, to require motor vehicle manufacturers to review and consider information from any foreign source on defects of motor vehicles, original equipment, or replacement equipment that do not comply with applicable motor vehicle safety standards. The House and Senate proposed no similar provision.

Sec. 365 allows funds appropriated to the Federal Transit Administration to be transferred to the Agency for International Development for transportation needs in the Frontline states to the Kosovo conflict. The House and Senate proposed no similar provision.

Sec. 366 allows funds provided in Public Law 105–66 for the Salt Lake City regional commuter system project to be used for transit and other transportation-related portions of the Salt Lake City regional commuter system and Gateway intermodal terminal. The House and Senate proposed no similar provision.

Sec. 367 provides funding from section 1404 of Public Law 105–178 to the Commonwealth of Kentucky. The House and Senate proposed no similar provision.

Sec. 368 directs the Secretary of Transportation to waive repayment of any federal-aid highway funds expended on the Lincoln Street Bridge project by the City of Spokane, Washington. The House and Senate proposed no similar provision.

Sec. 369 amends previous appropriations Acts to allow funding for bus and bus facilities. The House and Senate proposed no similar provision.

Sec. 370 amends item number 6 in section 1602 of Public Law 105–178 to provide within amounts previously made available $2,000,000 for repair and reconstruction of the North Ogden Divide Highway in Utah. The House and Senate proposed no similar provision.

Sec. 371 allows States to use highway safety program funds (section 402 of title 23, United States Code) to produce and place highway safety service messages in television, radio, cinema, Internet, and print media based on guidance issued by the Secretary of Transportation; and requires States to report to the Secretary on the use of such funds for public service messages. The House and Senate proposed no similar provisions.

Sec. 372 provides that the Mohall Railroad, Inc. may abandon track from Granville to Lansford, North Dakota, and that such abandoned track will not count against the limitation contained in section 402 of Public Law 97–102. The House and Senate proposed no similar provision.

Sec. 373 amends item number 163 in section 1602 of Public Law 105–178 related to the extension of Kapkowski Road in New Jersey to allow for the study, design, and construction of local street improvements. The House and Senate proposed no similar provisions.

Sec. 374 amends item number 331 in section 1602 of Public Law 105–178 to allow funds provided for Humboldt Bay and Har-

bor Port in California to be used for highway and freight rail access. The House and Senate proposed no similar provision.

Sec. 375 appropriates $5,000,000 to the Alabama Department of Transportation for Muscle Shoals, Tuscumbia, and Sheffield highway-rail improvements. The House and Senate proposed no similar appropriation.

Sec. 376 appropriates $1,000,000 to Valley Trains and Tours for track acquisition and rehabilitation between Strasburg Junction and Shenandoah Caverns, Virginia. This funding is contingent upon an agreement with Norfolk Southern Corporation on track usage. In addition, funding is contingent on financial support by the Commonwealth of Virginia for this project. The House and Senate proposed no similar appropriation.

Sec. 377 amends item number 1135 in section 1602 of Public Law 105–178 to allow funds to be used to study all possible alternatives to the current M–14/Barton Drive interchange in Ann Arbor, Michigan, including relocation of M–14/U.S.23 from Maple Road to Plymouth Road, mass transit options, and other means of reducing commuter traffic and improving highway safety. The House and Senate proposed no similar provision.

Sec. 378 provides necessary expenses, to be derived from the Highway Trust Fund, for various projects within the United States. The House and Senate proposed no similar appropriations.

Sec. 379 provides additional funding for the Woodrow Wilson Memorial Bridge. The $1,500,000,000 limitation on federal contribution prescribed in this section is not intended to preclude states from using federal-aid apportionments or other federal-aid funds made available to the states for costs associated with the Woodrow Wilson Bridge project. The House and Senate proposed no similar appropriation.

Sec. 380 provides contingent commitment authority to the Federal Transit Administration for specific capital investment grants. The House and Senate proposed no similar provision.

Sec. 381 requires the Federal Transit Administrator to sign a full funding grant agreement for the MOS–2 segment of the New Jersey Urban Core-Hudson Bergen project.

Sec. 382 prohibits funding in this or any other Act for adjusting the boundary of the Point Retreat Light Station in Alaska or otherwise limiting property at that station currently under lease to the Alaska Lighthouse Association. The provision also nullifies any modifications to the boundary at that station made after January 1, 1998.

The conference agreement deletes the House and Senate provisions that reduce funding and limit obligation authority for activities of the Transportation administrative service center. The House proposed reducing funding by $4,000,000 for activities of the center and limiting obligation authority to $115,387,000. The Senate proposed reducing funding by $53,430,000 for activities of the center and limiting obligation authority to $119,848,000.

The conference agreement deletes the Senate provision that limits necessary expenses of advisory committees to $1,500,000 of the funds provided in this Act to the Department of Transportation and provides that this limitation shall not apply to negotiated rule-

making advisory committees or the Coast Guard's advisory council on roles and missions as proposed by the Senate.

The conference agreement deletes the provision proposed by both the House and Senate that authorizes the Secretary of Transportation to transfer appropriations by no more than 12 percent among the offices of the Office of the Secretary.

The conference agreement deletes the House and Senate provisions that prohibit funds in this Act for activities under the Aircraft Purchase Loan Guarantee Program. According to the Federal Aviation Administration, this provision is no longer necessary.

The conference agreement deletes the Senate provision that allows the Department of Transportation to enter into a fractional aircraft ownership demonstration. Report language is included on this subject under title I, Office of the Secretary, Salaries and expenses.

The conference agreement deletes the Senate provision that expands the exemption from Federal axle weight restrictions presently applicable only to public transit buses to all over-the-road buses and directs that a study and report concerning applicability of maximum axle weight limitations to over-the-road buses and public transit vehicles be submitted to the Congress.

The conference agreement deletes the Senate provision that amends section 1105(c) of Public Law 102–240 to clarify the alignment of the Ports-to-Plains corridor from Laredo, Texas, to Denver, Colorado.

The conference agreement deletes the Senate provision that expresses the sense of the Senate that Congress and the President should immediately take steps to address the growing safety hazard associated with the lack of adequate parking space for trucks along interstate highways.

The conference agreement deletes the Senate provision that provides for the National Academy of Sciences to conduct a study on noise impacts of railroad operations, including idling train engines on the quality of life of nearby communities, the quality of the environment (including consideration of air pollution), and safety.

The conference agreement deletes the Senate provision that provides $10,000,000 within the funds made available in this Act for the costs associated with the construction of a third track on the Northeast Corridor between Davisville, and Central Falls, Rhode Island; provides $2,000,000 for a joint United States-Canada commission to study the feasibility of connecting the rail system in Alaska to the North American continental rail system; $400,000 for passenger rail corridor planning activities for development of the Gulf Coast high speed rail corridor; and $250,000 to the city of Traverse City, Michigan, for a comprehensive transportation plan. The House proposed no similar provision. Funding for these projects was considered in title I of the conference agreement.

The conference agreement deletes the Senate provision that expresses the sense of the Senate regarding funding for Coast Guard operations and acquisitions during fiscal years 2000 and 2001.

The conference agreement deletes the Senate provision that prohibits non-safety related funds to be used for any airport-related grant for the Los Angeles International Airport made to the City

of Los Angeles, or any intergovernmental body of which it is a member, by the Department of Transportation or the Federal Aviation Administration, until the Administration concludes the revenue diversion investigation initiated in Docket 13–95–05 and either takes action or determines that no action is warranted.

