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DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2003

JULY 26, 2002.—Ordered to be printed

Mrs. MURRAY, from the Committee on Appropriations, submitted the following

REPORT

[To accompany S. 2808]

The Committee on Appropriations reports the bill (S. 2808) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2003, and for other purposes, reports favorably thereon and recommends that the bill do pass.

Amounts of new budget (obligational) authority for fiscal year 2003

Amount of bill as reported to Senate	$22,251,162,000
Amount of budget estimates, 2003	20,799,680,000
Fiscal year 2002 enacted	18,900,670,000

81–066 ★(Star Print)

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TOTAL OBLIGATIONAL AUTHORITY PROVIDED—GENERAL FUNDS AND TRUST FUNDS

In addition to the appropriation of $22,251,162,000 in new budget authority for fiscal year 2003, large amounts of contract authority are provided by law, the obligation limits for which are contained in the annual appropriations bill. The principal items in this category are the trust funded programs for Federal-aid highways, for mass transit, and for airport development grants. For fiscal year 2003, estimated obligation limitations and exempt obligations total $42,475,231,000.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2003, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill or report language. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, and for acquisition, construction, and improvements, Coast Guard, 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.

ACCRUAL FUNDING OF RETIREMENT COSTS AND POST-RETIREMENT HEALTH BENEFITS

The President's Budget included a legislative proposal under the jurisdiction of the Senate Committee on Governmental Affairs to charge to individual agencies, starting in fiscal year 2003, the fully accrued costs related to retirement benefits of Civil Service Retirement System employees and retiree health benefits for all civilian employees. The Budget also requested an additional dollar amount in each affected discretionary account to cover these accrued costs.

The authorizing committee has not acted on this legislation, therefore the Senate Appropriations Committee has reduced the

dollar amounts of the President's request shown in the "Comparative Statement of New Budget Authority Request and Amounts Recommended in the Bill", as well as in other tables in this report, to exclude the accrual funding proposal.

The Committee further notes that administration proposals requiring legislative action by the authorizing committees of Congress are customarily submitted in the budget as separate schedules apart from the regular appropriations requests. Should such a proposal be enacted, a budget amendment formally modifying the President's appropriation request for discretionary funding is subsequently transmitted to the Congress.

The Senate Appropriations Committee joins with the House Appropriations Committee in raising concern that this practice, which has always worked effectively for both Congress and past administrations, was not followed for the accrual funding proposal. In this case, the Office of Management and Budget (OMB) decided to include accrual amounts in the original discretionary appropriations language request. These amounts are based on legislation that has yet to be considered and approved by the appropriate committees of Congress. This led to numerous misunderstandings both inside and outside of Congress of what was the "true" President's budget request. The Committee believes that, in the future, OMB should follow long-established procedures with respect to discretionary spending proposals that require legislative action.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriations, 2002 [1]	$67,778,000
Budget estimate, 2003 [2]	92,460,000
Committee recommendation	73,069,000

[1] Does not reflect reduction of $488,000 pursuant to section 349 of Public Law 107–87 or reduction of $162,000 pursuant to section 1106 of Public Law 107–117.

[2] Excludes $3,640,000 for CSRS/FEHB accruals, of which $149,000 is OST share of TASC accruals.

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89–670) provides for establishment of the Office of the Secretary of Transportation [OST]. The Office of the Secretary is composed of the Secretary and the Deputy Secretary immediate offices, the Office of the General Counsel, and five assistant secretarial offices for transportation policy, aviation and international affairs, budget and programs, governmental affairs, and administration. These secretarial offices have policy development and central supervisory and coordinating functions related to the overall planning and direction of the Department of Transportation, including staff assistance and general management supervision of the counterpart offices in the operating administrations of the Department.

The Committee recommends a total of $73,069,000 for the Office of the Secretary of Transportation including $60,000 for reception and representation expenses.

The following table summarizes the Committee's recommendation in comparison to the budget estimate:

(In thousands of dollars)

	Fiscal year—		Committee recommendation
	2002 enacted [1]	2003 estimate [2]	
Immediate Office of the Secretary and Deputy Secretary	.....	4,411	.....
Immediate Office of the Secretary	1,929	.....	2,034
Immediate Office of the Deputy Secretary	619	.....	619
Office of the Executive Secretariat	1,204	.....	1,204
Board of Contract Appeals	507	611	507
Office of Small and Disadvantaged Business Utilization	1,240	1,304	1,304
Office of Intelligence and Security	1,321	.....	.....
Office of the Chief Information Officer	5,991	15,987	10,991
Office of the Assistant Secretary for Governmental Affairs	2,282	2,453	2,282
Office of the General Counsel	13,275	15,657	13,828
Office of the Under Secretary for Transportation Policy	.....	12,453	.....
Office of the Assistant Secretary for Aviation and International Affairs	7,421	.....	7,471
Office of the Assistant Secretary for Transportation Policy	3,058	.....	3,058
Office of the Assistant Secretary for Budget and Programs	7,668	8,375	7,668
Office of the Assistant Secretary for Administration	18,890	29,285	20,380
Assistant to the Secretary and Director of Public Affairs	1,723	1,926	1,723

(In thousands of dollars)

	Fiscal year—		Committee recommendation
	2002 enacted [1]	2003 estimate [2]	
Total	67,128	92,460	73,069

[1] Reflects reduction of $650,000 pursuant to section 349 of Public Law 107–87 and section 1106 of Public Law 107–117..
[2] Excludes $3,640,000 for CSRS/FEHB accruals.

IMMEDIATE OFFICE OF THE SECRETARY

The Committee recommends $2,034,000 for fiscal year 2003 for the Immediate Office of the Secretary. The Immediate Office of the Secretary has the primary responsibility to provide overall planning, direction, and control of the Department. The additional funding made available for this office above the comparable fiscal year 2002 appropriated level is intended to address slightly more than half of the increased travel funds sought by the Secretary.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

The Committee has recommended a total of $619,000 for the Immediate Office of the Deputy Secretary which has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department. The amount provided is the same as the comparable fiscal year 2002 appropriated level.

OFFICE OF THE GENERAL COUNSEL

The Committee recommends $13,828,000 for fiscal year 2003 for the Office of the General Counsel. The Office of the General Counsel provides legal services to the Office of the Secretary including the conduct of aviation regulatory proceedings and aviation consumer activities and coordinates and reviews the legal work in the chief counsels' offices of the operating administrations. The General Counsel is the chief legal officer of the Department of Transportation and the final authority within the Department on all legal questions. The Committee approves the agency's request for an increase of $553,000 to be used for the Department's "Accessibility for All America" initiative. These resources will assist the Department in carrying out the requirements in the Air Carrier Access Act of 1986 (ACAA) and Section 707 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR–21). This is the only adjustment provided above the comparable fiscal year 2002 appropriated level.

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

For fiscal year 2003, the Committee provides $3,058,000 for the Office of the Assistant Secretary for Policy which is the primary policy office of the Department and is responsible to the Secretary for analysis, development, articulation, and review of policies and plans for domestic transportation. The amount provided is the same as the comparable fiscal year 2002 appropriated level.

Tier Matching Based on Fiscal Capability.—At present, Federal grant programs administered by the Federal Highway Administration, Federal Aviation Administration, and Federal Transit Administration require an identical match of all communities without re-

gard to their financial circumstances. Some have asserted that this policy places a disproportionate burden on lower-income jurisdictions and prevents these jurisdictions from fully participating in the very programs necessary to improve conditions. The Committee takes no position on this assertion. However, for the purpose of information gathering, the Committee separately requests the FHWA, FAA, and FTA to each provide reports, covering the programs within each administration, to the Committee by March 15, 2003 which address this contention. Should the agencies believe that contention has merit, they may as part of these reports, propose a tiered matching system for non-Federal contributions based upon the fiscal capability of the grantee and which does not increase, over the existing grant programs, each program's cumulative financial burden on each administration.

OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

The Committee recommends $7,471,000 for the Assistant Secretary for Aviation and International Affairs which is responsible for administering the economic regulatory functions regarding the airline industry. In addition, the Assistant Secretary provides departmental leadership and coordination on international transportation policy issues relating to maritime, trade, technical assistance, and cooperation programs. As overseer of airline economic regulation, the Assistant Secretary is responsible for international aviation programs, the essential air service program, airline fitness and licensing, acquisitions, international route awards, and special investigations such as airline delays and computer reservations systems (CRS). The amount provided is $50,000 more than the comparable fiscal year 2002 appropriated level. This increased amount is intended to cover some of the increased travel costs associated with international aviation negotiations.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

The Committee recommends a total of $7,668,000 for the Office of the Assistant Secretary for Budget and Programs. The amount provided is the same as the comparable fiscal year 2002 appropriated level. The Assistant Secretary for Budget and Programs is the principal staff advisor to the Secretary on the development, review, presentation, and execution of the Department's budget resource requirements, and on the evaluation and oversight of the Department's programs. The primary responsibilities of this office are to ensure the effective preparation and presentation of sound and adequate budget estimates for the Department, to ensure the consistency of the Department's budget execution with the action and advice of the Congress and the Office of Management and Budget, to evaluate the program proposals for consistency with the Secretary's stated objectives, and to advise the Secretary of program and legislative changes necessary to improve program effectiveness.

The Committee directs the Office of the Secretary to report monthly on the status of all outstanding reports and reporting requirements, including how delinquent congressionally mandated or requested reports are and an estimated date for delivery. The Com-

mittee expects that the Department will constitute this responsibility in the Office of the Assistant Secretary for Budget and Programs.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

The Committee recommends $2,282,000 for the Office of the Assistant Secretary for Governmental Affairs which advises the Secretary on all congressional and intergovernmental activities and on all departmental legislative initiatives and other relationships with Members of Congress. The amount provided is the same as the comparable fiscal year 2002 appropriated level. The Assistant Secretary promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs; and ensures that consumer preferences, awareness, and needs are brought into the decision-making process.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

The Committee recommends $20,380,000 for the Office of the Assistant Secretary for Administration which includes the Office of the Secretary portion of rent. The Assistant Secretary for Administration is responsible for establishing policies and procedures, setting guidelines, working with the Operating Administrations to improve the effectiveness and efficiency of the Department in human resource management, security and administrative management, real and personal property management, and acquisition and grants management. The amount provided above the comparable fiscal year 2002 appropriated level is intended to compensate for some or all of the following requested adjustments:

Increased security investigations	+$40,000
Protection services for the Secretary	+150,000
HQ building security barriers	+300,000
OST's cost to TASC	+1,000,000

The Committee has deferred consideration of the requests for secure video conferencing equipment until the issues surrounding the creation of a new Department of Homeland Security are resolved. The Committee has not provided funding for a security survey for the new headquarters building since funding is not provided for the new headquarters building.

OFFICE OF PUBLIC AFFAIRS

The Committee recommends $1,723,000 for the Office of Public Affairs which is the principal advisor to the Secretary and other senior departmental officials and news media on public affairs questions. The Office issues news releases, articles, fact sheets, briefing materials, publications, and audiovisual materials. It also provides information to the Secretary on opinions and reactions of the public and news media on transportation programs and issues. The amount provided is the same as the comparable fiscal year 2002 appropriated level.

EXECUTIVE SECRETARIAT

The Committee recommends an appropriation of $1,204,000 for the expenses of the Executive Secretariat. The Executive Secretariat assists the Secretary and Deputy Secretary in carrying out their management functions and responsibilities by controlling and coordinating internal and external written materials. The amount provided is the same as the comparable fiscal year 2002 appropriated level.

BOARD OF CONTRACT APPEALS

The primary responsibility of the Board of Contract Appeals is to provide an independent forum for the trial and adjudication of all claims by, or against, a contractor relating to a contract of any element of the Department, as mandated by the Contract Disputes Act of 1978, 41 U.S.C. 601. The Committee has provided $507,000 for the Board of Contract Appeals Board. The amount provided is the same as the comparable fiscal year 2002 appropriated level.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

The Office of Small and Disadvantaged Business Utilization has primary responsibility for providing policy direction for small and disadvantaged business participation in the Department's procurement and grant programs, and effective execution of the functions and duties under sections 8 and 15 of the Small Business Act, as amended. The Committee recommends $1,304,000, the full amount requested.

OFFICE OF THE CHIEF INFORMATION OFFICER

The Committee recommends $10,991,000 for the Office of the Chief Information Officer which serves as the principal adviser to the Secretary on matters involving information resources and information systems management. The amount provided is $5,000,000 more than the comparable fiscal year 2002 appropriated level.

The CIO provides leadership for a large information technology program to ensure that the right investments are made and that technology resources are secure and accessible.

OFFICE OF INTERMODALISM

The Committee recommends $1,261,000 for the Office of Intermodalism to be funded within the Federal Highway Administration's limitation on administrative expenses. The Committee does not recommend funding for the Office of Intermodalism in the Office of the Secretary accounts.

OFFICE OF CIVIL RIGHTS

Appropriations, 2002 [1]	$8,500,000
Budget estimate, 2003 [2]	8,700,000
Committee recommendation	8,700,000

[1] Does not reflect reduction of $60,000 pursuant to section 349 of Public Law 107–87 or reduction of $70,000 pursuant to section 1106 of Public Law 107–117..
[2] Excludes $470,000 for CSRS/FEHB accruals.

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal employment opportunity matters,

formulating civil rights policies and procedures for the operating administrations, investigating claims that small businesses were denied certification or improperly certified as disadvantaged business enterprises, and overseeing the Department's conduct of its civil rights responsibilities and making final determinations on civil rights complaints. In addition, the Civil Rights Office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs. The Committee has provided a funding level of $8,700,000 for the Office of Civil Rights, the full amount requested.

NEW HEADQUARTERS BUILDING

Appropriations, 2002	.....
Budget estimate, 2003	$25,000,000
Committee recommendation	.....

The administration requested $25,000,000 for the new Department of Transportation headquarters project to consolidate all of the department's headquarters operating administration functions (except FAA and the United States Coast Guard), from various locations into a state-of-the-art efficient leased buildings within the central employment area of the District of Columbia.

The Committee believes that providing funding for this building is premature at this time, given the uncertainty surrounding the possible transfer of certain DOT functions to a new Department of Homeland Security and the extraordinary investments that the Transportation Security Administration has already made in the existing DOT building.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 2002 [1]	$11,993,000
Budget estimate, 2003 [2]	10,700,000
Committee recommendation	21,000,000

[1] Does not reflect reduction of $87,000 pursuant to section 349 of Public Law 107–87 or reduction of $313,000 pursuant to section 1106 of Public Law 107–117.
[2] Excludes $135,000 for CSRS/FEHB accruals.

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted at the departmental level. This research effort supports the planning, research and development activities, needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms. The Committee recommends $21,000,000 for transportation planning, research, and development, $9,007,000 more than the fiscal year 2002 enacted level and $10,300,000 more than the President's budget request.

Project Name	*Amount*
Bypass Mail System Computer Software & Hardware Upgrades, AK	$500,000
Circumpolar Infrastructure Task Force, Arctic Council & Northern Forum, AK	500,000
Delaware Memorial Bridge Collision Avoidance Project, DE	1,000,000
DOT's Privacy Practies Third Party Evaluation	1,000,000
Northeast Advanced Vehicle Consortium Fuel Cell, CT	2,000,000
Office for Infrastructure Transp. & Logistics, AL	1,000,000

Project Name	*Amount*
Strategic Freight Transportation Analysis, WA	1,500,000
UAL Fuel Cell/Hybrid Electric Research Program, AL	1,000,000
WestStart's Vehicular Flywheel Project, WA	1,500,000

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Limitation, 2002 [1] [2]	$125,323,000
Budget estimate, 2003 [3]	131,779,000
Committee recommendation	131,779,000

[1] Does not reflect reduction of $5,000,000 pursuant to section 349 of Public Law 107–87 or reduction of $4,300,000 pursuant to section 1106 of Public Law 107–117.
[2] Does not reflect $12,100,000 additional obligation limitation pursuant to H.R. 4775.
[3] Proposed without limitations. Includes DOT only.

The Transportation Administrative Service Center [TASC] provides a business operation fund for DOT to provide a wide range of administrative services to the Department and other customers. Services are financed through customer reimbursements. During the budget formulation phase TASC provides customers with estimates based on historical usage, adjusted for new or changed requirements. TASC is also responsive to newly emerging customer requirements that may be identified as the program is executed. Customer estimates are updated mid-year during the execution phase to provide customers with more current information. TASC services are delivered to customers through an organizational structure of individual business practices providing related services or products. This arrangement allows TASC to achieve economies of scale, resulting in savings for TASC customers. TASC customers also benefit from expertise developed in service areas that are used in the Federal sector, such as transit benefit distribution and technology acquisition. TASC operates under a full cost recovery concept, which incorporates distribution of overhead and indirect cost. TASC services include:

—Functions formerly in DOT's working capital fund [WCF];
—Office of the Secretary [OST] personnel, procurement and information technology support operations;
—Systems development staff;
—Operations of the consolidated departmental dockets facilities; and
—Certain departmental services and administrative operations, such as human resources management programs, transit fare subsidy payments, and employee wellness including substance awareness and testing.

SMALL COMMUNITY AIR SERVICE DEVELOPMENT PILOT PROGRAM

Appropriations, 2002	$20,000,000
Budget estimate, 2003	.....
Committee recommendation	20,000,000

The Committee bill includes $20,000,000, within funds provided for FAA's airport improvement program, for the Small Community Air Service Development Pilot Program authorized by section 203 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century. The program is designed to improve air service to underutilized airports in small and rural communities. The total number of communities or groups of communities that can participate in the program is limited to no more than 4 from any one

State and no more than 40 overall. The program gives priority to communities that have high air fares, will contribute a local share of the cost, will establish a public-private partnership to facilitate airline service, and where assistance will provide benefits to a broad segment of the traveling public.

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

	Approriations	Mandatory [3]	AIP transfer	Total
Appropriations, 2002 [1]	[2] $13,000,000	$50,000,000	.....	$63,000,000
Budget estimate, 2003	.....	30,000,000	$83,000,000	113,000,000
Committee recommendation	65,000,000	50,000,000	.....	115,000,000

[1] Does not include $50,000,000 from payments to Air Carriers (A&ATF) provided in the Emergency Supplemental Act, 2002, Public Law 107–117.
[2] Payments to Air Carriers (Airport and Airway Trust Fund).
[3] From overflight fees.

The Essential Air Service [EAS] and Rural Airport Improvement Program provides funds directly to commuter/regional airlines to provide air service to small communities that otherwise would not receive air service and for rural airport improvement as provided by the 1996 Federal Aviation Reauthorization Act.

The Federal Aviation Reauthorization Act of 1996 authorizes user fees for flights that fly over, but do not land in, the United States. The first $50,000,000 of each year's fees were to go directly to carry out the Essential Air Service Program and, to the extent not used for essential air service, to improve rural airport safety. If $50,000,000 in fees is not available, than the funds must be made available from appropriations otherwise made available to the FAA Administrator.

For fiscal year 2003, the Administration has proposed to transfer $83,000,000 from the grants-in-aid for airports program (AIP) for the costs of the EAS program. The Committee has rejected this request as it would strip almost the entire amount of increased funds available in fiscal year 2003 for investments in airport capacity and safety projects. The Administration is also proposing bill language to allow the Secretary to take whatever actions are necessary to keep the 2003 program within the proposed $113,000,000. The budget also proposed capping the per passenger subsidy at $275 for points greater than 210 miles, with the exception of service to communities in Alaska. The Committee does not concur in either of the Administration's proposals and has instead provided adequate sums to provide service to all current and likely eligible points. The Committee notes that there is anticipated to be an estimated $13,000,000 in carryover funds brought forward from fiscal year 2002 to fiscal year 2003. Together with these resources, program funding under the Committee recommendation should equal $128,000,000 in fiscal year 2003.

The following table reflects the points currently receiving service and the annual rates as of February 1, 2002 in the continental United States and Hawaii.

EAS SUBSIDY RATES AS OF FEBRUARY 1, 2002

States/communities	Average daily enplanements at EAS point (year ending September 30, 2001)	Annual subsidy rates (February 1, 2002)	Subsidy per passenger	Total passengers (year ending September 30, 2001)
ALABAMA: Muscle Shoals	22.5	$1,073,257	$76.05	14,113
ARIZONA:				
Kingman	5.1	541,502	170.87	3,169
Page	([1])	1,251,977	.....	.....
Prescott	14.0	541,502	61.80	8762
Show Low	([1])	410,080	.....	.....
ARKANSAS:				
El Dorado/Camden	4.1	825,569	317.89	2,597
Harrison	8.6	1,125,591	208.06	5,410
Hot Springs	8.4	1,125,591	214.77	5,241
Jonesboro	7.7	825,569	170.85	4,832
CALIFORNIA:				
Crescent City	43.5	314,865	11.57	27,205
Merced	13.3	949,458	113.99	8,329
COLORADO:				
Alamosa	14.7	925,045	100.29	9,224
Cortez	28.8	403,311	22.35	18,044
Pueblo	8.8	527,185	95.83	5,501
HAWAII:				
Hana	12.2	574,500	75.36	7,623
Kamuela	6.0	424,559	112.62	3,770
Kalaupapa	5.2	272,807	83.45	3,269
ILLINOIS: Marion/Herrin	36.1	794,031	35.11	22,618
IOWA: Burlington	39.2	929,082	37.85	24,547
KANSAS:				
Dodge City	13.5	564,422	66.86	8,442
Garden City	32.2	897,960	44.58	20,141
Great Bend	3.9	216,074	87.98	2,456
Hays	24.8	1,152,945	74.18	15,543
LIberal/Guymon	10.5	1,083,289	165.14	6,560
Topeka	6.2	621,872	161.07	3,861
KENTUCKY: Owensboro	21.5	888,863	66.03	13,461
MAINE:				
Augusta/Waterville	13.7	634,145	73.76	8,597
Bar Harbor	40.8	634,145	24.82	25,545
Presque Isle	59.6	1,082,408	29.03	37,284
Rockland	23.4	634,145	43.38	14,620
MICHIGAN:				
Iron/Ashland	6.5	544,269	134.49	4,047
Iron Mountain/Kingsford	28.6	473,599	26.41	17,933
Manistee	4.4	542,168	197.15	2,750
MISSOURI:				
Cape Girardeau	22.3	430,925	30.87	13,958
Fort Leonard Wood	27.1	573,725	33.79	16,979
Kirksville	6.3	732,363	186.59	3,925
MONTANA:				
Glasgow	7.0	707,462	160.60	4,405
Glendive	3.1	707,462	367.13	1,927
Havre	3.7	707,462	308.13	2,296
Lewistown	2.8	707,462	398.35	1,776
Miles City	3.9	707,462	291.38	2,428
Sidney	8.6	707,462	131.89	5,364
Wolf Point	5.8	707,462	193.35	3,659
NEBRASKA:				
Alliance	2.8	785,175	449.96	1,745
Chadron	5.1	785,175	244.83	3,207
Kearney	25.0	839,487	53.71	15,629
McCook	7.6	1,325,289	279.48	4,742
Norfolk	4.8	531,735	175.78	3,025
North Platte	24.1	106,006	7.04	15,056
NEVADA: Ely	/1	976,533		

EAS SUBSIDY RATES AS OF FEBRUARY 1, 2002—Continued

States/communities	Average daily enplanements at EAS point (year ending September 30, 2001)	Annual subsidy rates (February 1, 2002)	Subsidy per passenger	Total passengers (year ending September 30, 2001)
NEW MEXICO:				
Alamogordo/Holloman	6.2	923,789	238.40	3,875
Clovis	8.8	1,118,197	202.28	5,528
Gallup	3.2	691,080	347.10	1,991
Silver City/Hurley/Deming	8.3	935,667	179.69	5,207
NEW YORK:				
Massena	9.0	371,835	65.87	5,645
Ogdensburg	7.6	371,835	77.72	4,784
Saranac Lake	9.1	631,353	111.06	5,685
Utica	3.7	1,133,415	495.59	2,287
Watertown	10.7	371,835	55.33	6,720
NORTH DAKOTA:				
Devils Lake	8.5	793,867	149.17	5,322
Dickinson	12.6	590,153	74.86	7,883
Jamestown	9.4	793,867	134.30	5,911
OKLAHOMA:				
Enid	12.1	972,122	128.15	7,586
Ponca City	11.7	972,122	132.23	7,352
PENNSYLVANIA: Oil City/Franklin	15.2	510,261	53.49	9,540
PUERTO RICO: Ponce	19.8	337,551	27.28	12,372
SOUTH DAKOTA:				
Brookings	3.4	849,386	397.09	2,139
Huron	5.8	394,585	109.58	3,601
TENNESSEE: Jackson	25.3	1,151,993	72.68	15,850
TEXAS: Brownwood	6.8	865,886	202.88	4,268
UTAH:				
Cedar City	30.3	679,450	35.80	18,978
Moab	/1	971,444		
Vernal	([1])	1,102,967	.....	.....
VERMONT: Rutland	9.8	634,145	102.98	6,158
WASHINGTON: Ephrata/Moses Lake	32.7	479,859	23.48	20,439
WEST VIRGINIA:				
Beckley	9.0	857,530	152.07	5,639
Princeton/Bluefield	7.5	857,530	181.64	4,721
WISCONSIN: Oshkosh	8.7	460,392	84.86	5,425
WYOMING:				
Laramie	33.8	297,633	14.07	21,149
Rock Springs	31.3	465,023	23.72	19,605
Worland	9.5	353,345	59.73	5,916

[1] Less than full year data.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

Appropriations, 2002	$900,000
Budget estimate, 2003	900,000
Committee recommendation	900,000

Office of Small and Disadvantaged Business Utilization [OSDBU]/Minority Business Resource Center [MBRC].—The OSDBU/MBRC provides assistance in obtaining short-term working capital and bonding for disadvantaged, minority, and women-owned businesses [DBE/MBE/WBE's]. In fiscal year 2001, the short-term lending program was converted from a direct loan program to a guaranteed loan program. In fiscal year 2003, the program will continue to focus on providing working capital to DBE/MBE/WBE's for transportation-related projects in order to strengthen their competitive and productive capabilities.

Since fiscal year 1993, the short-term lending program has been a separate line item appropriation, which segregated such activities in response to changes made by the Federal Credit Reform Act of 1990. The limitation on guaranteed loans under the Minority Business Resource Center is at the administration's requested level of $18,367,000.

Of the funds appropriated, $500,000 covers the subsidy costs; and, $400,000 is for administrative expenses to carry out the Guaranteed Loan Program.

MINORITY BUSINESS OUTREACH

Appropriations, 2002	$3,000,000
Budget estimate, 2003	3,000,000
Committee recommendation	3,000,000

This appropriation provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts arising out of projects that involve Federal spending. It also provides support to historically black and Hispanic colleges. Separate funding is requested by the administration since this program provides grants and contract assistance that serves DOT-wide goals and not just OST purposes.

GENERAL PROVISIONS

Rebates, refunds, and incentive payments.—The Department receives funds from various Government programs at different time intervals (that is, weekly, monthly, quarterly). For example, under the General Services Administration's Travel Management Center [TMC] Program, rebate checks received from the travel contractor are distributed monthly to each element of the Department in proportion to net domestic airline sales arranged by the contractor. Past expenditures have to be analyzed to determine the proper sources to refund which can be a time-consuming process. The staff time and cost associated with the precise accounting for each such refund is prohibitive. To alleviate the need to specifically identify the source for each repayment the Committee has included language (sec. 326), as requested, that allows a fair and sensible allocation of the rebates and miscellaneous other funds.

CHANGES IN FISCAL YEAR 2002 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS

(In thousands of dollars)

Account	Public Law 107–87 DOT Appropriations Act						Public Law 107–117 Emergency Supp.		Net appropriation and obligation limitation
	Appropriations and obligations limitation	Sec. 349 TASC reduction	Sec. 318 recession	Sec. 329 Amtrak Reform Council	Sec. 330 Misc. hwy GF projects	Sec. 350 Border Crossing	Sec. 1106 TASC reduction	Chapter 11	
Office of the Secretary:									
Salaries and expenses	67,778	−488				−162			67,128
Transportation planning, research, and developme	11,993	−87					−313		11,593
Minority business resources center	900								900
Minority business outreach	3,000								3,000
Office of civil rights	8,500	−60					−70		8,370
Essential air service/payments to air carriers	13,000							[50,000]	63,000
Essential air service (transfer of fees from FAA	[50,000]								[50,000]
Subtotal	105,171	−635					−545	50,000	153,991
Transportation Security Administration:									
Transportation Security Administration [1]								94,800	94,800
Transportation Security Administration (fees)	[1,250,000]								[1,250,000]
U.S. Coast Guard:									
Operating Expenses	3,382,000	−791					−680	209,150	3,589,679
Acquisition, construction, and improvements	636,354	−158					−136		636,060
Environmental compliance and restoration	16,927	−5					−4		16,918
Alteration of bridges	15,466								15,466
Retired pay	876,346								876,346
Reserve training	83,194	−22					−19		83,153
Research, development, test, and evaluation	20,222	−3					−3		20,216
Subtotal	5,030,509	−979					−842	209,150	5,237,838
Federal Aviation Administration:									
Operations	6,886,000	−1,516					−1,304	200,000	7,083,180
Facilities and equipment	2,914,000							108,500	3,022,500
Facilities and equipment, rescission of py BA	−15,000								−15,000
Research, engineering, and development	195,000							50,000	245,000
Grants-in-aid for airports (obligation limitatio	3,300,000								3,300,000

CHANGES IN FISCAL YEAR 2002 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS—Continued

(In thousands of dollars)

Account	Public Law 107–87 DOT Appropriations Act						Public Law 107–117 Emergency Supp.		Net appropriation and obligation limitation
	Appropriations and obligations limitation	Sec. 349 TASC reduction	Sec. 318 recession	Sec. 329 Amtrak Reform Council	Sec. 330 Misc. hwy GF projects	Sec. 350 Border Crossing	Sec. 1106 TASC reduction	Chapter 11	
Grants-in-aid for airports (rescission of contra	−301,720								−301,720
Grants-in-aid for airports (TF appropriations)								175,000	175,000
Subtotal	12,978,280	−1,516					−1,304	533,500	13,508,960
Federal Highway Administration:									
Limitation on administrative expenses	[311,000]	[−452]					[−389]		[310,159]
Federal-aid highways (obligation limitation) [2]	31,799,104								31,799,104
Emergency relief (CA)	[100,000]								[100,000]
Emergency relief (TF approp)								75,000	75,000
Exempt obligations	965,308								965,308
Appalachian Development Highway System	200,000								200,000
State infrastructure banks, rescission of py BA	−5,750								−5,750
Miscellaneous appropriations (GF)					144,000			4,300	148,300
Miscellaneous highway projects (TF)								100,000	100,000
Value Pricing and TIFIA, rescission of CA	−52,973								−52,973
Subtotal	32,905,689	[−452]			144,000		[−389]	179,300	33,228,989
Federal Motor Carrier Safety Administration:									
National motor carrier safety program (obligation)	205,896								205,896
Motor carrier safety (limitation on administrati	110,000	−85					−73		109,842
Border Enforcement (TF)						25,866			25,866
Limitation on admin. expenses, rescission of CA	−6,665								−6,665
Subtotal	309,231	−85				25,866	−73		334,939
National Highway Traffic Safety Administration:									
Operations and Research, General Fund	127,780	−536					−461		126,783
Operations and Research, Trust Fund (obligation	72,000								72,000
National driver registration	2,000								2,000