TITLE IV—DEPARTMENT OF THE TREASURY

BUREAU OF THE PUBLIC DEBT

GIFTS TO THE UNITED STATES FOR REDUCTION OF THE PUBLIC DEBT

The conference agreement includes title IV that appropriates $5,000,000,000 for the reduction of the public debt instead of supplemental appropriations of $12,200,000,000 for the fiscal year ending September 30, 2000, for the reduction of the public debt proposed by the Senate. The House Bill contained no similar title.

TITLE V—DEPARTMENT OF THE TREASURY

DEPARTMENTAL OFFICES

SALARIES AND EXPENSES

The conferees agree to provide an additional $6,424,000 to establish a new interagency National Terrorist Asset Tracking Center (NTATC), to reimburse Treasury Department law enforcement bureaus for detailees to the Center, and for five new positions to reinforce the analytical component of the Office of Foreign Assets Control.

VEHICLE USAGE AND REPLACEMENT

The conferees agree with the concerns expressed by the Senate over the lack of progress by the Department of the Treasury and its bureaus in establishing a centralized vehicle acquisition program, despite having been provided $1,000,000 for such purposes in fiscal year 1999. The conferees agree with the Senate that the Department must take action before additional funding is provided. The conferees therefore direct that no funds for new vehicle acquisition shall be obligated or expended until the Department has: (1) developed and implemented the vehicle data warehouse, and (2) provided the Committees with a report that confirms that policy directives and operating procedures with regard to vehicles have been fully implemented. The conferees expect that the mandate established in section 116 of Public Law 105–277 shall remain in force.

DEPARTMENT-WIDE SYSTEMS AND CAPITAL INVESTMENTS PROGRAMS

The conferees agree to provide an additional $15,000,000 for the Integrated Treasury (Wireless) Network.

EXPANDED ACCESS TO FINANCIAL SERVICES

The conferees agree to provide an additional $8,000,000 for this account.

TREASURY FORFEITURE FUND

The conferees clarify that they have agreed to fund $29,107,000 of the $42,500,000 that the Administration proposed to fund in fiscal year 2001 through the Super Surplus in regular appropriations. No funds are provided for Customs Service vehicle replacement ($11,000,000) and Acquisition and Maintenance for the Federal Law Enforcement Training Center ($2,393,000).

FEDERAL LAW ENFORCEMENT TRAINING CENTER

SALARIES AND EXPENSES

The conferees agree to provide an additional $5,000,000 to the Federal Law Enforcement Training Center (FLETC) to establish and operate a metropolitan area law enforcement training center for the Treasury Department, other federal agencies, the United States Capitol Police, and the Washington, D.C. Metropolitan Police Department, primarily as a place for firearms and vehicle operation requalification. The conferees provide that $3,500,000 of such funding would only be made available for obligation after FLETC submits a detailed spending plan to the Committees on Appropriations.

The conferees are aware that as many as 6,000 federal law enforcement officers in the Washington area require routine skills training, but existing facilities in the region are not meeting this need, in particular for the Treasury Department, the Park Police, the State Department, and the U.S. Capitol Police, The shortage of facilities applies to local law enforcement agencies as well, in particular the Washington, D.C. Metropolitan Police Department.

The conferees are aware of the work by the Interagency Firearms Range Working Group (IFRWG) and strongly supports its mandate to identify a site and plan for establishment and operation of a Washington, D.C. area facility, to meet the need for regular perishable skills training for federal and other law enforcement agencies. The conferees understand that such training would include firearms requalification, driver training, and possibly other continuous routine training. The conferees expect this facility to accommodate as well the unique in-service and agency specific training requirements of the U.S. Capitol Police.

The conferees have seen the preliminary plan developed by FLETC for such a local facility, to include semi-enclosed and enclosed firearms facilities as well as vehicle operation courses, and agree that such a facility, to generate the benefits of consolidated law enforcement training, must be designed, built and operated to meet priority needs for continuing professional training, and to avoid needless duplication or inefficiency. The conferees understand that this facility will be for daytime training operations only, with no residential or dining facilities. The conferees expect that any federal agency seeking funding for new or expanded training facilities in the capital region will participate in and coordinate such requests through FLETC and the IFRWG, and that FLETC will strive to accommodate, as space permits, any requests for training from local law enforcement agencies.

The conferees direct the Federal Law Enforcement Training Center to work with the General Services Administration (GSA) to identify a site for this facility within the GSA inventory of Federal land.

ACQUISITION, CONSTRUCTION, IMPROVEMENTS, AND RELATED EXPENSES

The conferees agree to provide an additional $25,000,000 for design and construction of a metropolitan area law enforcement training center, including firearms and vehicle operations requalification facilities, to remain available until expended. Such funding would include the costs of architecture and engineering plans, design and construction for firearms ranges, vehicle operation ranges, tactical operations training facilities and related teaching facilities such as classrooms and non-lethal shoot houses, as well as administrative and support facilities. The conferees include language making $22,000,000 of these funds unavailable for obligation until a complete design and construction plan with associated timelines and cost breakouts has been submitted to the Committees on Appropriations.

BUREAU OF ALCOHOL, TOBACCO, AND FIREARMS

SALARIES AND EXPENSES

The conferees agree to provide an additional $4,148,000 for 30 agents to participate in Joint Terrorism Task Forces.

UNITED STATES CUSTOMS SERVICE

SALARIES AND EXPENSES

The conferees agree to provide an additional $18,934,000 for counterterrorism activities, including $2,334,000 for 17 agents to participate in Joint Terrorism Task Forces; $10,000,000 for northern border security infrastructure; and $6,600,000 for 48 agents to counter-terrorist threats along the northern border. The conferees have also included language prohibiting obligation of funds for the northern border until a plan for the deployment of resources and personnel has been submitted for approval to the Committees on Appropriations.

NORTHERN BORDER SECURITY

The conferees have long agreed on the inadequacy of the federal response to smuggling and other threats facing the southern border and ports of entry to the U.S. The security threat to the northern border of the U.S. was made plain last winter following the arrests of suspected terrorists attempting to enter the United States from Canada into Washington State and Vermont. The need for increased vigilance along our long, undefended border with Canada is beyond dispute while at the same time commerce with Canada, our major bilateral trading partner, grows apace.

Aging infrastructure and staffing shortages have created significant bottlenecks as well as increased vulnerability to potential security threats at a number of northern ports of entry. Yet the conferees perceive inadequate planning for and commitment to pro-

vide the necessary personnel, facilities and related infrastructure to keep our border crossings safe and yet facilitate the smooth movement of commerce and passengers. Shortcomings in infrastructure are readily visible to visitors to the border, but so are the sparse staffing levels. The northern border extends nearly 4,000 miles, but has only about 300 agents and inspectors, while the 2,000 mile southwest border has 8,000. In addition to increases in agents and inspectors needed to meet the threat of terrorism, additional land border inspectors are called for in the 1996 Illegal Immigration Reform and Immigrant Responsibility Act, which has not been fully implemented.

The conferees therefore direct the U.S. Customs Service, working with the General Services Administration, the Immigration and Naturalization Service, and other agencies responsible for border inspection and facilities, to address the inadequacies that presently exist in facilities and personnel and submit to the Congress a plan to address them with the submission of the fiscal year 2002 budget.

RESOURCE ALLOCATION MODEL

The Customs Service told the Committees over a year ago that the Customs staffing resource allocation model was near completion. However, the model remains under review and not operational. At the same time, the Committees have not received any information about the characteristics of the model. Given the numerous requests to establish, expand, or preserve Customs presence at various ports, it is essential that Customs have such a model in place to permit a more transparent and consistent basis for making such decisions. While the conferees recognize that the use of such a model would not by itself mechanically determine all staffing and organizational decisions, they expect the Committees to be able to understand and review the methodology and analysis used by Customs as they review the methodology and analysis used by Customs as they review future funding requests. The conferees therefore direct Customs and the Treasury Department to expedite completion of the model and to report to the Committees not later than February 1, 2001 on the characteristics and application of the model and on the status of its implementation. The conferees request that the General Accounting Office review the resource allocation model and supporting data used for this analysis, and report to the Committees on the validity and reliability of the model and its findings.

INTERNAL REVENUE SERVICE

PROCESSING, ASSISTANCE AND MANAGEMENT

ELECTRONIC TAX ADMINISTRATION

In its June 30, 2000, annual report to Congress, the Electronic Tax Administration Advisory Committee (ETAAC) emphasized its position that IRS should stress partnerships; not competition, with the private sector and state and local governments in achieving its electronic tax administration objectives. In this regard, ETAAC believes it is inappropriate for IRS to offer no-cost electronic filing over the Internet, either by developing its own software or aligning

directed to provide the Committees on Appropriations a report commenting on this ETAAC position as well as making any recommendations to address the concerns raised by ETAAC within 120 days of the enactment of this Act. The conferees share these concerns and further direct the IRS to delay implementing no-cost Internet tax filing services until such report has been submitted to and reviewed by the Committees.

TAX LAW ENFORCEMENT

The conferees agree to provide $7,974,000, including $3,135,000 for support of the money laundering strategy, and an additional $4,839,000 for 35 agents to participate in Joint Terrorism Task Forces.

INFORMATION TECHNOLOGY INVESTMENTS

The conferees agree to provide $71,751,000 for information technology investments. The release of these funds is subject to conditions similar to those required for funds previously appropriated for modernizing the major computer systems of the Internal Revenue Service.

STAFFING TAX ADMINISTRATION FOR BALANCE AND EQUITY

The conferees agree to provide $141,000,000 in a new account established to fund the hiring of additional staff by the Internal Revenue Service (IRS). Release of these funds is subject to a staffing plan, to be approved by the Department of the Treasury, Office of Management and Budget, and the Committees on Appropriations. The conferees are aware of the IRS' continuing reassessment of its specific staffing needs in light of its implementation of the IRS Restructuring and Reform Act of 1998, as indicated by the recent IRS requests for substantive transfers of funding and positions among its appropriations accounts. The current organizational restructuring within the IRS also has created uncertainty with respect to its specific staffing needs. The conferees look forward to working with the Administration to ensure that balance and equity are achieved with respect to IRS staffing requirements for tax administration.

UNITED STATES SECRET SERVICE

SALARIES AND EXPENSES

The conferees agree to provide an additional $2,904,000 for 21 agents to participate in Joint Terrorism Task Forces.

EXECUTIVE OFFICE OF THE PRESIDENT AND FUNDS APPROPRIATED TO THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

SALARIES AND EXPENSES

The conferees urge the Office of Management and Budget to allocate at least two-thirds of the additional staff for use in supporting the management function of the Office, which is limited to the Deputy Director for Management and the Statutory Offices—

the Office of Federal Financial Management, the Office of Federal Procurement Policy, and the Office of Information and Regulatory Affairs.

OFFICE OF NATIONAL DRUG CONTROL POLICY

COUNTERDRUG TECHNOLOGY ASSESSMENT CENTER

The conferees agree to provide an additional $7,000,000 for the Counterdrug Technology Assessment Center, including $5,000,000 for the continued operation of the technology transfer program and $2,000,000 for the continued development of the wireless interoperability communication project currently underway in Colorado. This much-needed project is in direct response to the wireless communication difficulties experienced by State and local law enforcement during the Columbine High School tragedy.

UNANTICIPATED NEEDS

The conferees agree to provide $3,500,000 for Unanticipated Needs of the President, including $2,500,000 as a transfer to the Elections Commission of the Commonwealth of Puerto Rico for objective, non-partisan citizens' education for a choice by voters on the islands' future status; the conferees make the $2,500,000 transfer available on March 21, 2001. The conferees include a provision prohibiting the use of funds by the Elections Commission until 45 days after the Commission submits to the Committees on Appropriations for approval an expenditure plan developed jointly by the Popular Democratic Party, the New Progressive Party, and the Puerto Rican Independence Party. The conferees also include a provision requiring the Elections Commission to include in the expenditure plan additional views from any party that does not agree with the plan.

INDEPENDENT AGENCIES

GENERAL SERVICES ADMINISTRATION

FEDERAL BUILDINGS FUND

CONSTRUCTION

The conferees agree to provide $3,000,000 for non-prospectus construction projects.

SALT LAKE CITY COURTHOUSE

The conferees are aware of issues surrounding the site of the Salt Lake City courthouse. The conferees direct GSA to examine these issues and report to the Committees on Appropriations, the House Committee on Transportation and Infrastructure, and the Senate Committee on Environment and Public Works within 120 days of enactment of this Act on the status of the site and recommendations on resolving any outstanding issues. In addition, the conferees direct that GSA may not take any further condemnation action prior to the Committees' receipt of the report. The conferees direct GSA to consult with the Administrative Office of the U.S.

Courts and the appropriate authorities in the preparation of this report.

REPAIRS AND ALTERATIONS

The conferees agree to provide $8,350,000 for a repair and alteration project associated with a courthouse annex in Columbia, South Carolina

RENTAL OF SPACE

The conferees are concerned with the environmental conditions of the Customs House at Terminal Island, California. While many Customs employees have been temporarily moved from the Customs House to healthier work environments, the conferees are concerned about the health and safety of the remaining employees at the facility. The conferees understand that the General Services Administration (GSA) is working with the Customs Service to resolve the situation at the Customs House to identify permanent space and relocate Customs personnel.

The conferees understand that GSA is working jointly with the Customs Service to relocate the Office of the Customs Special Agent in Charge by December 31, 2000. Other Customs employees will be moved to a new leased location by May 31, 2001. The high-tech customs laboratory will remain at Terminal Island as requested by the Customs Service. The conferees are concerned that plans for relocation of Customs employees occur as scheduled and direct the Customs Service and GSA to report no later than January 15, 2001, on the situation facing the Customs Service employees remaining at this facility and the status of the permanent move.

BUILDING OPERATIONS

ACCESS TO TELECOMMUNICATIONS SERVICES

The conferees are aware that significant cost savings to the government are being achieved by the FTS 2001 and the Metropolitan Area Acquisition programs administered by GSA as a result of increased competition among communications services. The conferees are also aware that such potential cost savings may be jeopardized by building access limitations for telecommunication providers. The conferees note that legislation has been introduced in Congress intended to promote non-discriminatory or fair and reasonable access to telecommunications services for Federal agencies. The conferees direct the executive branch identify building telecommunications access barriers and take necessary steps to ensure that telecommunications providers are given fair and reasonable access to provide service to Federal agencies in buildings where the Federal government is the owner or tenant.

TUCSON, ARIZONA

The conferees direct the GSA to reach a mutual agreement with the City of Tucson, Arizona regarding the use of the federally owned property at 26–72 East Congress by October 24, 2000.