Highway safety grants	223,000								223,000
Subtotal	424,780	−536					−461		423,783
Federal Railroad Administration:									
Safety and operations	110,857	−175					−150	6,000	116,532
Research and development	29,000								29,000
Next generation high speed rail	32,300								32,300
Alaska railroad rehabilitation	20,000								20,000
Grants to Nat'l RR Passenger Corp	521,476							100,000	621,476
Pennsylania Station redevelopment	20,000								20,000
Amtrak reform council				225					225
Subtotal	733,633	−175		225			−150	106,000	839,533
Federal Transit Administration:									
Administrative expenses (approps and oblig limit	67,000	[−208]					[−179]		67,000
Formula grants (approps and oblig limitation) [3]	3,542,000							23,500	3,565,500
Univ. transporation research (approps and oblig	6,000								6,000
Transit planning and research (approps and oblig	116,000								116,000
Capital investment grants (approps and oblig lim	2,891,000							100,000	2,991,000
Capital investment grants (Trust Fund approps)									
Job access (approps and oblig limitation)	125,000								125,000
Subtotal	6,747,000	[−208]					[−179]	123,500	6,870,500
Saint Lawrence Seaway Development Corp:									
Operations and maintenance	13,345	−11					−10		13,324
Research and Special Programs Administration:									
Research and special programs	37,279	−113					−97	2,500	39,569
Pipeline safety	58,250	−74					−64		58,112
Emergency preparedness grants	14,300								14,300
Subtotal	109,829	−187					−161	2,500	111,981
Bureau of Transportation Statistics [4]	[31,000]	[−103]					[−89]		[30,808]
Office of the Inspector General: Salaries and expenses [5]	50,614	−108					−93	1,300	51,713

CHANGES IN FISCAL YEAR 2002 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS—Continued

(In thousands of dollars)

Account	Public Law 107–87 DOT Appropriations Act						Public Law 107–117 Emergency Supp.		Net appropriation and obligation limitation
	Appropriations and obligations limitation	Sec. 349 TASC reduction	Sec. 318 recession	Sec. 329 Amtrak Reform Council	Sec. 330 Misc. hwy GF projects	Sec. 350 Border Crossing	Sec. 1106 TASC reduction	Chapter 11	
Surface Transportation Board:									
Salaries and expenses	18,457	−5	.....	.....	.....	.....	−4	.....	18,448
Salaries and expenses (fees)	[950]	.....	.....	.....	.....	.....	.....	.....	[950]
Total, Department of Transportation (excluding Maritime Administration)	59,426,538	−4,237	.....	225	144,000	25,866	−3,643	1,300,050	60,888,799

[1] Does not include reallocation of Public Law 107−38 funds of $760 million from FEMA to TSA.
[2] Net of transfer of RABA to FMCSA.
[3] Reflects $50 million BA transfer from formula grants to capital discretionary.
[4] BTS funding included within Federal-aid highways.
[5] Does not include $5.5 million reimbursable from FHWA and FTA.

TRANSPORTATION SECURITY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2003 PROGRAM

	Appropriation	Offsetting Collections
Appropriations, 2002 [1] [2]	$1,250,000,000	$1,250,000,000
Budget estimate, 2003	4,800,000,000	2,347,000,000
Committee recommendation	4,950,000,000	2,347,000,000

[1] Does not include: (1) an additional $780,000,000 in supplemental funding provided to FAA for, among other things, security within the aircraft, explosives detection systems, and designated pilot and demonstration projects; (2) $298,000,000 in appropriated funding provided to FAA for functions now performed by TSA, including the transfer of the Civil Aviation Security organization, research and development, and explosives detection systems; and, (3) $93,000,000 provided for port security grants.

[2] Does not $2.85,000,000,000 in fiscal year 2002 to support TSA operations.

The Transportation Security Administration (TSA) was established on November 19, 2001, with the enactment of the Aviation and Transportation Security Act (Act) into law. The Act created TSA within the Department of Transportation and identified a series of objectives and authorities under which TSA would improve security across all modes of transportation for the American public. As called for in the Act, TSA is charged with ensuring security across the U.S. transportation system. TSA's mission is to protect the Nation's transportation systems by safeguarding the freedom of movement of people and commerce. TSA will be responsible for providing security to the Nation's transportation systems including aviation, railways, highways, pipelines, and waterways. The Act for the first time made overall aviation security a direct Federal responsibility.

The Committee recommends $4,950,000,000 for the activities of the Transportation Security Administration for fiscal year 2003. The amount provided is $150,000,000 more than the budget request.

Challenges for the Transportation Security Administration (TSA).—In the Committee's view, the initial performance of the Transportation Security Administration has been disappointing. There is no question that the deadlines imposed by the Aviation and Transportation Security Act would be extraordinarily challenging for any agency to meet, even one that has been up and running for several decades. That said, the Committee has not been satisfied with the agency's performance to date, especially in the manner in which the agency has communicated with the Committee and the general public. Budget materials provided by the agency to the Committee have lacked the level of specificity and clarity that is necessary for the Committee to conduct proper oversight and allocate taxpayer funds. Even more importantly, the agency's posture with its public stakeholders has been characterized by arrogance and disregard of the public's views. This is particularly troubling given the fact that the agency's core mission is to reassure the public as to the safety of the Nation's transportation system. The Committee hopes and expects that the recent change in leadership at the agency will signal a new day in the way the agency interacts with the Committee and the general public.

Programs, Projects and Activities (PPAs).—As discussed above, the Committee has struggled to ascertain the TSA's spending plans based on the budget documentation submitted by the agency. The

statement of managers accompanying the Supplemental Appropriations Act for Fiscal Year 2002 noted that, at present, there are no clearly defined Programs, Projects, and Activities (PPA's) established for the TSA's budget. The Committee anxiously awaits the TSA's submission of proposed PPA's so that the Committee can better understand and review the agency's spending priorities. Until the agency and the Committee comes to closure on defined PPA's for the TSA budget, the Committee cannot articulate its funding recommendation in the context of adjustments to the President's Budget. As such, the following table displays the minimum amounts provided by the Committee for the following activities.

Modification of Airports to Install Checked Baggage Explosive Detection Systems Including Trace Detection Systems	$200,000,000
Procurement of Explosive Detection Systems and Trace Detection Systems	[1] 124,000,000
Intercity Bus Security Initiative	15,000,000
Operation Safe Commerce	35,000,000
Security Research	25,000,000
Grants to Port Authorities for Security Enhancements	100,000,000
Transportation Information Operations Center (TIOC)	3,500,000

[1] Includes transfer of $55,000,000 from FAA facilities and equipment.

Modification of Airports to Install EDS and ETD Systems.—In reviewing the TSA's belated budget submission, the Committee was dismayed to learn that no additional funds have been budgeted for fiscal year 2003 for airport modifications necessary to install Explosive Detection Systems (EDS) and Explosive Trace Detection (ETD) systems. Over the course of the next several weeks, the TSA will attempt to install massive amounts of explosive detection equipment in the Nation's airports in order to comply with the ATSA's December 31st deadline for screening all checked baggage for explosives. By the agency's own admission, many of the measures that will be necessary to install and operate this equipment on such a short timeline will present considerable inconvenience to airline passengers, air carriers, airport manager's and airport-based venders. In many instances, for the lack of time and money to install explosive detection systems as part of the airport's central baggage processing system, explosive detection equipment will be required to be installed in terminal space currently used by airline passengers.

The Committee, unlike the TSA, is not prepared to allow this less-than-satisfactory situation to persist for a number of years while the agency pursues the development of next-generation explosive detection technologies. As such the Committee has provided $200,000,000 for fiscal year 2003 for the purpose of improving upon the interim deployment plans that will be necessary to comply with the December 31 deadline. The Committee expects these funds to be used to retrofit those airports that will face the greatest difficulty in minimizing the inconvenience of air passengers in complying with the December 31 deadline.

Credentialing and screening of aviation workers.—The statement of managers accompanying the second Supplemental Appropriations Act for fiscal year 2002 expressed a number of concerns regarding TSA's planned deployment of its transportation worker identity card (TWIC) initiative. The Committee of Conference to that bill went on to prohibit the TSA from obligating any funds for

this initiative until the agency reports to the House and Senate Committees on Appropriations on the concerns cited in the statement of managers and the agency receives written reprogramming approval from both Committees. In developing his reprogramming request, the Committee expects the Under Secretary to be particularly attentive to the immediate need for improved credentialing to allow for the expeditious and seamless movement of airline and airport employees. The fact that airline and airport workers have already undergone background investigations should facilitate this effort. The Committee expects the Under Secretary to promptly develop a credentialing system that is accepted throughout the airport network and is supported by a centralized database so that access limitations can be communicated promptly throughout the system. With regard to security screening, it is imperative that TSA develop a new screening process for airline and airport employees. This process should be conducted at separate portals from the screening of passengers and should be tailored to the minimal security risk posed by aviation employees. The TSA's current screening methods for aviation employees diverts limited security resources away from the real risks to the air transportation system and needlessly creates delays for workers providing time-critical aviation services on behalf of the traveling public. The Committee believes that TSA would benefit from the appointment of a taskforce to assist in the development of this new credentialing and screening system. Such a taskforce should include representatives from airlines, airports, and aviation labor. The Committee will carefully review the Under Secretary's reprogramming requests to determine the extent of his responsiveness to the Committee's stated concerns and directives in this area.

Intercity Bus Security.—The Committee has provided an additional $15,000,000 for the TSA's continued efforts in the area of improving security in the intercity bus industry. These funds will better insure the security of millions of passengers that use the nation's intercity bus network.

Operation Safe Commerce.—The Committee has provided $30,000,000 for the continued deployment of Operation Safe Commerce. These funds shall be subject to the same terms and conditions as articulated in the Committee report accompanying the fiscal year 2002 Supplemental Appropriations Bill. The amount provided is $2,000,000 more than the amount provided for fiscal year 2002.

Security Research.—TSA will conduct research and development activities in an effort to improve current security technology. This research will be targeted toward methodologies of detecting potential chemical, biological or similar threats and devices that could be released on an aircraft or within an airport.

Pilot projects.—The Committee has provided funding in previous appropriations acts for the TSA to conduct pilot projects to demonstrate and evaluate promising security technologies and concepts. Pilot projects provide useful data and practical experience regarding the effect of innovative approaches and technology in improving aviation security. As the newest large hub airport, Denver International Airport (DIA) is well-suited as a location for testing new security systems, and the Committee encourages the Under

Secretary to consider DIA as a candidate for conducting pilot projects, including tests of new explosive detection equipment.

Security Research Centers.—The FAA has established strong collaborative research efforts with universities and private industry, and this beneficial arrangement has helped advanced a variety of aviation interests. The Committee believes that the Under Secretary could achieve similar benefits in the area of transportation security by establishing similar alliances. Therefore, the Committee encourages the Under Secretary, as the TSA continues to refine its research and development program, to utilize expertise at the following institutions: Center for Industrial Competitiveness at the University of Massachusetts-Lowell; National Institute for Advanced Transportation Technology at the University of Idaho; State University System of Florida's Consortium for Intermodal Transportation Safety and Security; Aviation Institute at the University of Nebraska at Omaha; and, the Center of Excellence for Aviation Security.

Oversize Inspection System.—The Committee encourages the Under Secretary to develop of a prototype oversize inspection system which uses multiple analysis techniques, including a high penetration beam and high performance sensors, to screen cargo containers, vehicles, and other large objects.

Automated Surveillance System.—The Committee encourages the Under Secretary to develop airport checkpoint security and process management initiative at the Wichita Mid-Continent Airport that links video technology with advanced software for real-time identification of security risks and can alert appropriate security personnel.

Remote baggage screening.—The Committee encourages the Under Secretary to develop a pilot project at Anchorage International Airport that will evaluate the potential of a rapid baggage movement system to screen checked luggage for explosives at an off-site facility.

Grants to Port Authorities for Security Enhancements.—The Committee has provided $100,000,000 for port security grants in fiscal year 2003. These grants will be competitively awarded by the Under Secretary for the purpose of assessing and improving security at the Nation's seaports. While a total of $218,000,000 was made available for this activity between the first and second Supplemental Appropriations Acts for 2002, the Department of Transportation's solicitation for applications demonstrated an initial demand for these grants of almost $700,000,000. Funds provided in fiscal year 2003 will help meet this demand.

Integrated Port Security Pilot Projects.—The Committee is supportive of a series of integrated port security pilot projects that involve information sharing between the busiest container and cruise ship ports in the southeastern United States. In distributing funds under the port security grant program for fiscal year 2002 and fiscal year 2003, the Committee encourages the Under Secretary to positively consider applications for such an integrated set of pilot projects. Elements of these pilot projects might include the improvement of surveillance systems, the use of smart cards and biometric technology, vehicular traffic control, cargo inspection, improved communications infrastructure and information systems in-

frastructure, as well as passenger and baggage screening for cruise ship passengers.

Transportation Information Operations Center (TIOC).—As part of the budget request for the Fiscal Year 2002 Supplemental Appropriations Act the Secretary of Transportation requested $3,500,000 for the establishment of a Transportation Information Operations Center at DOT headquarters. The Committee of Conference on the fiscal year 2002 Supplemental Appropriations Bill deferred consideration of this request, given the uncertainty surrounding what security responsibilities would reside within DOT should a new Office of Homeland Security be established. The Committee has provided the necessary funding for the establishment of the TIOC at this time and will continue to monitor whether such a facility will be necessary when, and if, there is a newly established distribution of security responsibilities within the Federal Government.

Fitness for Duty Requirements.—The Committee is concerned that the Under Secretary has not as yet implemented the new requirement imposed by the Aviation and Transportation Security Act that airport security screeners demonstrate daily their fitness-for-duty without impairment due to fatigue, medications, drug use or alcohol. The Committee strongly recommends that the Under Secretary make expedited use of currently available fitness-for-duty technology to assess daily the alertness of airport security.

Air Marshall air-ground communications.—Funding was provided in fiscal year 2002 for procurement of air-ground communications systems for Federal air marshals. The Committee expects the Under Secretary to proceed expeditiously with this procurement and begin installation of such systems on major commercial passenger aircraft as soon as possible.

U.S. COAST GUARD

SUMMARY OF FISCAL YEAR 2002 PROGRAM

The U.S. Coast Guard, as it is known today, was established on January 28, 1915, through the merger of the Revenue Cutter Service and the Lifesaving Service. In 1939, the U.S. Lighthouse Service was transferred to the Coast Guard, followed by the Bureau of Marine Inspection and Navigation in 1942. The Coast Guard has as its primary responsibilities the enforcement of all applicable Federal laws on the high seas and waters subject to the jurisdiction of the United States; promotion of safety of life and property at sea; assistance to navigation; protection of the marine environment; and maintenance of a state of readiness to function as a specialized service in the Navy in time of war (14 U.S.C. 1, 2).

The Committee recommends a total program level of $6,071,978,000 for the activities of the Coast Guard in fiscal year 2003. This represents an increase of $832,319,000 (16 percent) above the fiscal year 2002 enacted level. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year—		Committee recommendations [5]
	2002 enacted [1 3]	2003 estimate [4]	
Operating expenses [2]	3,382,000,000	4,153,456,000	4,318,456,000

[1] Excludes reduction of $1,471,000 pursuant to Public Law 107–87 and 107–117.
[2] Includes funding for national security activities of the Coast Guard scored against budget function 050 (defense discretionary) as follows: fiscal year 2002 enacted amount includes $440,000,000 in defense discretionary funding; fiscal year 2003 estimate includes $340,000,000 and fiscal year 2003 Committee recommendation includes $340,000,000.
[3] Excludes $209,150,000 in Emergency Supplemental Appropriations, pursuant to Public Law 107–117.
[4] Excludes $22,284,000 in civilian and $293,858,000 in military accruals. Excludes $165,000,000 in new user fee revenue.
[5] Includes $300,000,000 provided in the Department of Defense appropriations bill.

OPERATING EXPENSES

	General	Trust	New user fee revenue	Total
Appropriations, 2002 [1 2 5]	$3,357,055,000	$24,945,000		$3,382,000,000
Budget estimate, 2003 [3]	4,129,126,000	25,000,000	$165,000,000	4,318,456,000
Committee recommendation [4 6]	4,293,456,000	25,000,000		4,318,456,000

[1] Includes $440,000,000 for national security activities scored against budget function 050 (defense).
[2] Excludes reduction of $1,471,000 rescission pursuant to Public Laws 107–87 and 107–117.
[3] Includes $340,000,000 for national security activities scored against budget function 050 (defense).
[4] Includes $340,000,000 for national security activities including drug interdiction scored against budget function 050 (defense).
[5] Excludes $209,150,000 in Emergency Supplemental Appropriations pursuant to Public Law 107–117.
[6] Includes $300,000,000 provided in the Department of Defense appropriations bill.

The "Operating expenses" appropriation provides funds for the operation and maintenance of multipurpose vessels, aircraft, and shore units strategically located along the coasts and inland waterways of the United States and in selected areas overseas.

The program activities of this appropriation fall into the following categories:

Search and rescue.—One of its earliest and most traditional missions, the Coast Guard maintains a nationwide system of boats, aircraft, cutters, and rescue coordination centers on 24-hour alert.

Aids to navigation.—To help mariners determine their location and avoid accidents, the Coast Guard maintains a network of manned and unmanned aids to navigation along our coasts and on our inland waterways, and operates radio stations in the United States and abroad to serve the needs of the armed services and marine and air commerce.

Marine safety.—The Coast Guard insures compliance with Federal statutes and regulations designed to improve safety in the merchant marine industry and operates a recreational boating safety program.

Marine environmental protection.—The primary objectives of this program are to minimize the dangers of marine pollution and to assure the safety of U.S. ports and waterways.

Enforcement of laws and treaties.—The Coast Guard is the principal maritime enforcement agency with regard to Federal laws on the navigable waters of the United States and the high seas, including fisheries, drug smuggling, illegal immigration, and hijacking of vessels.

Ice operations.—In the Arctic and Antarctic, Coast Guard icebreakers escort supply ships, support research activities and Department of Defense operations, survey uncharted waters, and collect scientific data. The Coast Guard also assists commercial vessels through ice-covered waters.

Defense readiness.—During peacetime the Coast Guard maintains an effective state of military preparedness to operate as a service in the Navy in time of war or national emergency at the direction of the President. As such the Coast Guard has primary responsibility for the security of ports, waterways, and navigable waters up to 200 miles offshore.

COMMITTEE RECOMMENDATION

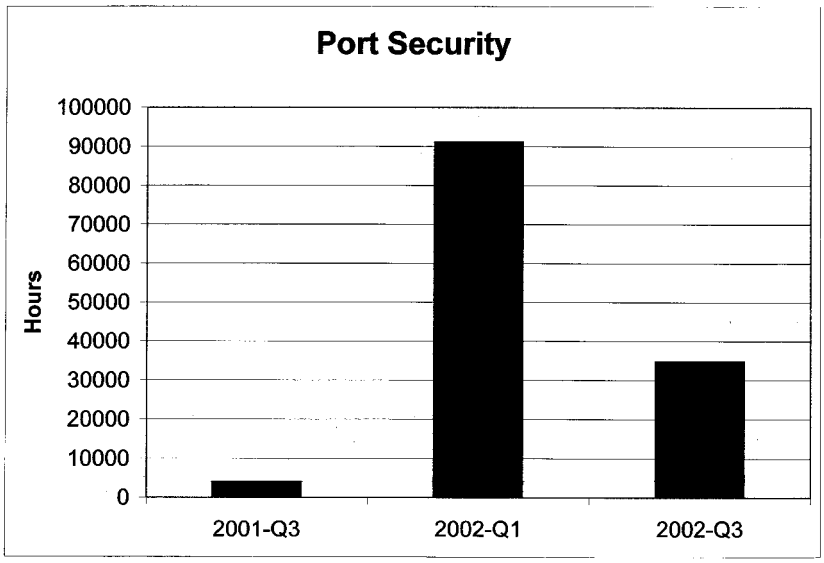
The Committee recommendation for Coast Guard operating expenses is $4,318,456,000, including $25,000,000 from the oil spill liability trust fund and $340,000,000 from function 050 for the Coast Guard's defense-related activities including drug interdiction. Within the amount recommended, $300,000,000 is provided in the Department of Defense appropriations bill. This is $165,000,000 more than the budget request and $936,456,000 (27 percent) more than the fiscal year 2002 enacted level.

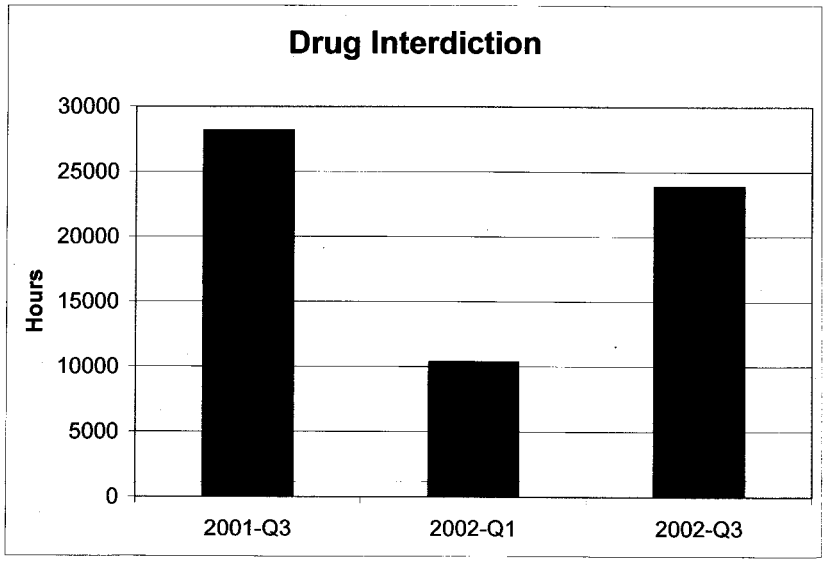
Mission Emphasis.—The Coast Guard responded to the terrorist attacks of last September in an unprecedented and dramatic manner. In doing so, they refocused nearly all of their personnel and redirected most of their cutters, boats and aircraft on domestic maritime security. While the Coast Guard has on a number of occasions been required to rapidly shift its mission emphasis, the extent of the shift to domestic security that followed the events of September 11th was certainly unprecedented in the history of the Coast Guard. The Committee believes that the Coast Guard acted with extraordinary professionalism and heroism during this period of rapid transformation. At the same time, the Committee has concerns regarding the Coast Guard's ability to once again achieve mission balance and adequately address its other critical missions—missions including Search and Rescue, Drug and Migrant Interdiction, the maintenance of Aids to Navigation and ensuring the safety and integrity of our domestic fishing grounds.

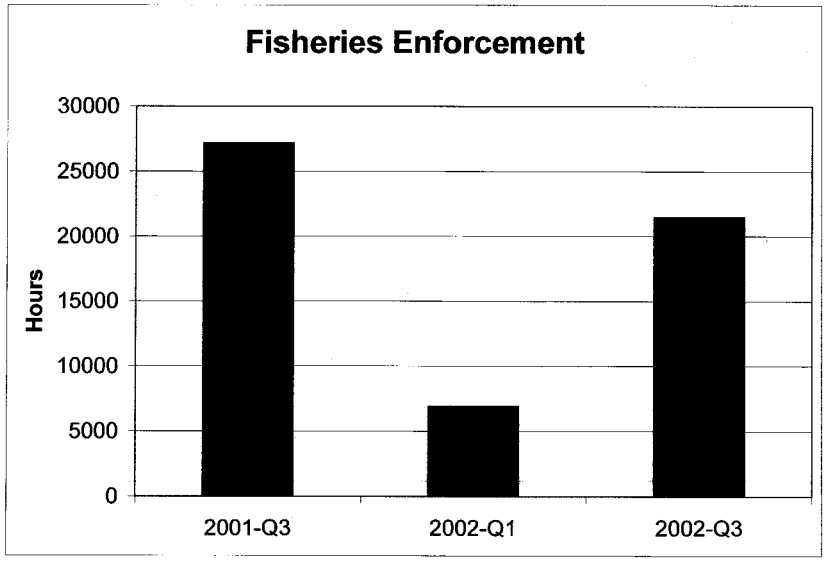
As part of the Committee's annual hearing regarding the Coast Guard's budget request, the DOT Inspector General reported that the service deployed 59 percent of its resources on port safety and security missions immediately following September 11th. Those resources included the Coast Guard's core Search and Rescue vessels, some of which were repositioned far away from their optimal location for conducting their Search and Rescue mission. Indeed, the IG noted that the Coast Guard's small boat stations experienced a 50 percent increase in operating hours as they sought to perform all of their new port security responsibilities at the same time they were seeking to maintain an effective Search and Rescue program.

The information provided below illustrates exactly how the Coast Guard directed its mission emphasis over the last year. It depicts an overall increase in operating hours in the first quarter of fiscal year 2002 reflecting the rapid response to the terrorist attacks. That surge began to level off in the third quarter of fiscal year 2002 as the Coast Guard sought to return to a more balanced level of effort across its missions. A review of the data for the third quarter of fiscal year 2002—the most recent quarter for which data is available—reveals that many of the missions that suffered the greatest diminution of effort following September 11th have not yet returned to their baseline level. Indeed, the Committee is greatly

concerned that the agencies new emphasis on security, as articulated in its fiscal year 2003 budget request, means that the Coast Guard has no intention of restoring missions like drug interdiction and fisheries enforcement to their pre-September 11th levels.



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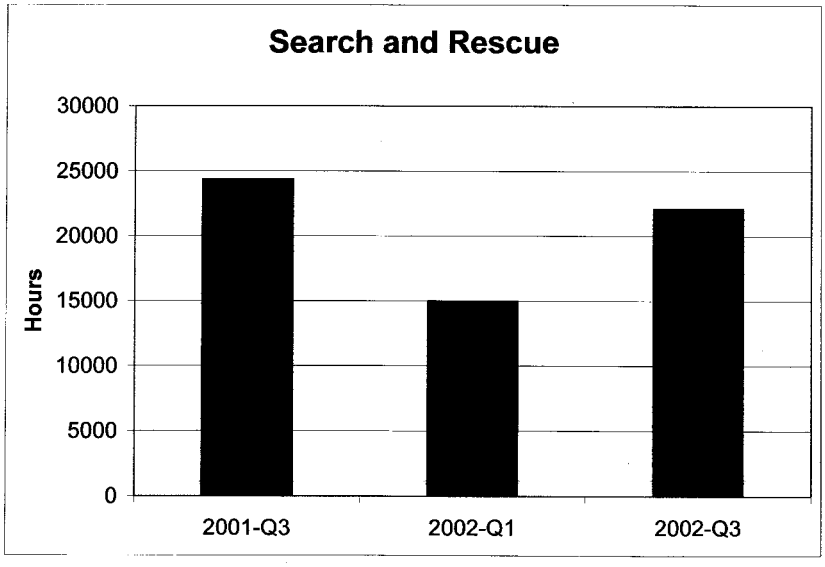
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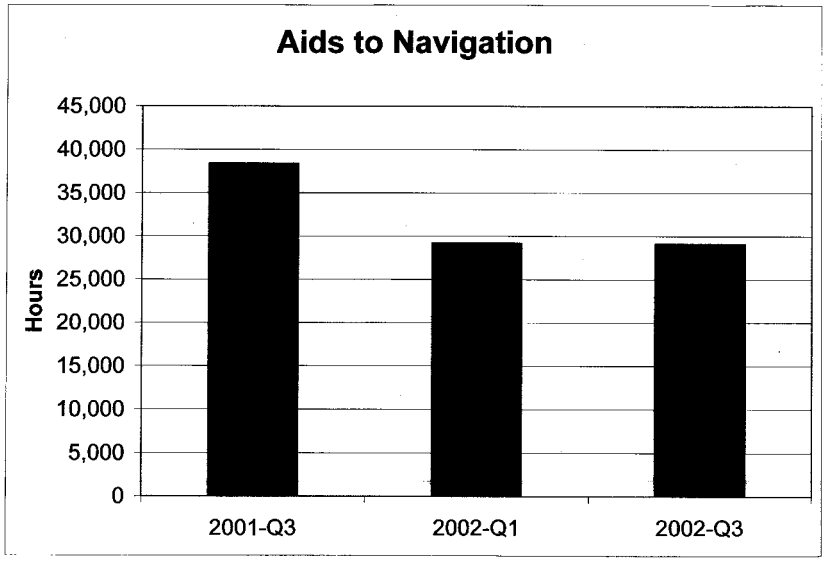
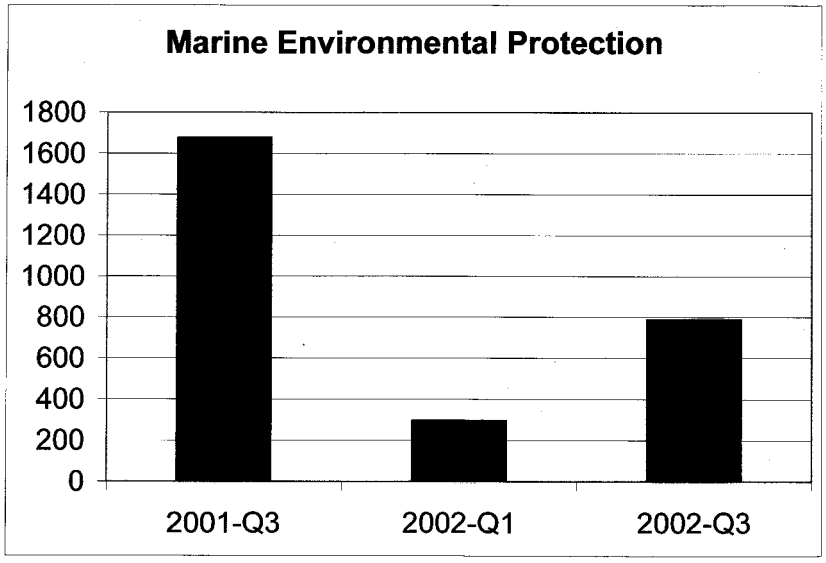




The Committee does not question the need for a more robust homeland security focus on the part of the Coast Guard. Even so, the Committee is disappointed that, at a time when the Administration is requesting an historic and well deserved funding increase for the Coast Guard, almost the entire increase is devoted to expanded homeland defense efforts. Indeed, the documentation accompanying this budget request confirms the agency's intention to continue to de-emphasize its non-homeland defense missions while its budget grows. The Committee does not agree that, at a time

when the Coast Guard's operating budget is growing by double-digit percentages, the taxpayer should be content with a diminished effort in the areas of marine safety, marine environmental protection, drug interdiction and fisheries enforcement.

In order to address this concern, the Committee is granting the Commandant the flexibility to redress this imbalance. The Committee fully funds the $21,724,000 sought for Maritime Search and Rescue improvements—budget category IV F—and disallows funding for budget category IV G since this item is not consistent with the Coast Guard's Ports and Waterways Safety Systems (PAWSS) strategy. With the more than $450,000,000 in additional funding provided in this appropriation to operate new facilities and commence or enhance new initiatives, the Committee expects the Commandant to launch his highest priority initiatives for homeland defense while leaving himself sufficient resources to return his non-homeland security missions to their pre-September 11th levels.

The Committee directs the Commandant to submit a detailed report as to how he will achieve this objective as part of his budget submission for fiscal year 2004. This report should include a detailed revised distribution of fiscal year 2003 resources in comparison to the line items initially requested in the fiscal year 2003 budget request. In order to monitor the Commandant's progress toward this goal, the Committee directs the Commandant to submit quarterly reports to the Committee detailing the resource hours achieved by mission. This report should also include district-by-district data for aircraft, cutter, and boat hours by mission area. The report should also compare this data to the comparable data for the eight quarters that preceded September 11, 2001. These reports will be submitted using the same deadlines and restrictions pertaining to the agency's Quarterly Acquisition Reports.