POLICY AND OPERATIONS

The conferees agree to provide an additional $13,789,000 for policy and operations, including $2,060,000 for the electronic government initiative, $2,000,000 for the regulatory information service center, $2,000,000 for facilitating post conveyance remediation to be performed by the City of Waltham, Massachusetts, $2,000,000 for a grant to the Institute for Biomedical Science and Biotechnology, $2,000,000 for the Center for Agricultural Policy and Trade Studies, $1,000,000 for a grant to the Berwick Industrial Development Authority in Pennsylvania, $1,000,000 for a grant to the Ewing-Lawrence Sewerage Authority in Ewing Township, New Jersey, $750,000 for logistical support of the World Police and Fire Games, and $979,000 for base operations.

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

REPAIRS AND RESTORATION

The conferees agree to provide an additional $6,610,000 for repairs to the John F. Kennedy Presidential Library.

GENERAL PROVISIONS—THIS TITLE

FEDERAL INTERNET SITES

The conferees have included a new provision (Section 501) prohibiting the use of funds by agencies funded in the Treasury and General Government Appropriations Act, 2001, to use federal Internet sites to collect, review, or create any aggregate list that includes the collection of any personally identifiable information relating to an individual's access to or use of any federal government Internet site of the agency. Section 644 of the Treasury and General Government Appropriations Act, 2001, shall not have effect.

FEC REFORMS

The conferees have included a new provision (Section 502) regarding certain reforms within the FEC, including a clarification of the permissible use of fax and electronic mail, a clarification of the treatment of lines of credit, and requiring the actual receipt of certain independent expenditure reports within 24 hours.

U.S. OLYMPIC ANTI-DOPING EFFORTS

The conferees have included a new provision (Section 503) to clarify that the funds made available to the United States Olympic Committee for anti-doping efforts in the Treasury and General Government Appropriations Act, 2001 will be provided to The U.S. Anti-Doping Agency, Incorporated (USADA). USADA, a private organization, is responsible for the anti-doping program in the United States relating to participation by U.S. athletes in the Olympic, Pan American, and Paralympic Games. The conferees agree to make these funds available to USADA based on their understanding that the conduct of such anti-doping programs is the responsibility of USADA and not of any federal government agency.

FEDERAL RETIREMENT CONTRIBUTIONS

The conferees agree to include a new provision (Section 504) that Section 640 of the Treasury and General Government Appropriations Act, 2001 shall not have effect. The conferees further agree to include a new provision (Section 505) regarding Civil Service retirement contributions.

UNITED STATES SECRET SERVICE ASSISTANCE FOR INVESTIGATIONS RELATED TO MISSING AND EXPLOITED CHILDREN

The conferees agree to include a new provision (Section 506) providing that $2,000,000 of fiscal year 2001 funding for the U.S. Secret Service that was specified for activities related to investigations of missing and exploited children shall be available for forensic and related support of such investigations, to remain available until September 30, 2001.

SECTION 108 OF THE LEGISLATIVE APPROPRIATIONS ACT, 2001

The conferees have included a new provision (Section 507) amending Section 108 of the Legislative Branch Appropriations Act, 2001 contained in House Report 106–796. The amendment places the Chief Administrative Officer (CAO) under the direct control of the Chief of the U.S. Capitol Police, in consultation with the Comptroller General of the United States. The Comptroller General will monitor the performance of the CAO and report same to the Chief the U.S. Capitol Police, the Capitol Police Board, and the appropriations and authorizing committees of the Senate and House of Representatives. The Chief will report the CAO's plans and progress made in resolving the several administrative problems of the Capitol Police to the appropriations and authorizing committees of the Senate and House of Representatives.

REVIEW OF PROPOSED CHANGES TO EXPORT THRESHOLDS FOR COMPUTERS

The conferees expect that the assessment provided by the Comptroller General pursuant to Section 314 of the Legislative Branch Appropriations Act, 2001 shall include, at a minimum:

(1) An evaluation of the adequacy of the stated justification for any proposed changes to computer performance export control thresholds given in the Presidential report referred to in subsection (d) of section 1211 of the National Defense Authorization Act for Fiscal Year 1998 (50 U.S.C. App. 2404 note), as amended; and

(2) An evaluation of the likely impact of any proposed changes to computer performance export control thresholds upon—

(A) the national security and foreign policy interests of the United States;

(B) the security of countries friendly to, or allied with, the United States;

(C) multilateral export control regimes of which the United States is a member; and

(D) United States policies designed to slow or prevent the proliferation of weapons of mass destruction or ballistic missile technology.

TREASURY AND GENERAL GOVERNMENT, FY 2001
(amounts in thousands)

	Conference
TITLE V	
DEPARTMENT OF THE TREASURY	
Departmental Offices	6,424
Department-wide systems and capital investments programs	15,000
Expanded Access to Financial Services	8,000
Federal Law Enforcement Training Center:	
Salaries and Expenses	5,000
Acquisition, Construction, Improvements, and Related Expenses	25,000
Bureau of Alcohol, Tobacco and Firearms	4,148
United States Customs Service: Salaries and expenses	18,934
Internal Revenue Service:	
Tax Law Enforcement	7,974
Information technology investments	71,751
Staffing tax administration for balance and equity	141,000
United States Secret Service: Salaries and expenses	2,904
Total, Department of the Treasury	306,135
EXECUTIVE OFFICE OF THE PRESIDENT AND FUNDS APPROPRIATED TO THE PRESIDENT	
Office of National Drug Control Policy:	
Counterdrug Technology Assessment Center	7,000
Unanticipated Needs	3,500
Total, Executive Office of the President	10,500
INDEPENDENT AGENCIES	
General Services Administration:	
Federal Buildings Fund:	
Appropriations	11,350
Limitations on availability of revenue:	
Construction and acquisition of facilities	(3,000)
Repairs and alterations	(8,350)
Policy and Operations	13,789
National Archives and Records Administration:	
Repairs and Restoration	6,610
Total, Independent Agencies	31,749
Total, title V	348,384

The following table provides a tabular summary of the fiscal year 2001 Department of Transportation and Related Agencies Appropriations Act.

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses	(60,852)	69,186	(62,109)	(57,469)	63,245	+2,393
Immediate Office of the Secretary	1,867	(2,031)	1,756	1,800	(1,827)	(-40)
Immediate Office of the Deputy Secretary	600	(587)	587	500	(587)	(-13)
Office of the General Counsel	9,000	(11,172)	9,760	9,000	(9,972)	(+972)
Office of the Assistant Secretary for Policy	2,824	(3,132)	3,132	2,500	(3,011)	(+187)
Office of the Assistant Secretary for Aviation and International Affairs	7,650	(7,702)	7,182	7,000	(7,289)	(-361)
Office of the Assistant Secretary for Budget and Programs	6,870	(7,241)	7,241	6,500	(7,362)	(+492)
Office of the Assistant Secretary for Governmental Affairs	2,039	(2,176)	2,000	2,000	(2,150)	(+111)
Office of the Assistant Secretary for Administration	17,767	(20,139)	18,359	17,800	(19,020)	(+1,253)
Office of Public Affairs	1,800	(1,714)	1,454	1,500	(1,674)	(-126)
Executive Secretariat	1,102	(1,181)	1,181	1,181	(1,181)	(+79)
Board of Contract Appeals	520	(496)	496	496	(496)	(-24)
Office of Small and Disadvantaged Business Utilization	1,222	(1,192)	1,192	1,192	(1,192)	(-30)
Office of Intelligence and Security	1,454	(3,494)	1,490	.....	(1,262)	(-192)
Office of the Chief Information Officer	5,075	(6,929)	6,279	6,000	(6,222)	(+1,147)
Office of Intermodalism	1,062	.....	.....	.....	.....	(-1,062)
Subtotal	(60,852)	(69,186)	(62,109)	(57,469)	(63,245)	(+2,393)

NOTE: FY00 rescissions included in Net total lines.