The Committee recognizes that the integrity of the Coast Guard's mission hour data has been compromised in the past due to inconsistencies in unit's reporting practices in the field. The Committee commends the Commandant's efforts to date to improve the accuracy of this data and requests that the DOT Inspector General periodically monitor the reporting of this data as well as the accuracy of the quarterly mission hour reports to be submitted to the Committee.

Flag Officer Billets.—The Committee has provided sufficient funds for the retention of 34 flag billets in fiscal year 2003, the full amount requested in the Coast Guard's budget request. The Committee notes that the number of flag officer billets has grown steadily in the last few years even though the Coast Guard has consistently had the lowest ratio of officers to flag officers and enlisted personnel to flag officers of any of the military services. The Committee recognizes that an even higher level of flag officer billets may be authorized. However, the Committee is concerned that the budget justifications submitted to the Committee have not accurately reflected the number of flag officers requested for the budget year. Specifically, the budget justification for fiscal year 2000 identified an expectation for one additional flag billet in the budget year. With the arrival of the 2001 budget request, the Committee discovered that the service added two additional flag billets in fiscal year 2000. Similarly, the 2002 budget request did not identify

any growth in the number of flag officers for that year. With the arrival of the budget request for 2003, the Committee discovered that the service had indeed added another flag officer in 2002. For fiscal year 2003, the budget request seeks a total of 34 flag officers and the Committee has provided sufficient sums for that number.

Navigational Assistance Services Fees.—For the second consecutive year, the Administration had proposed the initiation of new Navigational Assistance Service fees. The effect of this proposal is to lower the actual appropriation requirement for Coast Guard operating expenses in fiscal year 2003 by $165,000,000 by requiring the users of Coast Guard services to cover those costs. The Committee has, again, rejected this approach and provided sufficient appropriations to cover all of the Coast Guard's needs.

Marine Fire and Safety Association.—The Committee remains supportive of efforts by the Marine Fire and Safety Association (MFSA) to provide specialized firefighting training and maintain an oil spill response contingency plan for the Columbia River. The Committee encourages the Secretary to provide funding for MFSA consistent with the authorization and directs the Secretary to provide $312,000 to continue efforts by the nonprofit organization comprised of numerous fire departments on both sides of the Columbia River. The funding will be utilized to provide specialized communications, firefighting training and equipment, and to implement the oil spill response contingency plan for the Columbia River.

Great Lakes Pilotage.—The Committee is informed that the Great Lakes ports collectively petitioned the Coast Guard in July 2001 to publish for public comment a proposed plan to streamline and modernize the pilotage system on the Great Lakes. The Committee is concerned that the Coast Guard has not acted on this petition. The Committee urges the Coast Guard to seek public comment on this issue.

AMSEA.—The Committee recommends $350,000 to be available only to continue this marine safety training program that trains fishermen and children in cold water safety techniques.

Oil spill prevention, 13th District.—Within the amount provided, the Committee has provided $1,600,000 for enhanced oil spill prevention activities in the waters of Washington State. These additional funds shall be under the sole control of the Captain of the Port-Puget Sound and will be in addition to any and all funds that would normally be allocated for marine environmental protection activities to that unit under the President's budget request. The Captain of the Port-Puget Sound is the Federal official solely responsible for preventing the accidental release of oil from tankers entering the Straits of Juan de Fuca and Puget Sound. As such, the Committee expects the Captain of the Port to use his professional judgment in allocating these funds to measures that he believes will best protect these waters. Such measures could include a cost sharing arrangement with the State of Washington for the hiring of a rescue tug at Neah Bay. However, these funds could be allocated to alternative measures if, in the view of the Captain of the Port, such alternative measures will provide a superior level of protection. The Committee expects the Commandant to forward to the Committee a spend plan for these funds once the Captain of

the Port has decided on the appropriate approach to enhancing environmental protection in his area of operation.

Station Indian River Inlet Staffing.—The Committee is aware that a staffing shortage may exist at Coast Guard Station Indian River Inlet following the addition of new security requirements. The station, which is currently staffed by nine personnel, acts as the gateway to the ports of Wilmington, Delaware and Philadelphia, Pennsylvania. The men and women at this station maintain a safe and secure waterway for vessels traveling to these ports. They also provide waterside security for the Salem Nuclear Power Plant, bridges over navigational waters, oil refineries and tourist attractions along the Delaware River, Delaware Bay and Delaware's Atlantic Coast. As such, the Commandant is directed to evaluate the staffing levels at this station to determine if additional staffing is necessary.

Coastwise Endorsements.—More than 5 years after Congress enacted section 113(d) of the Coast Guard Authorization Act of 1996 (now codified at 46 U.S.C. 12106(e)), the Agency has yet to promulgate regulations implementing the provision. The Committee is concerned that the resulting lack of Federal direction could allow control over U.S. coastwise vessels by foreign companies who may use tax and other advantages to compete unfairly with U.S. companies in domestic commerce. The Congressional intent in 1996, which has not changed in enacting section 113(d), was to provide U.S.-based coastwise vessel operators with broadened sources of investment capital. At no time did Congress intend that section 113(d) be interpreted as a means of undermining the integrity of the Jones Act and related Maritime Cabotage laws. Until the rule implementing subsection 12106(e) is published in final form, the Committee expects the Coast Guard to ensure that any application approved under this provision is fully consistent with the intent of Congress as stated in the 1996 Conference Report.

Datum marker buoys (DMBs).—The Committee allowance includes not less than $1,000,000 for the continued procurement of Datum Marker Buoys.

Maritime Electro-Optical Infrared (EO/IR) Handheld and Fixed Sensors.—Within the funds provided, the Committee provides $5,000,000 for Maritime Electro-Optical Sensors. Of this amount, $3,000,000 shall be derived from budget category IV G and $2,000,000 from the additional funds provided. These sensors are on cutters, patrol boats, as well as for Marine Safety Offices and Marine Safety and Security Teams. They will assist in both the maritime safety and security mission goals by enabling Coast Guard personnel to conduct maritime operations safely and effectively at night and in adverse weather conditions.

Coast Guard Yard.—The Committee recognizes the Coast Guard Yard at Curtis Bay, Maryland is a critical component of the Coast Guard's core logistics capability that directly supports fleet readiness. The Committee further recognizes that the yard has been a vital part of the Coast Guard's readiness infrastructure for more than 100 years and believes that sufficient industrial work should be assigned to the Yard to maintain this capability.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

	General	Trust	Total
Appropriations, 2002 [1]	$616,354,000	$20,000,000	$636,354,000
Budget estimate, 2003 [2]	705,000,000	20,000,000	725,000,000
Committee recommendation			725,000,000

[1] Excludes reduction of $294,000 pursuant to Public Law 107–87 and 107–117.
[2] Excludes $1,266,000 in civilian and $9,580,000 in military accurals.

This appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, shore units, and aids to navigation operated and maintained by the Coast Guard. Currently, the Coast Guard has in operation approximately 250 cutters, ranging in size from 65-foot tugs to a 420-foot polar icebreakers, more than 2,000 boats, and an inventory of more than 200 helicopters and fixed-wing aircraft. The Coast Guard also operates approximately 600 stations, support and supply centers, communications facilities, and other shore units. The Coast Guard maintains over 48,000 navigational aids—buoys, fixed aids, lighthouses, and radio navigational stations.

COMMITTEE RECOMMENDATION

The recommended bill provides $725,000,000 for acquisition, construction, and improvements, including $20,000,000 from the oil spill liability trust fund. This represents an increase of $88,646,000 (14 percent) above last year's enacted level and is the same as the budget request.

The following table summarizes the Committee's programmatic recommendations:

	Fiscal year 2002 enacted [1]	Fiscal year 2003 estimate	Committee recommendation
Vessels	$89,640,000	$13,600,000	$13,600,000
Integrated Deepwater Systems Program	320,190,000	500,000,000	480,000,000
Aircraft	9,500,000		
Other equipment	79,293,000	117,700,000	117,700,000
Shore facilities and aids to navigation	73,100,000	28,700,000	45,700,000
Personnel and related support	64,631,000	65,000,000	65,000,000
Total	636,354,000	725,000,000	725,000,000

[1] Excludes reduction of $294,000 rescission pursuant to Public Laws 107–87 and 108–117.

The following table compares the fiscal year 2002 enacted level, the fiscal year 2003 estimate, and the recommended level by program, project, and activity.

Program name	Fiscal year		Committee recommendation
	2002 enacted	2003 estimate	
Vessels:			
Survey and design—cutters and boats	$500,000	$400,000	$400,000
Seagoing buoytenders (WLB) replacement	68,000,000	4,000,000	4,000,000
Polar class reliability improvement (RIP)	4,490,000	2,200,000	2,200,000
41 foot utility boat replacement	12,000,000	4,000,000	4,000,000
85 foot fast patrol craft	4,650,000		
Alex Haley conversion		3,000,000	3,000,000
Subtotal vessels	89,640,000	13,600,000	13,600,000

Program name	Fiscal year		Committee recommendation
	2002 enacted	2003 estimate	
Integrated Deepwater Systems program (IDS):			
Aircraft	35,700,000	138,200,000	135,200,000
Surface ships	36,700,000	215,700,000	212,700,000
C4ISR	106,500,000	.....	.....
Logistics	71,200,000	71,600,000	66,600,000
Other contracts	39,800,000	43,500,000	36,500,000
Government Program Management	30,300,000	31,000,000	29,000,000
Subtotal IDS	320,200,000	500,000,000	480,000,000
Aircraft:			
Aviation parts and support	9,000,000	.....	.....
C130J system provisioning and training analyses	500,000	.....	.....
Subtotal aircraft	9,500,000	.....	.....
Other Equipment:			
Ports and Waterways Safety Systems (PAWSS)	6,000,000	5,000,000	5,000,000
Marine information for safety & law enforcement	7,450,000	.....	.....
National distress system modernization	42,000,000	90,000,000	90,000,000
Defense message system implementation	1,500,000	2,100,000	2,100,000
Commercial satellite communication	1,500,000	.....	.....
Global maritime distress and safety system	2,200,000	2,200,000	2,200,000
Search and rescue capabilities	1,320,000	.....	.....
Thirteenth district microwave modernization	800,000	3,000,000	3,000,000
Hawaii Rainbow communications system	3,100,000	3,000,000	3,000,000
High frequency recapitalizaion & modernization	2,000,000	2,000,000	2,000,000
Prince William Sound Microwave wide-area	.....	1,000,000	1,000,000
Command center readiness/infrastructure	727,000	.....	.....
P–250 pump replacement	2,046,000	.....	.....
Configuration management—phase II	3,000,000	.....	.....
Self-contained breathing apparatus	1,000,000	.....	.....
Maritime electro-optical sensors	4,000,000	.....	.....
Ice detecting radar—Cordova, AK	650,000	.....	.....
Maritime domain awareness information	.....	9,400,000	9,400,000
Subtotal other equipment	79,293,000	117,700,000	117,700,000
Shore Facilities & aids to navigation:			
Survey and design—shore projects	4,000,000	2,500,000	2,500,000
Minor AC&I shore construction projects	4,000,000	4,900,000	4,900,000
Housing	13,500,000	7,000,000	7,000,000
Waterways ATON projects	5,500,000	4,900,000	4,900,000
Rebuild Station Port Huron, MI	3,100,000	.....	.....
Consolidate warehouse—CG Yard, MD	12,600,000	.....	.....
Construct new station—Brunswick, GA	3,600,000	.....	.....
Replace utilities, ISC building Number 8—Boston, MA	1,600,000	.....	.....
Construct engineering bldg, ISC Honolulu, HI	7,200,000	.....	.....
Consolidate Kodiak aviation support—Kodiak, AK	5,700,000	4,000,000	4,000,000
Reconstruct north wall, Escanaba Municipal dock	300,000	.....	.....
Rebuild ISC Seattle Pier 36—Phase I	10,000,000	.....	16,000,000
CG Marine safety & rescue station, Chicago, IL	2,000,000	.....	.....
Vessel pier facility, Cordova Ak	.....	.....	4,000,000
Station Manistee, MI construction	.....	5,400,000	5,400,000
Subtotal shore facilities	73,100,000	28,700,000	48,700,000
Personnel and Related Support:			
Direct personnel costs	63,931,000	64,500,000	64,500,000
Core acquisition costs	700,000	500,000	500,000
Subtotal personnel and related support	64,631,000	65,000,000	65,000,000
Total appropriation	636,354,000	725,000,000	725,000,000

VESSELS

Response Boat Small.—The Committee notes that the Coast Guard is procuring a new standard small boat to provide the lower range capability of its shore-based response system. These Response Boats will be procured under an indefinite delivery, indefinite quantity (IDIQ) contract for a period of seven years, with an initial purchase quantity of 100 boats and a maximum quantity of 700. The Committee notes with concern, however, that the Coast Guard in the FRP has specified a specific design technology for the outboard motors that will power the Response Boat Small fleet.

It has been reported to the Committee that the decision on the specified engine technology may have been based on an out-of-date survey. The Committee, however, is more concerned that a Coast Guard FRP would still limit competition by mandating a specific engine technology rather than use a performance-based specification to maximize competition while ensuring all basic requirements are met this far into the era of procurement reform.

Accordingly, prior to exercising any options beyond the purchase of the first 100 boats, the Coast Guard may modify the contract to be either a pure performance-based specification or to specifically allow both direct injection and four-stroke engines to be considered by boat manufacturers as long as they meet the requisite performance and environmental criteria and such a change is merited based on the results of the most recent internal Coast Guard study.

INTEGRATED DEEPWATER SYSTEMS PROGRAM

The Committee has provided $480,000,000 for the Integrated Deepwater Systems (IDS) program, which is $159,800,000 or 50 percent more than the fiscal year 2002 enacted level and $20,000,000 less the budget request.

NATIONAL DISTRESS AND RESPONSE SYSTEM MODERNIZATION PROGRAM

The Committee recommends $90,000,000 requested for the modernization of the National Distress and Response System (NDRS), which is effectively the maritime 911 system for mariners in distress.

OTHER EQUIPMENT

The Committee provided $117,700,000 for Other Equipment which is the same as the budget request.

SHORE FACILITIES AND AIDS TO NAVIGATION

Minor AC&I Shore Construction Projects.—The Committee recommends $4,900,000 for Minor AC&I shore constructions projects, which is the same as the budget request. Within the funds provided, $400,000 is provided for construction of engineering building at U.S. Coast Guard Station Portsmouth Harbor in New Castle, New Hampshire.

Rebuild ISC Seattle Pier 36—Phase I.—The Committee recommendation includes an additional $16,000,000 for costs associated with repairing and rebuilding the Coast Guard's Integrated

Support Center at Pier 36 in Seattle. Now that a decision has been made not to move the Integrated Support Center to an alternative site, the Committee believes it is time to move out rapidly to replace the aging infrastructure at pier 36 and give the Coast Guard personnel that work there a safe and appropriate working environment. With the funds provided for this initiative in this bill and in prior Appropriations Acts including the Supplemental Appropriations Act for fiscal year 2002, there is now adequate funding to fully cover the cost of design and construction of major elements of this project. The Committee directs the Commandant to submit an anticipated spend plan and construction schedule for this initiative prior to conference committee action on this bill.

BILL LANGUAGE

Capital investment plan.—The bill maintains the requirement for the Coast Guard to submit a 5-year capital investment plan with initial submission of the President's budget request. This requirement was first established in fiscal year 2001.

Disposal of real property.—The bill maintains the provision enacted in fiscal year 2001 crediting to this appropriation proceeds from the sale or lease of the Coast Guard's surplus real property and providing that such receipts are available for obligation only for the national distress and response system modernization program.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

Appropriations, 2002 [1]	$16,927,000
Budget estimate, 2003 [2]	17,000,000
Committee recommendation	17,000,000

[1] Excludes reduction of $9,000 pursuant to Public Laws 107–87 and 107–117.
[2] Excludes $218,000 in civilian and $68,000 in military accruals.

The Environmental Compliance and Restoration account provides funds to address environmental problems at former and current Coast Guard units as required by applicable Federal, State, and local environmental laws and regulations. Planned expenditures for these funds include major upgrades to petroleum and regulated-substance storage tanks, restoration of contaminated ground water and soils, remediation efforts at hazardous substance disposal sites, and initial site surveys and actions necessary to bring Coast Guard shore facilities and vessels into compliance with environmental laws and regulations.

The recommended bill provides $17,000,000 for environmental compliance and restoration. The recommendation is the same as the budget request.

ALTERATION OF BRIDGES

(HIGHWAY TRUST FUND)

Appropriations, 2002	$15,466,000
Budget estimate, 2003	.....
Committee recommendation	14,000,000

The "Alteration of bridges" appropriation provides funds for the Coast Guard's share of the cost of altering or removing bridges obstructive to navigation. Under the provisions of the Truman-Hobbs

Act of June 21, 1940, as amended (33 U.S.C. 511 et seq.), the Coast Guard, as the Federal Government's agent, is required to share with owners the cost of altering railroad and publicly owned highway bridges which obstruct the free movement of navigation on navigable waters of the United States in accordance with the formula established in 33 U.S.C. 516. Alteration of obstructive highway bridges is eligible for funding from the Federal-Aid Highways program.

The Committee has provided an appropriation from the highway trust fund of $14,000,000 for the alteration of bridges, which is the same as the budget request.

The Committee recommendation is to be distributed as follows:

Bridge and Location	*Committee recommendation*
Chelsea Street Bridge Project, Boston, MA	$2,000,000.00
EJ&E Railroad Bridge, Morris, IL	1,000,000.00
Fourteen Mile CSX Railroad Bridge, Mobile, AL	5,000,000.00
John F. Limehouse Bridge, Charleston, SC	1,500,000.00
Florida Avenue Bridge, New Orleans, LA	4,500,000.00
Total	14,000,000.00

EJ&E Bridge.—The Committee is concerned about the alteration of the EJ&E railroad bridge near Morris, Illinois. To date, the Committee has provided more than $6,500,000 for this important bridge project in fiscal years 2000, 2001, and 2002. It is the Committee's understanding that design and engineering work has been completed. The Committee provides $1,000,000 for this bridge project and directs the Coast Guard to initiate construction on this project.

RETIRED PAY

Appropriations, 2002 (mandatory)	$876,346,000
Budget estimate, 2003 (mandatory)	.....
Committee recommendation (mandatory)	889,000,000

The "Retired pay" appropriation provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431–1446) and survivor benefit plan (10 U.S.C. 1447–1455), payments for career status bonuses under the National Defense Authorization Act for Fiscal Year 2000, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act.

COAST GUARD MILITARY RETIREMENT FUND

Appropriations, 2002 (mandatory)	.....
Budget estimate, 2003 (mandatory)	$889,000,000
Committee recommendation (mandatory)	.....

The Administration proposed legislation in October 2001, to accrue fully the retirement costs of Coast Guard military personnel (as well as the Public Health Service and National Oceanic and Atmospheric administration Commissioned Corps). The account will make payments to current retirees, receive the accrual payments from Coast Guard accounts for current active duty members, and

receive a payment for unfunded liabilities of Coast Guard personnel.

The program also provides for retired pay of military personnel of the Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to the beneficiaries of retired military personnel under the retired Serviceman's family protection plan (10 U.S.C. 1431–46) and the survivor benefit plans (10 U.S.C. 1447–55); payments for career status bonuses under the National Defense Authorization Act; and payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C., ch. 55).

As discussed earlier in this report, the Committee has not appropriated funds based on the administration's proposed legislation as no action has been taken to enact this proposal by the Committee of jurisdiction.

RESERVE TRAINING

Appropriations, 2002 [1]	$83,194,000
Budget estimate, 2003 [2]	86,522,000
Committee recommendation	86,522,000

[1] Excludes reduction of $41,000 pursuant Public Laws 107–87 and 107–117.
[2] Excludes $303,000 civilian and $26,000,000 military accruals.

Under the provisions of 14 U.S.C. 145, the Secretary of Transportation is required to adequately support the development and training of a Reserve force to ensure that the Coast Guard will be sufficiently organized, manned, and equipped to fully perform its wartime missions. The purpose of the Reserve training program is to provide trained units and qualified persons for active duty in the Coast Guard in time of war or national emergency, or at such other times as the national security requires. Coast Guard reservists must also train for mobilization assignments that are unique to the Coast Guard in times of war, such as port security operations associated with the Coast Guard's Maritime Defense Zone [MDZ] mission, and deployable port security units associated with the international Defense Operations mission.

The recommended bill includes $86,522,000 for reserve training, which is the budget request.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

	General	Trust	Total
Appropriations, 2002 [1]	$16,730,000	$3,492,000	$20,222,000
Budget estimate, 2003 [2]	19,606,000	3,500,000	22,000,000
Committee recommendation	.....	.....	22,000,000

[1] Excludes reduction of $6,000 pursuant to Public Laws 107–87 and 107–117.
[2] Excludes $328,000 and $778,000 military accurals.

The Coast Guard's Research and Development Program seeks to improve the tools and techniques with which Coast Guard carries out its varied operational missions and to increase the knowledge base upon which it depends to fulfill its regulatory responsibilities.

The recommended bill provides a funding level of $22,000,000 for research and development projects, which is with the budget request. Of this amount $3,500,000 is to be derived from the oil spill

liability trust fund. This recommendation is consistent with the budget request.

Engineered Wood Composites Technology.—The Committee is aware of engineered wood composites technology developed by the University of Maine. Engineered Wood Composites are designed to reduce maintenance cost and extend the useful life of waterfront structures. A total of $3,000,000 is provided within the funds made available to support the continued development, demonstration and evaluation of engineered wood composites at Coast Guard facilities including the U.S. Coast Guard Stations in Jonesport and Southwest Harbor ME.

Spectral Imaging Technology.—Within the funds provided, $2,500,000 is included for a pilot project to test automatic Search and Rescue Spectral Imaging technology for Coast Guard C–130 at Kalaeloa, Hawaii

Maritime Domain Awareness Information.—The Committee is aware of the need to improve maritime domain awareness and encourages the Coast Guard to investigate designing and installing a Maritime Domain Awareness Surveillance System demonstration project in an effort to improve port security.

Meteorological and Marine Observation Systems.—Within the funds provided, $250,000 is included for a prototype observation system in the Lower Chesapeake Bay. The Committee believes that such a system will improve short-and long-term predictions of phenomenon facilitating safe and efficient maritime operations.

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Appropriations, 2002 (mandatory)	$64,000,000
Budget estimate, 2003 (mandatory)	64,000,000
Committee recommendation (mandatory)	64,000,000

This account provides financial assistance for a coordinated National Recreational Boating Safety Program for the several States. Title 46, United States Code, section 13106, establishes a "Boat safety" account from which the Secretary may allocate and distribute matching funds to assist in the development, administration, and financing of qualifying State programs. The "Boat safety" account consists of amounts transferred from the highway trust fund which are derived from the motorboat fuel tax (18.4 cents per gallon).

The Transportation Efficiency Act for the 21st Century provides $64,000,000 of mandatory funding from the "Aquatic Resources Trust fund" annually for this program. Of this amount, $59,000,000 is provided for grants to States and $5,000,000 for Coast Guard administration. The President's budget requests no discretionary appropriations for fiscal year 2003.

GENERAL PROVISIONS

Vessel traffic safety fairway, Santa Barbara/San Francisco.—The bill retains a general provision (sec. 312) that would prohibit funds to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than 5 miles wide between the Santa Barbara traffic separation scheme and the San Francisco

traffic separation scheme. On April 27, 1989, the Department published a notice of proposed rulemaking that would narrow the originally proposed 5-mile-wide fairway to two 1-mile-wide fairways separated by a 2-mile-wide area where off-shore oil rigs could be built if Lease Sale 119 goes forward. Under this revised proposal, vessels would be routed in close proximity to oil rigs because the 2-mile-wide non-fairway corridor could contain drilling rigs at the edge of the fairways. The Committee is concerned that this rule, if implemented, could increase the threat of offshore oil accidents off the California coast. Accordingly, the bill continues the language prohibiting the implementation of this regulation.

Quarterly acquisition reports.—The bill retains a general provision (sec. 341) requiring that the Coast Guard submit a quarterly report regarding the status of major acquisition programs.

FEDERAL AVIATION ADMINISTRATION

SUMMARY OF FISCAL YEAR 2003 PROGRAM

The Federal Aviation Administration traces its origins to the Air Commerce Act of 1926, but more recently to the Federal Aviation Act of 1958 which established the independent Federal Aviation Agency from functions which had resided in the Airways Modernization Board, the Civil Aeronautics Administration, and parts of the Civil Aeronautics Board. FAA became an administration of the Department of Transportation on April 1, 1967, pursuant to the Department of Transportation Act (October 15, 1966).

The total recommended program level for the FAA for fiscal year 2003 amounts to $13,586,225,000, $4,000,000 more than the President's budget request. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year—		Committee recommendation
	2002 enacted [1]	2003 budget estimate	
Operations	6,893,567	7,077,203	7,081,203
General fund appropriation	1,112,481	3,277,925	3,281,925
Trust fund appropriation	5,773,519	3,799,278	3,799,278
Aviation user fees	7,567	.....	.....
Facilities and equipment	2,914,000	2,981,022	2,981,022
Research, engineering, and development	195,000	124,000	124,000
Grants-in-Aid for Airports	3,300,000	3,400,000	3,400,000
Total available budget resources	13,302,567	13,582,225	13,586,225

[1] Does not reflect rescissions and reductions pursuant to Public Law 107–87 and 107–117, nor supplemental appropriations pursuant to Public Law 107–117.
[2] Excludes CSRS/FEHB accurals.

OPERATIONS

Appropriations, 2002 [1]	$6,886,000,000
Budget estimate, 2003	7,077,203,000
Committee recommendation	7,081,203,000

[1] Does not reflect TASC reductions of $2,820,000 pursuant to Public Law 107–87 and Public Law 107–117, nor supplemental appropriations of $200,000,000 pursuant to Public Law 107–117 or $7,567,000 in aviation user fees.
[2] Excludes CSRS/FEHB accruals.

FAA's "Operations" appropriation provides funds for the operation, maintenance, communications, and logistic support of the air traffic control and navigation systems and activities. It also covers the administration and management of the regulatory, commercial space, medical, engineering, and development programs.

The bill includes $3,799,278,000 for the operations activities of the Federal Aviation Administration from the airport and airway trust fund. The balance of the operations appropriation will come from the general fund.

As in past years, FAA is directed to report immediately to the Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system.

The following table summarizes the Committee's recommendation in comparison to the budget estimate:

[In thousands of dollars]

	2002 program level [1]	2003 budget estimate [2]	Committee recommendations
Air traffic services	5,446,872	5,697,537	5,696,037
Aviation regulation and certification	767,649	833,967	839,467
Civil aviation security	149,605	.....	.....
Research and acquisitions	195,559	207,600	207,600
Commercial space transportation	12,416	12,325	12,325
Regional coordination	85,735	82,192	82,192
Human resources	69,282	80,260	80,260
Financial services	50,178	48,782	48,782
Staff offices	108,704	84,890	84,890
Information Services	.....	29,650	29,650
Total	6,886,000	7,077,203	7,081,203

[1] Does not reflect TASC reductions of $2,820,000 pursuant to Public Law 107–87 and Public Law 107–117, nor supplemental appropriations of $200,000,000 pursuant to Public Law 107–117.

[2] Excludes CSRS/FEHB accruals.

Contract tower program.—The Committee continues to support the contract tower program and the cost-sharing program as a cost-effective way to enhance air traffic safety at smaller airports. The Committee's recommendation includes $78,000,000 to fund the existing contract tower program, the remaining eligible non-Federal towers not currently operated by the FAA, and other non-towered airports eligible for the program. In addition to these resources, the Committee has provided $6,000,000 for the contract tower cost-sharing program.

Medallion Program.—The Committee recommendation includes $1,500,000 to continue support for this Government and industry cooperative program to improve rural air safety in Alaska. The Medallion program has been overwhelmed with applications, and this funding will allow an expansion of the program beyond its original operating plan.

Alien Species Action Plan (ASAP).—The Committee provides $3,000,000 out of available funds to continue the implementation of the Alien Species Action Plan which was adopted by the FAA as part of its August 26, 1998 Record of Decision approving certain improvements at Kahului Airport on the Island of Maui. These funds will be used to complete capital projects that were started in fiscal year 2002 and continue the operational requirements imposed by the ASAP.

Personnel Reform.—In the Conference Report on the Transportation and Related Agencies Appropriations for 2002, the Conferees directed the Administrator to report to the House and Senate Committees on how the agency had implemented and/or it plans to implement a Senate directive regarding personnel reform.

The Senate directive referred to Senate Report 107–38, Department of Transportation and Related Agencies Appropriations for 2002, that expressed the Committee's concern over the failure of the agency to implement a ratified agreement with the American Federation of State, County and Municipal Employees and instructed the agency to implement the ratified agreement immediately.

Both the Committee and the Conferees expected that the personnel reform directive would be followed so that the agency could achieve the improved productivity gains negotiated by the agency. Since the agency was unresponsive to the Senate directive and continued to obstruct implementation of the agreement, the Committee expects the Administrator to immediately implement the ratified agreement and instructs the agency to do so.

National airspace redesign.—Of the funds provided for the activity, $8,500,000 shall be for the NY/NJ Airspace Redesign effort and shall not be reprogrammed by the FAA for other activities, including airspace redesign activities outside the NY/NJ metro area. As the FAA moves forward with its redesign program in the New York/New Jersey and Philadelphia area, the Committee encourages the FAA, where appropriate, to consider air noise impacts as part of the redesign effort.

Spaceport licensing procedures.—The Committee is aware that the State of Oklahoma has a variety of locations that are ideal for orbital launches dues to low population density and existing infrastructure. As such, the State of Oklahoma has been working to develop a spaceport. The Committee strongly encourages the FAA Administrator to provide the necessary technical assistance and financial resources to assist with the licensing procedures for this potential spaceport.

Non-precision GPS approaches.—The Committee recommendation includes $5,000,000 to continue with the work associated with increasing the number of non-precision GPS instrument approaches developed and published for airports that are not Part 139 certificated. Of these funds, $1,500,000 is only for the Office of Regulation and Certification (AVR) to develop advisory materials and policy guidelines for the general aviation community.

Inspector technical training.—In March, 2002, the FAA released the results of a study which evaluated the commercial airplane certification process. One of the major findings of the study is that the FAA, airlines and aircraft manufacturers have not adequately communicated important safety information within and among their organizations. The study also concluded that proper training and adequate hands-on experience are essential to ensure that safety inspectors identify potential safety hazards. The Committee has provided $4,000,000 more than the President's request to provide additional technical training for FAA's aviation safety inspectors as the agency moves forward with the implementation of its Operational Evolution Plan (OEP). Specifically, the additional funding

will provide necessary training for inspectors in order to properly certify pilots and aircraft in the Reduced Vertical Separation Minimums. The Committee also encourages the FAA to develop a plan to improve the coordination and communication process between the FAA's flight standards and aircraft certification offices.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2002 [1]	$2,914,000,000
Budget estimate, 2003	2,981,022,000
Committee recommendation	2,981,022,000

[1] Does not reflect $108,500,000 of supplemental appropriations pursuant to Public Law 107–117 or rescission of $15,000,000 of unobligated balances pursuant to Public Law 107–87.
[2] Excludes CSRS/FEHB accruals.