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Office of civil rights	7,200	8,726	8,140	8,000	8,140	+940
Transportation planning, research, and development	3,300	5,258	3,300	5,300	11,000	+7,700
Across the board (0.38%) rescission	-10	.....	.....	.....	.....	+10
Net subtotal	3,290	5,258	3,300	5,300	11,000	+7,710
Transportation Administrative Service Center	(148,673)	(163,811)	(119,387)	(173,278)	(126,887)	(-21,786)
Minority business resource center program	1,900	1,900	1,900	1,900	1,900	.....
(Limitation on direct loans)	(13,775)	.....	.....	(13,775)	.....	(-13,775)
(Limitation on guaranteed loans)	.....	(13,775)	(13,775)	.....	(13,775)	(+13,775)
Minority business outreach	2,900	3,000	3,000	3,000	3,000	+100
Across the board (0.38%) rescission	-18	.....	.....	.....	.....	+18
Net subtotal	2,882	3,000	3,000	3,000	3,000	+118
Total, Office of the Secretary	76,152	88,070	78,449	75,669	87,285	+11,133
ATB rescissions	-28	.....	.....	.....	.....	+28
Net total	76,124	88,070	78,449	75,669	87,285	+11,161
Coast Guard						
Operating expenses	2,481,000	2,858,000	2,851,000	2,398,460	2,851,000	+370,000
Defense function	300,000	341,000	341,000	641,000	341,000	+41,000
Subtotal	2,781,000	3,199,000	3,192,000	3,039,460	3,192,000	+411,000

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Contingent emergency	77,000	.....	.....	.....	.....	-77,000
Acquisition, construction, and improvements:						
Vessels	134,560	257,180	252,640	145,937	156,450	+21,890
Across the board (0.38%) rescission	-1,478	.....	.....	.....	.....	+1,478
Net subtotal	133,082	257,180	252,640	145,937	156,450	+23,368
Aircraft	44,210	43,650	43,650	41,650	37,650	-6,560
Other equipment	51,626	60,313	60,113	54,304	60,113	+8,487
Shore facilities & aids to navigation facilities	63,800	61,606	61,606	68,406	63,336	-464
Personnel and related support	50,930	55,151	54,691	55,151	55,151	+4,221
Integrated Deepwater Systems	44,200	42,300	42,300	42,300	42,300	-1,900
Subtotal, A C & I (excl rescission)	389,326	520,200	515,000	407,748	415,000	+25,674
Contingent emergency	578,000	.....	.....	.....	.....	-578,000
Environmental compliance and restoration	17,000	16,700	16,700	16,700	16,700	-300
Across the board (0.38%) rescission	-65	.....	.....	.....	.....	+65
Net subtotal	16,935	16,700	16,700	16,700	16,700	-235
Alteration of bridges	15,000	.....	14,740	15,500	15,500	+500
Across the board (0.38%) rescission	-57	.....	.....	.....	.....	+57
Net subtotal	14,943	.....	14,740	15,500	15,500	+557

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Retired pay	730,327	778,000	778,000	778,000	778,000	+47,673
Reserve training	72,000	73,371	80,375	80,371	80,375	+8,375
Research, development, test, and evaluation	19,000	21,320	19,691	21,320	21,320	+2,320
Total, Coast Guard	4,023,653	4,608,591	4,616,506	4,359,099	4,518,895	+495,242
Contingent emergency	655,000	.....	.....	.....	.....	-655,000
ATB rescissions	-1,600	.....	.....	.....	.....	+1,600
Net total	4,677,053	4,608,591	4,616,506	4,359,099	4,518,895	-158,158
Federal Aviation Administration						
Operations	5,900,000	6,592,235	6,544,235	(6,350,250)	(6,544,235)	(+644,235)
Air traffic services	(4,648,907)	(5,210,434)	.....	5,039,391	5,200,274	+551,367
Aviation regulation and certification	(640,162)	(691,979)	.....	691,979	694,979	+54,817
Civil aviation security	(131,474)	(144,328)	.....	138,462	139,301	+7,827
Research and acquisitions	(174,083)	(196,497)	.....	182,401	189,988	+15,905
Commercial space transportation	(6,560)	(12,607)	.....	10,000	12,000	+5,440
Financial services	(38,981)	.....	.....	43,000	48,444	+9,463
Human resources	(52,809)	.....	.....	49,906	54,864	+2,055
Regional coordination	(95,321)	.....	.....	99,347	99,347	+4,026
Staff offices	(73,093)	(336,390)	.....	95,764	105,038	+31,945
Essential air service	(32,000)	.....	.....	.....	.....	-32,000
TASC	(6,610)	.....	.....	.....	.....	-6,610
Subtotal	(5,900,000)	(6,592,235)	.....	(6,350,250)	(6,544,235)	(+644,235)

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Facilities & equipment (Airport & Airway Trust Fund)	2,075,000	2,495,000	2,656,765	2,656,765	2,656,765	+581,765
Rescission	(-30,000)	.....	.....	.....	.....	(+30,000)
Research, engineering, and development (Airport and Airway Trust Fund)	156,495	184,366	184,366	183,343	187,000	+30,505
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(1,750,000)	(1,960,000)	(3,200,000)	(3,200,000)	(3,200,000)	(+1,450,000)
(Limitation on obligations)	(1,950,000)	(1,950,000)	(3,200,000)	(3,200,000)	(3,200,000)	(+1,250,000)
Across the board (0.38%) rescission	(-54,362)	.....	.....	.....	.....	(+54,362)
Rescission of contract authority	.....	.....	-579,000	-579,000	-579,000	-579,000
Net subtotal	(1,895,638)	(1,950,000)	(2,621,000)	(2,621,000)	(2,621,000)	(+725,362)
Total, Federal Aviation Administration	8,131,495	9,271,601	9,385,366	9,190,358	9,388,000	+1,256,505
(Limitations on obligations)	(1,950,000)	(1,950,000)	(3,200,000)	(3,200,000)	(3,200,000)	(+1,250,000)
Total budgetary resources	(10,081,495)	(11,221,601)	(12,585,366)	(12,390,358)	(12,588,000)	(+2,506,505)
ATB rescissions	(-54,362)	.....	.....	.....	.....	(+54,362)
Rescission	-30,000	.....	-579,000	-579,000	-579,000	-549,000
Net total	(9,997,133)	(11,221,601)	(12,006,366)	(11,811,358)	(12,009,000)	(+2,011,867)

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Federal Highway Administration						
Limitation on administrative expenses 1/	(376,072)	(315,834)	(290,115)	(386,658)	(295,119)	(-80,953)
Limitation on transportation research	.....	.....	(437,250)	.....	.....	.....
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations)	(26,245,000)	(26,603,806)	(26,603,806)	(26,603,806)	(26,603,806)	(+358,806)
Across the board (0.38%) rescission	(-105,260)	.....	.....	.....	.....	(+105,260)
Net subtotal	(26,139,740)	(26,603,806)	(26,603,806)	(26,603,806)	(26,603,806)	(+464,066)
(Revenue aligned budget authority) (RABA)	(1,456,350)	(3,058,000)	(3,058,000)	(3,058,000)	(3,058,000)	(+1,601,650)
(RABA transfer under Title III)	.....	(-598,000)	.....	.....	.....	.....
(Adjustment)	.....	(255,000)	.....	.....	.....	.....
Subtotal, limitation on obligations	(27,701,350)	(29,318,806)	(29,661,806)	(29,661,806)	(29,661,806)	(+1,960,456)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(1,039,148)	(1,039,576)	(-167,126)
(Liquidation of contract authorization)	(26,000,000)	(28,000,000)	(28,000,000)	(28,000,000)	(28,000,000)	(+2,000,000)

1/ FY 2000 enacted includes $76,058 for motor carrier safety, limitation on administrative expenses.

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Emergency Relief Program (Highway Trust Fund) (contingent emergency appropriation)	.....	.....	.....	.....	720,000	+720,000
Total, Federal Highway Administration	.....	.....	.....	.....	.....	.....
Contingent emergency	.....	.....	.....	.....	720,000	+720,000
(Limitations on obligations)	(27,701,350)	(29,318,806)	(29,661,806)	(29,661,806)	(29,661,806)	(+1,960,456)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(1,039,148)	(1,039,576)	(-167,126)
Total budgetary resources	(28,908,052)	(30,358,382)	(30,701,382)	(30,700,954)	(31,421,382)	(+2,513,330)
ATB rescissions	(-105,260)	.....	.....	.....	.....	(+105,260)
Net total	(28,802,792)	(30,358,382)	(30,701,382)	(30,700,954)	(31,421,382)	(+2,618,590)

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Federal Motor Carrier Safety Administration						
Motor carrier safety (limitation on administrative expenses) 1/	.....	(92,194)	(92,194)	(92,194)	(92,194)	(+92,194)
National motor carrier safety program (Highway Trust Fund):						
(Liquidation of contract authorization)	(105,000)	(187,000)	(177,000)	(177,000)	(177,000)	(+72,000)
(Limitation on obligations)	(105,000)	(177,000)	(177,000)	(177,000)	(177,000)	(+72,000)
(RABA transfer under Title III)	.....	(10,000)	.....	.....	.....	.....
Subtotal, limitation on obligations	(105,000)	(187,000)	(177,000)	(177,000)	(177,000)	(+72,000)
Total, Federal Motor Carrier Safety Administration	.....	.....	.....	.....	.....	.....
(Limitations on obligations)	(105,000)	(279,194)	(269,194)	(269,194)	(269,194)	(+164,194)
Total budgetary resources	(105,000)	(279,194)	(269,194)	(269,194)	(269,194)	(+164,194)

1/ Provided under FHWA limitation on administrative expenses in FY 2000.

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
National Highway Traffic Safety Administration						
Operations and research	87,400	142,475	107,876	107,876	116,876	+29,476
Operations and research (Highway trust fund):						
(Limitation on obligations)	(72,000)	(72,000)	(72,000)	(72,000)	(72,000)	.....
(RABA transfer under Title III)	.....	(70,000)	.....	.....	.....	.....
(Liquidation of contract authorization)	(72,000)	(142,000)	(72,000)	(72,000)	(72,000)	.....
National Driver Register (Highway trust fund)	2,000	2,000	2,000	2,000	2,000	.....
Subtotal, Operations and research	(161,400)	(286,475)	(181,876)	(181,876)	(190,876)	(+29,476)
Highway traffic safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(206,800)	(213,000)	(213,000)	(213,000)	(213,000)	(+6,200)
(Limitation on obligations):						
Highway safety programs (Sec. 402)	(152,800)	(155,000)	(155,000)	(155,000)	(155,000)	(+2,200)
Occupant protection incentive grants (Sec. 405)	(10,000)	(13,000)	(13,000)	(13,000)	(13,000)	(+3,000)
Alcohol-impaired driving countermeasures grants (Sec. 410)	(36,000)	(36,000)	(36,000)	(36,000)	(36,000)	.....
State highway safety data grants (Sec. 411)	(8,000)	(9,000)	(9,000)	(9,000)	(9,000)	(+1,000)
Total, National Highway Traffic Safety Administration	89,400	144,475	109,876	109,876	118,876	+29,476
(Limitations on obligations)	(278,800)	(355,000)	(285,000)	(285,000)	(285,000)	(+6,200)
Total budgetary resources	(368,200)	(499,475)	(394,876)	(394,876)	(403,876)	(+35,676)

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Federal Railroad Administration						
Safety and operations	94,288	103,211	102,487	99,390	101,717	+7,429
Offsetting collections (user fees)	.....	-77,300	.....	.....	.....	.....
Railroad research and development	22,464	26,800	26,300	24,725	25,325	+2,861
Offsetting collections (user fees)	.....	-25,500	.....	.....	.....	.....
Rhode Island Rail Development	10,000	17,000	17,000	.....	17,000	+7,000
Across the board (0.38%) rescission	-38	.....	.....	.....	.....	+38
Net subtotal	9,962	17,000	17,000	.....	17,000	+7,038
Pennsylvania Station Redevelopment project (advance appropriation, FY 2001, 2002, 2003) 1/	(60,000)	.....	.....	.....	.....	(-60,000)
Next generation high-speed rail	27,200	22,000	22,000	24,900	25,100	-2,100
Across the board (0.38%) rescission	-103	.....	.....	.....	.....	+103
Net subtotal	27,097	22,000	22,000	24,900	25,100	-1,997
Alaska Railroad rehabilitation	10,000	.....	.....	20,000	20,000	+10,000
Across the board (0.38%) rescission	-38	.....	.....	.....	.....	+38
Net subtotal	9,962	.....	.....	20,000	20,000	+10,038

1/ Provided in Title II - Other Appropriations Matters in P.L. 106-113.

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
West Virginia Rail development	.....	.....	.....	15,000	15,000	+15,000
Capital grants to the National Railroad Passenger Corporation	571,000	521,476	521,476	521,000	521,476	-49,524
Expanded intercity rail passenger service fund (RABA transfer under Title III):						
(Liquidation of contract authorization)	.....	(468,000)	.....	.....	.....	.....
(Limitation on obligations)	.....	(468,000)	.....	.....	.....	.....
Total, Federal Railroad Administration	734,952	587,687	689,263	705,015	725,618	-9,334
(Limitations on obligations)	.....	(468,000)	.....	.....	.....	.....
Total budgetary resources	(734,952)	(1,055,687)	(689,263)	(705,015)	(725,618)	(-9,334)
ATB rescissions	-179	.....	.....	.....	.....	+179
Net total	(734,773)	(1,055,687)	(689,263)	(705,015)	(725,618)	(-9,155)

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Federal Transit Administration						
Administrative expenses	12,000	12,800	12,800	12,800	12,800	+800
Administrative expenses (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(48,000)	(51,200)	(51,200)	(51,200)	(51,200)	(+3,200)
Subtotal, Administrative expenses	(60,000)	(64,000)	(64,000)	(64,000)	(64,000)	(+4,000)
Formula grants	619,600	669,000	669,000	669,000	669,000	+49,400
Formula grants (Highway Trust Fund): (Limitation on obligations)	(2,478,400)	(2,676,000)	(2,676,000)	(2,676,000)	(2,676,000)	(+197,600)
Subtotal, Formula grants	(3,098,000)	(3,345,000)	(3,345,000)	(3,345,000)	(3,345,000)	(+247,000)
University transportation research	1,200	1,200	1,200	1,200	1,200	.....
University transportation research (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(4,800)	(4,800)	(4,800)	(4,800)	(4,800)	.....
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	.....
Transit planning and research	21,000	22,200	22,200	22,200	22,200	+1,200
Transit planning and research (Highway Trust Fund, Mass Transit Account): (Limitation on obligations)	(86,000)	(87,800)	(87,800)	(87,800)	(87,800)	(+1,800)
Subtotal, Transit planning and research	(107,000)	(110,000)	(110,000)	(110,000)	(110,000)	(+3,000)