Under the "Facilities and equipment" appropriation, safety, capacity and efficiency of the Federal airway system are improved by the procurement and installation of new equipment and the construction and modernization of facilities to keep pace with aeronautical activity and in accordance with the Federal Aviation Administration's comprehensive capital investment plan [CIP], formerly called the national airspace system [NAS] plan.

The Federal Aviation Administration's most recent estimate is that it will spend approximately $41,901,000,000 on the Air Traffic Control Modernization effort from 1981 through 2004.

The bill includes an appropriation of $2,981,022,000 for the facilities and equipment of the Federal Aviation Administration. The Committee's recommended distributions of the funds for each of the major accounts are as follows:

FACILITIES AND EQUIPMENT

Program name	Fiscal year 2002 enacted	Fiscal year 2003 estimate	Committee recommendation
Activity 1, Improve Aviation Safety:			
Reduce Commercial Aviation Fatalities:			
Terminal Business Unit	$160,355,000	$141,000,000	$161,300,000
Aviation Weather Services Improvements	22,520,000	23,440,000	23,440,000
Low Level Windshear Alert System (LLWAS)—Upgrade	1,533,000	1,600,000	1,600,000
Aviation Safety Analysis System (ASAS)	22,100,000	21,700,000	21,700,000
Integrated Flight Quality Assurance	2,000,000	500,000	500,000
Safety Performance Analysis System (SPAS)	2,100,000	2,100,000	2,100,000
Performance Enhancement Systems (PENS)	2,500,000	2,600,000	2,600,000
Aviation Weather Services Improvements (CWIS)	5,000,000	.....	.....
Reduce General Aviation Fatalities: Safe Flight 21	39,300,000	29,800,000	32,800,000
Other Aviation Safety Programs:			
Advanced Technology Development and Prototyping	55,991,000	41,100,000	41,600,000
Aircraft Related Equipment Program	7,500,000	16,000,000	16,000,000
National Aviation Safety Data Analysis Center (NASDAC)	1,800,000	2,000,000	2,000,000
Explosive Detection Technology	97,500,000	121,500,000	55,000,000
Aircraft Fleet Modernization	1,500,000	.....	.....
Volcano Monitoring	2,000,000	.....	3,000,000
Total, Activity 1	423,699,000	403,340,000	363,640,000
Activity 2, Improve the Efficiency of the Air Traffic Control System:			
Increase the Number of Flights Handled by Airports:			
Terminal Business Unit	490,518,059	551,035,496	534,601,496
Aeronautical Data Link (ADL) Applications	38,113,200	33,200,000	29,700,000
Free Flight Phase 2	69,900,000	106,200,000	96,200,000

FACILITIES AND EQUIPMENT—Continued

Program name	Fiscal year 2002 enacted	Fiscal year 2003 estimate	Committee recommendation
Air Traffic Management (ATM)	49,300,000	13,000,000	13,000,000
Free Flight Phase 1	122,570,000	39,900,000	39,900,000
Automated Surface Observing System (ASOS)	13,280,000	12,100,000	12,100,000
Improve Routing Efficiency for Flights En Route:			
Next Generation VHF Air/Ground Communications System (NEXCOM)	34,950,000	71,100,000	71,100,000
En Route Automation Program	46,200,000	71,050,000	75,250,000
Weather and Radar Processor (WARP)	24,171,000	13,600,000	13,600,000
Long Range Radar Sustainment	.....	.....	7,500,000
Improve Overall NAS Efficiency:			
Air Traffic Operations Management System (ATOMS)	1,000,000	1,100,000	1,100,000
NAS Management Automation Program (NASMAP)	1,100,000	1,900,000	1,900,000
Total, Activity 2	891,102,259	914,185,496	895,951,496
Activity 3, Increase Capacity of the NAS:			
Increase Capability of En Route Systems to Handle Flights:			
Navigation and Landing Aids	272,589,200	249,800,000	295,735,000
Oceanic Automation System	88,100,000	87,400,000	76,349,000
Gulf of Mexico Offshore Program	6,900,000	2,300,000	2,300,000
Voice Switching and Control System (VSCS)	16,000,000	14,000,000	14,000,000
Transponder Landing System	6,000,000	.....	12,000,000
Total, Activity 3	389,589,200	353,500,000	400,384,000
Activity 4, Improve Reliability of the NAS:			
Replace Terminal Equipment to Prevent Decreased Performance:			
Guam CERAP—Relocate	6,400,000	5,000,000	5,000,000
Terminal Voice Switch Replacement (TVSR)/Enhanced Terminal Voice Switch	20,000,000	6,200,000	17,200,000
Airport Cable Loop Systems—Sustained Support	4,000,000	4,000,000	5,500,000
Replace En Route Equipment to Prevent Decreased Performance:			
En Route Automation Program	155,863,000	142,800,000	147,500,000
ARTCC Building Improvements/Plant Improvements	44,000,000	40,200,000	40,200,000
Air Traffic Management (ATM)	24,500,000	24,500,000	24,500,000
Replace Supporting Systems that Impact Overall NAS Performance:			
Critical Telecommunications Support	1,900,000	1,000,000	1,000,000
FAA Telecommunications Infrastructure (FTI)	39,000,000	46,600,000	46,600,000
Air/Ground Communications Infrastructure	30,700,000	22,800,000	22,800,000
Voice Recorder Replacement Program (VRRP)	6,000,000	3,300,000	3,300,000
NAS Infrastructure Management System (NIMS)	16,000,000	29,100,000	29,100,000
Flight Service Station (FSS) Modernization	4,700,000	5,700,000	5,700,000
FSAS Operational and Supportability Implementation System (OASIS)	33,943,000	19,710,000	19,710,000
Weather Message Switching Center Replacement (WMSCR)	2,500,000	2,000,000	2,000,000
Flight Service Station Switch Modernization	10,000,000	13,200,000	13,200,000
Alaskan NAS Interfacility Communications System (ANICS)	4,000,000	2,900,000	4,000,000
Electrical Power Systems—Sustain/Support	54,200,000	50,700,000	50,700,000
NAS Recovery Communications (RCOM)	4,800,000	9,400,000	9,400,000
Aeronautical Center Infrastructure Modernization	12,000,000	11,700,000	11,700,000
Frequency and Spectrum Engineering	3,000,000	2,600,000	2,600,000
Total, Activity 4	453,006,000	443,410,000	461,710,000
Activity 5, Improve the Efficiency of Mission Support:			
Increase Efficiency of Investment Management:			
NAS Improvement of System Support Laboratory	2,300,000	2,700,000	2,700,000
Technical Center Facilities	10,250,000	12,000,000	12,000,000

FACILITIES AND EQUIPMENT—Continued

Program name	Fiscal year 2002 enacted	Fiscal year 2003 estimate	Committee recommendation
William J. Hughes Technical Center Infrastructure Sustainment	2,900,000	3,000,000	3,000,000
En Route Communications and Control Facilities Improvements	1,540,280	1,057,953	1,307,953
DOD/FAA Facilities Transfer	2,800,000	1,200,000	3,200,000
Terminal Communications—Improve	936,700	1,249,299	1,249,299
Flight Service Facilities Improvement	1,202,100	1,223,235	1,223,235
Navigation and Landing Aids—Improve	2,525,361	5,034,017	5,034,017
FAA Buildings and Equipment	11,700,000	11,000,000	11,000,000
Air Navigational Aids and ATC Facilities (Local Projects)	2,000,000	2,100,000	2,100,000
Computer Aided Engineering and Graphics (CAEG) Modernization	2,600,000	2,800,000	2,800,000
Information Technology Integration	1,500,000	1,600,000	1,600,000
Operational Data Management System (ODMS)	3,000,000	10,300,000	10,300,000
Logistics Support Systems and Facilities (LSSF)	5,000,000	9,300,000	5,000,000
Test Equipment—Maintenance Support for Replacement	900,000	1,700,000	1,700,000
Facility Security Risk Management	22,400,000	37,300,000	37,300,000
Information Security	13,600,000	13,291,000	13,291,000
Distance Learning	1,300,000	1,300,000	1,300,000
National Airspace System (NAS) Training Facilities	.....	2,300,000	2,300,000
System Engineering and Development Support	26,300,000	25,800,000	25,800,000
Program Support Leases	35,500,000	38,400,000	38,400,000
Logistics Support Services (LSS)	7,200,000	7,500,000	7,500,000
Mike Monroney Aeronautical Center—Leases	14,600,000	14,600,000	14,600,000
In-Plant NAS Contract Support Services	2,800,000	2,900,000	2,900,000
Transition Engineering Support	38,300,000	39,000,000	37,000,000
FAA Corporate Systems Architecture	1,000,000	1,000,000	1,000,000
Technical Support Services Contract (TSSC)	45,800,000	46,700,000	44,700,000
Resource Tracking Program (RTP)	4,000,000	3,700,000	2,500,000
Center for Advanced Aviation System Development	81,543,000	81,364,000	81,364,000
Operational Evolution Plan (OEP)	1,000,000	1,000,000	1,000,000
Minimize Environmental Impact of Aviation Facilities:			
NAS Facilities OSHA and Environmental Standards Compliance	28,400,000	32,600,000	32,600,000
Fuel Storage Tank Replacement and Monitoring	9,300,000	8,500,000	8,500,000
Hazardous Materials Management	21,700,000	20,500,000	20,500,000
Total, Activity 5	404,897,441	444,019,504	436,769,504
Activity 6, Personnel Compensation, Benefits and Travel:			
Personnel and Related Expenses	377,100,000	422,567,000	422,567,000
Account-wide adjustment	−25,393,900	.....	.....
Total, All Activities	2,914,000,000	2,981,022,000	2,981,022,000

IMPROVE AVIATION SAFETY

Safety and Security Activities.—The Committee recommends $6,000,000 for additional aviation safety and security activities within FAA's terminal business unit in activity one. Within the funds provided, the Committee provides $500,000 for specialized training to fight and prevent aircraft fires at the Rocky Mountain Emergency Services Training Center; $500,000 for aviation security systems upgrades at Daniel Webster College; and, $5,000,000 to an aviation security and science center at Embry-Riddle Aeronautical University.

Advanced Technology Development and Prototyping.—The Committee provides $41,600,000 for the advanced development and

prototyping program which is $500,000 more than the President's budget request. The Committee is aware of a potentially cost effective technology called the Runway Obstruction Warning System (ROWS). The Committee has included $500,000 to further test and develop this technology at the Gulfport-Biloxi Airport. Also included within the funds provided is $2,000,000 for the airfield improvement program authorized under section 905 of Public Law 106–181. The recommended funding level includes $5,500,000 to continue the wind profiling and weather research activities at Juneau, Alaska.

Explosives Detection Technology.—The administration's budget for FAA "Facilities and Equipment" includes $124,000,000 for Explosives Detection Technology of which $2,500,000 is for personnel and support costs. Funds for Explosive Detection Technology were provided in fiscal year 2002 under both the Department of Transportation and Department of Defense Appropriations bills. Requested funds for fiscal year 2003 will be used for the deployment of FAA certified Explosive Detection Systems as well as Threat Image Projection Systems, Explosive Trace Detection Devices and Computer-Based Training Platforms. Though this funding has been requested within the FAA budget, the administration's budget request assumes that these funds will be transferred to the Transportation Security Administration. The Committee has fully funded this activity through a combination of $55,000,000 made available in the Facilities and Equipment appropriation and $69,000,000 in transfer funds from other capital accounts in the bill (Sec. 351). Together, the $124,000,000 is transferred in the bill to the Transportation Security Administration.

Safe Flight 21.—The Committee recommends $32,800,000 for Safe Flight 21, which is $3,000,000 more than the budget request. The Committee is encouraged by the success of the Capstone initiative and has provided additional funding to accelerate deployment of the Capstone infrastructure in Southeastern Alaska. The Committee continues to believe that Safe Flight 21 technologies show promise of reducing runway incursions. As the program proceeds, attention should be given to how this program could promote safer ground traffic at airports and how ADS–B and other technologies could be used to address the runway incursion problem.

Volcano Monitor.—The Committee recommendation provides $3,000,000 to extend the aviation safety benefits of the seismic monitoring network to remote areas.

Airport Surface Detection Equipment (ASDE–X).—The Committee provides $104,600,000 for the Airport Surface Detection Equipment (ASDE–X) program. The amount provided is $14,300,000 more than the administration's request. The ASDE–X program will improve runway safety and prevent runway incursion accidents by improving airport controller situational awareness. This is achieved by providing visual representation of the traffic situation on the airport surface to the controller in the form of aircraft position information, flight call signs, and by alerting controllers through aural and visual alarms that a potential accident may occur. The amount provided above the administration's request will fund the development of new multi-lateration capability for deployment at the following high volume ASDE–3 sites: Memphis, Tennessee;

Louisville, Kentucky; St. Louis, Missouri; Dallas, Texas; Chicago, Illinois; Los Angeles, California; and Atlanta, Georgia.

IMPROVE THE EFFICIENCY OF THE AIR TRAFFIC CONTROL SYSTEM

New York Integrated Control Complex.—The Committee recommendation includes $5,000,000 to plan and develop a facility needed to integrate the New York Air Traffic Control Center and TRACON, which are currently located 20 miles apart in outdated facilities. This integration is critical because the New York-New Jersey airspace, the most congested in the United States, is currently inefficiently managed due to the fact that controllers in separate locations must communicate by telephone under extremely trying circumstances. As a result, the controllers must be extremely cautious when moving planes in and out of the airspace. The result is often costly and exorbitant delays, which in turn generate potential safety vulnerabilities.

Aeronautical Information and Flight Planning Enhancements (AIFPE).—Within the En Route Automation Program, the Committee has provided an additional $4,200,000 for Aeronautical Information and Flight Planning Enhancements. This additional funding will provide for new development of hand-off capability between Canada, the United States and Mexico. At present, this procedure is currently done manually. The Committee believes that automating this process will enhance both the safety and efficiency of controlled aircraft within North America.

Automated surface observing system.—The Committee's recommendation includes $12,100,000 for the automated surface observing system program as requested in the President's budget. Within the funds provided, the Committee includes $500,000 to implement an automated weather sensor system at the Driggs-Reed Memorial Airport in Idaho Falls, ID.

Long Range Radar Sustainment (LRRS).—The Committee has provided $7,500,000 for Long Range Radar Sustainment. The amount provided is the same as that provided in the recently enacted Supplemental Appropriations bill of fiscal year 2002. Together these funds will provide for a $15,000,000 sustainment program for the ARSR–4 radar systems located on the perimeter of the United States. While these radars were scheduled to be decommissioned prior to the events of September 11th, it is now apparent both to the FAA and Department of Defense that these aging radars must remain in operation.

Free flight phase two.—The Committee recommendation includes $96,200,000 for Free Flight Phase II activities. The recommendation is $26,300,000 more than the fiscal year 2002 enacted level and $10,000,000 less than the budget estimate. Within the available funds, the Committee has provided full funding for the User Request Evaluation Tool (URET).

Aeronautical Data Link (ADL) Applications.—The Committee has reduced the budget request for Aeronautical Data Link Applications to $29,700,000 which is $3,500,000 lower than the budget request. The Aeronautical Data Link program is designed to provide data link applications between ground and airborne automation systems. This program is designed to reduce voice congestion as well as grant pilots direct access to weather and air traffic control

information while reducing voice communication errors. Recently FAA officials have encountered technical software development challenges in certifying the en route controller/pilot data link (CPDLC) system. As such, the FAA has postponed the deployment of the CPDLC system by roughly 2 years. The funds reduced from the budget request include $2,000,000 from the CPDLC Build II project; $500,000 from the Flight Information Service Data Link program; and, $1,000,000 from the CPDLC Decision Support System Services.