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Rural transportation assistance	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	.....
National transit institute	(4,000)	(4,000)	(4,000)	(4,000)	(4,000)	.....
Transit cooperative research	(8,250)	(8,250)	(8,250)	(8,250)	(8,250)	.....
Metropolitan planning	(49,632)	(52,114)	(52,114)	(52,114)	(52,114)	(+2,482)
State planning	(10,368)	(10,886)	(10,886)	(10,886)	(10,886)	(+518)
National planning and research	(29,500)	(29,500)	(29,500)	(29,500)	(29,500)	.....
Subtotal	(107,000)	(110,000)	(110,000)	(110,000)	(110,000)	(+3,000)
Across the board (0.38%) rescission	(-243)	.....	.....	.....	.....	(+243)
Net subtotal	(106,757)	(110,000)	(110,000)	(110,000)	(110,000)	(+3,243)
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(4,929,270)	(5,016,600)	(5,016,600)	(5,016,600)	(5,016,600)	(+87,330)
Capital investment grants	490,200	529,200	529,200	529,200	529,200	+39,000
Capital investment grants (Highway Trust Fund, Mass Transit Account) (limitation on obligations) 1/	(1,966,800)	(2,116,800)	(2,116,800)	(2,116,800)	(2,116,800)	(+150,000)
Subtotal, Capital investment grants	(2,457,000)	(2,646,000)	(2,646,000)	(2,646,000)	(2,646,000)	(+189,000)

1/ $6 million provided in Title II - Other Appropriations Matters in P.L. 106-113.

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Fixed guideway modernization	(980,400)	(1,058,400)	(1,058,400)	(1,058,400)	(1,058,400)	(+78,000)
Buses and bus-related facilities 1/	(496,200)	(529,200)	(529,200)	(529,200)	(529,200)	(+33,000)
New starts	(980,400)	(1,058,400)	(1,058,400)	(1,058,400)	(1,058,400)	(+78,000)
Subtotal	(2,457,000)	(2,646,000)	(2,646,000)	(2,646,000)	(2,646,000)	(+189,000)
Across the board (0.38%) rescission	(-17,404)	.....	.....	.....	.....	(+17,404)
Net subtotal	(2,439,596)	(2,646,000)	(2,646,000)	(2,646,000)	(2,646,000)	(+206,404)
Discretionary grants (Highway Trust Fund, Mass Transit Account) (liquidation of contract authorization)	(1,500,000)	(350,000)	(350,000)	(350,000)	(350,000)	(-1,150,000)
Job access and reverse commute grants	15,000	20,000	20,000	20,000	20,000	+5,000
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(60,000)	(80,000)	(80,000)	(80,000)	(80,000)	(+20,000)
(RABA transfer under Title III)	.....	(50,000)	.....	.....	.....	.....
Subtotal, Job access and reverse commute grants	(75,000)	(150,000)	(100,000)	(100,000)	(100,000)	(+25,000)

1/ $6 million provided in Title II - Other Appropriations Matters in P.L. 106-113.

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Total, Federal Transit Administration	1,159,000	1,254,400	1,254,400	1,254,400	1,254,400	+95,400
(Limitations on obligations)	(4,644,000)	(5,066,600)	(5,016,600)	(5,016,600)	(5,016,600)	(+372,600)
Total budgetary resources	(5,803,000)	(6,321,000)	(6,271,000)	(6,271,000)	(6,271,000)	(+468,000)
ATB rescissions	(-17,647)	.....	.....	.....	.....	(+17,647)
Net total	(5,785,353)	(6,321,000)	(6,271,000)	(6,271,000)	(6,271,000)	(+485,647)
Saint Lawrence Seaway Development Corporation						
Operations and maintenance (Harbor Maintenance Trust Fund)	12,042	.....	13,004	12,400	13,004	+962
Across the board (0.38%) rescission	-46	.....	.....	.....	.....	+46
Mandatory proposal	.....	(13,004)	.....	.....	.....	.....
Net total	11,996	13,004	13,004	12,400	13,004	+1,008

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Research and Special Programs Administration						
Research and special programs:						
Hazardous materials safety	17,710	18,773	18,773	18,620	18,750	+1,040
Emergency transportation	1,378	2,375	1,866	1,801	1,831	+453
Research and technology	3,397	9,416	4,516	3,740	4,816	+1,419
Program and administrative support	9,576	11,967	11,297	10,209	10,976	+1,400
Subtotal, research and special programs	32,061	42,531	36,452	34,370	36,373	+4,312
Offsetting collections (user fees)	.....	-4,722	.....	.....	.....	.....
Pipeline safety:						
Pipeline Safety Fund	30,000	42,874	35,874	31,894	36,556	+6,556
Oil Spill Liability Trust Fund	5,479	4,263	4,263	8,750	7,488	+2,009
Pipeline safety reserve	(1,400)	.....	.....	(2,500)	(3,000)	(+1,600)
Subtotal, Pipeline safety program (including reserve)	(36,879)	(47,137)	(40,137)	(43,144)	(47,044)	(+10,165)
Emergency preparedness grants:						
Emergency preparedness fund	200	200	200	200	200	.....
Limitation on obligations (emergency preparedness fund) (non-add)	.....	.....	.....	(13,227)	(14,300)	(+14,300)
Total, Research and Special Programs Administration	67,740	85,146	76,789	75,214	80,617	+12,877

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Office of Inspector General						
Salaries and expenses	44,840	48,050	48,050	10,500	48,450	+3,610
Across the board (0.38%) rescission	-170	.....	.....	.....	.....	+170
Net total	44,670	48,050	48,050	10,500	48,450	+3,780
(By transfer)	.....	.....	.....	(38,500)	.....	.....
Total, program funding	(44,670)	(48,050)	(48,050)	(49,000)	(48,450)	(+3,780)
Surface Transportation Board						
Salaries and expenses	17,000	17,954	17,954	17,000	17,954	+954
Offsetting collections	-1,600	-17,954	-900	-954	-900	+700
Across the board (0.38%) rescission	-58	.....	.....	.....	.....	+58
Net total	15,342	.....	17,054	16,046	17,054	+1,712
General Provisions						
Transportation Administrative Service Center reduction	-15,000	.....	-4,000	-53,530	.....	+15,000
Appalachian development highway system (Sec. 326)	.....	.....	.....	54,963	54,963	+54,963
Amtrak Reform Council (Sec. 329)	750	980	450	495	750	.....
Muscle Shoals, Tuscumbia, and Sheffield (Sec. 375)	.....	.....	.....	.....	5,000	+5,000
Valley trains and tours (Sec. 376)	.....	.....	.....	.....	1,000	+1,000
Miscellaneous highways (Sec. 378)	.....	.....	.....	.....	1,370,000	+1,370,000
Woodrow Wilson Memorial Bridge (Sec. 379)	.....	.....	.....	.....	600,000	+600,000

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Net total, title I, Department of Transportation	15,023,343	16,089,000	15,706,207	15,231,505	18,424,912	+3,401,569
Current year, FY 2001	(14,963,343)	(16,089,000)	(15,706,207)	(15,231,505)	(18,424,912)	(+3,461,569)
Appropriations	(14,340,424)	(16,089,000)	(16,285,207)	(15,810,505)	(18,283,912)	(+3,943,488)
Rescissions	(-32,081)	.....	(-579,000)	(-579,000)	(-579,000)	(-546,919)
Contingent emergency	(655,000)	.....	.....	.....	(720,000)	(+65,000)
Advance appropriations	(60,000)	.....	.....	.....	.....	(-60,000)
(By transfer)	.....	.....	.....	(38,500)	.....	.....
(Limitations on obligations)	(34,679,150)	(37,437,600)	(38,432,600)	(38,432,600)	(38,432,600)	(+3,753,450)
(Rescissions of limitations on obligations)	(-177,269)	.....	.....	.....	.....	(+177,269)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(1,039,148)	(1,039,576)	(-167,126)
Net total budgetary resources	(50,731,926)	(54,566,176)	(55,178,383)	(54,703,253)	(57,897,088)	(+7,165,162)
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses	4,633	4,795	4,795	4,795	4,795	+162
National Transportation Safety Board						
Salaries and expenses	57,000	62,942	62,942	59,000	62,942	+5,942
Offsetting collections	.....	-10,000	.....	.....	.....	.....
Total, title II, Related Agencies	61,633	57,737	67,737	63,795	67,737	+6,104

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Grand total	15,084,976	16,146,737	15,773,944	15,295,300	18,492,649	+3,407,673
Current year, FY 2001	(15,024,976)	(16,146,737)	(15,773,944)	(15,295,300)	(18,492,649)	(+3,467,673)
Appropriations	(14,402,057)	(16,146,737)	(16,352,944)	(15,874,300)	(18,351,649)	(+3,949,592)
Rescissions	(-32,081)	.....	(-579,000)	(-579,000)	(-579,000)	(-546,919)
Contingent emergency	(655,000)	.....	.....	.....	(720,000)	(+65,000)
Advance appropriations	(60,000)	.....	.....	.....	.....	(-60,000)
(By transfer)	.....	.....	.....	(38,500)	.....	.....
(Limitation on obligations)	(34,679,150)	(37,437,600)	(38,432,600)	(38,432,600)	(38,432,600)	(+3,753,450)
(Rescissions of limitation on obligations)	(-177,269)	.....	.....	.....	.....	(+177,269)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(1,039,148)	(1,039,576)	(-167,126)
Net total budgetary resources	(50,793,559)	(54,623,913)	(55,246,120)	(54,767,048)	(57,964,825)	(+7,171,266)
Scorekeeping adjustments:						
Pipeline safety (OSLTF)	-3,000	-13,000	-7,000	-2,000	-7,000	-4,000
Pennsylvania Station Redevelopment project (advance appropriations) (Sec. 332)	-60,000	20,000	20,000	20,000	20,000	+80,000
Rescission of advance	.....	.....	-20,000	.....	.....	.....
FTA: Capital invest grants (Title II PL 106-113)	6,000	.....	.....	.....	.....	-6,000
FTA: Capital investment grants (limitation on obligations)	(-6,000)	.....	.....	.....	.....	(+6,000)
Across the board cut (0.38%)	-50,000	.....	.....	.....	.....	+50,000
CBO/OMB adjustment	2,081	.....	.....	.....	.....	-2,081
National Academy of Sciences	.....	.....	.....	1,000	.....	.....
Total, adjustments	-104,919	7,000	-7,000	19,000	13,000	+117,919

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
Net grand total (including scorekeeping)	14,980,057	16,153,737	15,766,944	15,314,300	18,505,649	+3,525,592
Current year, FY 2001	(14,980,057)	(16,133,737)	(15,746,944)	(15,294,300)	(18,485,649)	(+3,505,592)
Appropriations	(14,357,138)	(16,133,737)	(16,345,944)	(15,873,300)	(18,344,649)	(+3,987,511)
Rescissions	(-32,081)	.....	(-599,000)	(-579,000)	(-579,000)	(-546,919)
Contingent emergency	(655,000)	.....	.....	.....	(720,000)	(+65,000)
Advance appropriations	.....	(20,000)	(20,000)	(20,000)	(20,000)	(+20,000)
(By transfer)	.....	.....	.....	(38,500)	.....	.....
(Limitations on obligations)	(34,673,150)	(37,437,600)	(38,432,600)	(38,432,600)	(38,432,600)	(+3,759,450)
(Rescissions of limitations on obligations)	(-177,269)	.....	.....	.....	.....	(+177,269)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(1,039,148)	(1,039,576)	(-167,126)
Net grand total budgetary resources	(50,682,640)	(54,630,913)	(55,239,120)	(54,786,048)	(57,977,825)	(+7,295,185)
RECAP BY FUNCTION						
Mandatory	730,327	778,000	778,000	778,000	778,000	+47,673
Discretionary:						
Highway category: (Limitation on obligations)	(28,085,150)	(29,953,000)	(30,216,000)	(30,216,000)	(30,216,000)	(+2,130,850)
Mass Transit category	1,159,000	1,254,400	1,254,400	1,254,400	1,254,400	+95,400
(Limitation on obligations)	(4,638,000)	(5,066,600)	(5,016,600)	(5,016,600)	(5,016,600)	(+378,600)
Total, Mass Transit category	(5,797,000)	(6,321,000)	(6,271,000)	(6,271,000)	(6,271,000)	(+474,000)

(Amounts in thousands of dollars)

	FY 2000 Enacted	FY 2001 Request	House	Senate	Conference	Conference vs. enacted
General purpose discretionary:						
Defense discretionary	300,000	341,000	341,000	641,000	341,000	+41,000
Nondefense discretionary	12,790,730	13,780,337	13,393,544	12,640,900	16,132,249	+3,341,519
Total, General purpose discretionary	13,090,730	14,121,337	13,734,544	13,281,900	16,473,249	+3,382,519
Total, Discretionary	14,249,730	15,375,737	14,988,944	14,536,300	17,727,649	+3,477,919

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 2001 recommended by the Committee of Conference, with comparisons to the fiscal year 2000 amount, the 2001 budget estimates, and the House and Senate bills for 2001 follow:

[In thousands of dollars]

New budget (obligational) authority, fiscal year 2000	$15,084,976
Budget estimates of new (obligational) authority, fiscal year 2001	16,146,737
House bill, fiscal year 2001	15,773,944
Senate bill, fiscal year 2001	15,295,300
Conference agreement, fiscal year 2001	18,492,649
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 2000	+3,407,673
Budget estimates of new (obligational) authority, fiscal year 2001	+2,345,912
House bill, fiscal year 2001	+2,718,705
Senate bill, fiscal year 2001	+3,197,349

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,
RON PACKARD,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
C.W. BILL YOUNG,
MARTIN OLAV SABO
(except for provisions to withhold highway funds from states that do not adopt 0.08 blood alcohol concentration laws),
JOHN W. OLVER,
ED PASTOR,
CAROLYN C. KILPATRICK
(except for provisions to withhold highway funds from states that do not adopt 0.08 blood alcohol concentration laws),
JOSE E. SERRANO,
MICHAEL P. FORBES,
DAVID R. OBEY
(with exception to denial of funds to states without 0.08 BAC),
Managers on the Part of the House.

RICHARD C. SHELBY,
PETE DOMENICI,
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
ROBERT F. BENNETT,

BEN NIGHTHORSE CAMPBELL,
TED STEVENS,
FRANK R. LAUTENBERG,
ROBERT C. BYRD,
BARBARA A. MIKULSKI,
HARRY REID,
HERB KOHL,
PATTY MURRAY,
DANIEL K. INOUYE,
Managers on the Part of the Senate.

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