Airport surveillance radar (ASR–11).—The Committee has provided $90,000,000 for the Airport Surveillance Radar (ASR–11) program. The amount provided is $33,400,000 less than the budget request. The new ASR–11 radar is expected to provide digital radar data necessary to interface with new automation systems, such as the Standard Terminal Automation Replacement System (STARS). The FAA expects to procure this radar as part of a larger contract vehicle managed by the United States Air Force. Due to concerns over delivery delays and the performance of this radar, the FAA ordered that the ASR–11 vendor provide its final system for the development, test, and evaluation phase at the end of calendar year 2001. That date was then slipped until March of 2002. The FAA and the Air Force have been conducting such testing individually. It appears that certain problems with the radar's performance may persist, including the appearance of false targets on the radar screen in numbers that exceed the agency's specification. The FAA, like the Air Force, is now bringing the radar into operational testing to determine whether these and other problems can be resolved in the operational environment. The Committee will monitor the progress of this program carefully. Given the testing delays already encountered and the uncertainty that surrounds the next round of testing, the Committee has reduced funding for the program below the requested level.

Radar at Gallatin Airport.—The Committee is concerned about potential safety risks associated with the lack of radar coverage at Gallatin Airport, Montana, an airport whose enplanements and operations are growing. The Committee directs the administrator to conduct a site survey for the installation of the appropriate radar at the airport.

Precision runway monitor (PRM).—The Committee has provided a total of $18,000,000 for the procurement of three precision runway monitors (PRMs). This rapid update special purpose radar system enables aircraft to approach the airport in dual arrival streams with shorter separation distances and in deteriorating weather conditions. The vendor of this technology has offered to extend the existing price of PRM units, making it possible for the FAA to achieve substantial savings for the taxpayer through a three-unit purchase. The Committee expects the FAA to initiate a procurement of three systems, with the expectation that systems will be installed at Hartsfield International Airport, Detroit Metropolitan-Wayne County Airport, and one other site to be determined. Within the amount provided, sufficient funds are made available for the installation of a PRM already under contract at Cleveland Hopkins International Airport. The Committee believes that this installation

will better ensure that the full capacity benefits of new runway 6L/24R will be realized.

Terminal Air Traffic Control Facilities—Replace.—The Committee recommendation provides $103,566,000 for this program. The recommendation provides funding for the following projects:

Fiscal Year 2003 Terminal Air Traffic

Pago Pago, American Samoa	$175,000
Baltimore, MD	2,088,581
Chantilly, VA	600,000
Deer Valley, AZ	803,196
Memphis, TN	1,147,000
Portland, OR (TRACON)	5,500,000
Dallas, TX (Addison)	5,700,000
Reno, NV	8,349,000
Fort Wayne, IN	3,539,000
Newport News, VA	6,400,000
La Guardia, NY	9,460,000
St. Louis, MO (TRACON)	1,500,000
Corpus Christi, TX	700,000
Beaumont, TX	1,000,000
Seattle, WA (ATCT)	550,000
Salina, KS	500,000
Newark, NJ	3,000,000
Pt. Columbus, OH	2,100,000
Grand Canyon, AZ	255,898
Savannah, GA	919,190
Newburgh, NY	2,065,000
Richmond, VA	550,000
Vero Beach, FL	878,775
Everett, WA	925,000
Roanoke, VA	550,000
Merrimack, NH (BCT)	4,700,000
Seattle, WA (TRACON)	4,782,701
Phoenix, AZ	14,107,919
Manchester, NH	943,609
Wilkes Barre, PA	2,000,000
Topeka, KS	1,690,131
Billings, MT	2,120,000
Missoula, MT	2,000,000
Provo, UT	666,000
Albuquerque, NM	1,800,000
Columbus, MS	1,500,000
Las Vegas, NV	3,000,000
Columbia, SC	1,000,000
Reno, NV (TRACON)	4,000,000
Total	103,566,000

Oakland Tower Replacement.—The Committee has reduced the request for Terminal Air Traffic Control Facilities Replacement by $19,000,000. This reduction is attributable to the deletion of funding for the replacement of the air traffic control tower at Oakland, California. Based on the FAA's newly updated contracting schedule, the agency will not be able to contract for this tower within fiscal year 2003.

Notams Graphics.—The Committee directs the FAA to expand the use of graphics to not only flight service stations by also to provide pilots with advisory graphics of information contained in the NOTAMs including temporary flight restrictions. It is important that graphics on Special Use Airspace also be made available, and the Committee believes that advisory graphics can be conveyed

through the Direct User Access Terminal System and other sources, including the internet.

INCREASE CAPACITY OF THE NAS

Navigation and landing aids.—The Committee provides a total of $307,735,000 to modernize the FAA's navigation and landing aids systems which is $57,935,000 more than the President's budget request. Within the funds provided, the Committee includes $1,500,000 for navigation aids and equipment at the Nikolski Airport; $4,000,000 for navigation and landing improvements at the Cincinnati Northern Kentucky International Airport; $4,000,000 for navigation and landing improvements for Lambert-St. Louis International Airport; and, $800,000 for remote transmitter receivers at Las Vegas-McCarran International Airport.

Wide Area Augmentation System (WAAS).—The Committee continues to be concerned about the diminishing return on investment expected from the deployment of the Wide Area Augmentation System as well as the accuracy of the FAA's budget for this program during consideration of the fiscal year 2002 Appropriations bill. The administrator submitted a special request for funding to obtain a third geo-stationary satellite to support the WAAS signal. The Committee funded this special request but the FAA has now informed the Committee that the initiative, as so many others within the WAAS program, will be delayed. The FAA has now decided to execute a competitive contract for this satellite communications service. This has resulted in a diminished requirement for funds in fiscal year 2003. As a result, the Committee has lowered funding for the WAAS program to $98,900,000, a reduction of $11,600,000 from the budget request.

Loran-C Upgrade/Modernization.—Within the funds provided for navigation and landing aids, the Committee includes $21,000,000 for Loran-C upgrades and modernizations.

Instrument Landing System (ILS)—Establish/upgrade.—The Committee recommendation provides $36,180,000 and directs the increase above the budget request to be distributed as follows:

Mena Intermountain Municipal Airport, AR	$580,000.00
Winder-Barrow Airport, GA	4,000,000.00
Olive Branch Airport, MS	600,000.00
Reno-Stead Airport, NV	1,500,000.00
Pangborn Memorial Airport, WA	1,500,000.00
Wasilla Airport, AK	1,000,000.00
Stuttgart Municipal Airport, AR	2,000,000.00
Talladega Municipal Airport, AL	1,500,000.00

Transponder Landing System (TLS).—The Committee recommendation provides $12,000,000 an increase of $6,000,000 over the fiscal year 2002 appropriated level to acquire and site TLS units. The Committee directs the FAA to conduct surveys and cost benefit analysis for TLS deployments with the appropriated funding at the following locations:

Driggs-Reed Memorial and Sandpoint, ID	$4,000,000.00
William H. Morse Airport, Bennington VT	2,000,000.00
Elko and Minden-Tahoe Airports, NV	4,000,000.00
La Grand/Union County Airport, OR	2,000,000.00

Approach Lighting System Improvement (ALSIP).—The Committee recommendation provides $29,755,000 for the procurement

and deployment of runway lighting system to facilitate improved and precision landing capabilities at various airports. The Committee directs funding to be allocated to the airports listed below as follows:

Auburn-Opelika R.G. Pitts Airport, AL (MALSR)	$1,500,000.00
Reno/Tahoe International Airport, NV (MALSR)	2,400,000.00
Baton Rouge Municipal Airport, LA (MALSR)	750,000.00
Cleveland Hopkins Int'l, Runway 24L (MALSR)	400,000.00
Alaska statewide rural airport lighting	11,000,000.00
North Little Rock Municipal, AR (MALSR)	450,000.00

In addition, the Committee provides $6,000,000 to reduce the backlog of MALSR systems that are awaiting installation and $4,000,000 to procure additional systems.

Advanced technology and oceanic procedures.—The Committee has been supportive of the need to improve the capability of air traffic services over the Atlantic and Pacific Oceans and has been concerned about delays and difficulties the FAA has experienced in the past with the Advanced Technologies and Oceanic Procedures (ATOP) procurement. Although considered a non-developmental acquisition, it was determined after the contract was awarded in June, 2001, that the amount of essential software to be developed and tested was severely underestimated. Due to the additional complexity, delays in software development continue to plague the procurement, and the factory-level acceptance testing which was scheduled to be completed in September, 2002, is slipping. The Committee urges the FAA to aggressively manage this procurement and deletes $11,051,000 in anticipation of the cascading effect software development problems will have on the delivery of the first system.

IMPROVE RELIABILITY OF THE NAS

Airport cable loop systems.—The Committee recommendation provides $5,500,000 to continue FAA's efforts to upgrade and replace deteriorated cable of the surveillance and landing communications systems within the National Airspace System. Within the request provided is $1,500,000 for a fiber optic loop around Las Vegas-McCarran International Airport.

Flight service station switch modernization.—The Committee has included $13,200,000 for the flight service station switch modernization program as requested in the budget request. This modernization program will replace 65 voice switching systems at Automated Flight Service Stations and provide eight small tower voice switches for the non-automated Flight Service Stations in the Alaskan region. The Committee believes it would be prudent for the FAA to deploy the switches consistent with its OASIS implementation plan. At the same time, the Committee cautions FAA not to use this direction as a reason to delay the implementation of the OASIS system.

Terminal Voice Switch Replacement (TVSR)/Enhanced Terminal Voice Switch (ETVS).—The Committee provides $17,200,000 for the Terminal Voice Switch Replacement (TVSR) program. This modernization program is designed to replace 421 electro-mechanical and non-supportable electronic voice pitching systems. The amount provide over the budget request will be used for the following ac-

tivities: $3,000,000 will be used for additional conferencing capability to improve interagency coordination during periods of security vulnerabilities which was identified by the FAA after the events of September 11th, 2001; and, $8,000,000 will be used to increase substantially the number of ETVS/RDVS units procured in 2003.

Alaska NAS Interfacility Comm System (ANICS).—The Committee recommendation includes $4,000,000. This is $1,100,000 more than the requested level of funding and is the same level appropriated in fiscal year 2002. With this amount, sufficient funding has been provided to begin installation at a second Phase II site this year.

Initial Academy Training System (IANTS).—Within the En Route Automation Program, the Committee has provided $16,900,000 over and above the budget request for the Initial Academy Training System program (IATS). These additional funds will provide a standardized Display System Replacement (DSR) training platform at the FAA Academy located in Oklahoma City, OK. At present, newly hired air traffic controllers train at the academy on outdated M–1 consoles and do not receive any training on the standardized Display System Replacement platform until they arrive at an Air Route Traffic Control Center (ARTCC). These additional funds will be critical to the training of what is expected to be an increased number of new recruits to replace controllers entering retirement.

En Route Automation Program.—The Committee has reduced the funding requested for the En Route Automation Program by $12,200,000. This reduction is attributable to a level of unobligated balances that continue to mount in the En Route Communications Gateway program. Over a 3 year period between fiscal year 2000 and 2002, the Committee has appropriated $104,700,000 for the Eunomia/ECG Program. The FAA has re-scoped this program, which is designed to replace the Peripheral Adapter Module Replacement Item (PAMRI) equipment, to meet other critical needs as determined by the FAA's Air Traffic Services office. Due to the delays associated with the rescoping of the ECG program, it is anticipated that the program will have an unobligated balance of $12,200,000 entering fiscal year 2003. The Committee has adjusted the fiscal year 2003 budget request to account for this unobligated balance.

FAA Telecommunications Infrastructure (FTI).—The Committee has provided $46,600,000 for FAA's Telecommunications Infrastructure (FTI). The amount provided is the same as the budget request. The FTI Program is intended to improve telecommunications services within the FAA's NAS and non-NAS infrastructures. The current incumbent provider of these services is WorldCom. Given the recent financial troubles besetting this company, the Committee is concerned with the company's ability to continue to provide critical telecommunications services for the nation's air traffic control infrastructure. While the FAA has now awarded the new FTI contract to another vendor, WorldCom recently signed a 5-year bridge contract to provide for a transition period between WorldCom and the new provider. The Committee is concerned about WorldCom's ability to perform all elements of the 5-year bridge contract. As

such, the Committee directs that the administrator develop a contingency plan for the continuation of telecommunications services in the event that WorldCom is incapable of fulfilling its contract obligations. The Committee expects the administrator to coordinate with the Office of the Inspector General in the development of this contingency plan.

Air/Ground Communications Infrastructure.—Within the funds provided for air/ground communications infrastructure, the Committee has included $3,000,000 to develop and test a prototype capability to transmit critical flight data from aircraft to ground station using currently installed data management and communications equipment.

IMPROVE THE EFFICIENCY OF MISSION SUPPORT

DOD/FAA facilities transfer.—The Committee recommends $3,200,000, including $2,000,000 for the Lawton/Fort Sill Regional Airport ARAC (Airport Radar Approach Control).

En route communications and control facilities improvements.—The Committee provides $1,307,953 for en route communications and control facilities improvements, which is $250,000 more than the President's budget. Within the amount provided, the Committee includes $250,000 for a remote communications outlet at Keokuk, IA Airport.

Asset Support Chain Management (ASCM).—The Committee has provided $5,000,000 for the Logistics Support Systems and Facilities activity. This program will provide a single integrated planning, inventory, and asset management solution to improve the FAA's performance, financial, and logistics information systems. The amount provided is $4,300,000 less than the budget request. This reduction is attributable to the slippage in a number of programmed elements.

Transition Engineering Support.—The Committee has provided $37,000,000 for Transition Engineering Support. This program supports the NAS Implementation Support Contract (NISC). The amount provided is $2,000,000 less than the budget request and the Committee believes that this slight reduction can be easily accommodated without any significant impact on the agency's overall NAS modernization effort.

Technical Services Support Contract (TSSC).—The Committee has provided $44,700,000 for the Technical Services Support Contract. The amount provided is $2,000,000 less than the level in the budget request. This adjustment is attributable to savings adjusted by the FAA resulting from the transition from a new TSSC contract the reduction is expected to have no impact on system performance.

Resource Tracking Program (RTP).—The Committee has provided a total of $2,500,000 for the Resource Tracking Program. This amount is $1,200,000 less than the budget request. This reduction will result in the deferral of software maintenance upgrades. However, this deferral should in no way undermine the FAA's ability to improve the integrity of its internal budgeting processes.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2002 [1]	$195,000,000
Budget estimate, 2003 [2]	124,000,000
Committee recommendation	124,000,000

[1] Does not reflect $50,000,000 of supplemental appropriations pursuant to Public Law 107–117.
[2] Excludes CSRS/FEHB accruals.

This appropriation finances research, engineering, and development programs to improve the national air traffic control system by increasing its safety, security, productivity, and capacity. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety. The major objectives are to keep the current system operating safely and efficiently; to protect the environment; and to modernize the system through improvements in facilities, equipment, techniques, and procedures in order to insure that the system will safely and efficiently handle the volume of aircraft traffic expected to materialize in the future.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $124,000,000, for the FAA's research, engineering, and development activities.

A table showing the fiscal year 2002 enacted level, the fiscal year 2003 budget estimate, and the Committee recommendation follows:

RESEARCH, ENGINEERING AND DEVELOPMENT

Program Name	Fiscal year 2002 enacted	Fiscal year 2003 estimate	Committee recommendation
Improve Aviation Safety:			
Reduce Commercial Aviation Facilities:			
Fire Research and Safety	$5,242,000	$6,429,000	$6,429,000
Propulsion and Fuel Systems	5,998,000	3,998,000	4,998,000
Advanced Materials/Structural Safety	1,338,000	1,374,000	1,374,000
Flight Safety/Atmospheric Hazards Research	4,494,000	3,101,000	4,101,000
Aging Aircraft	25,600,000	20,974,000	20,974,000
Aircraft Catastrophic Failure Prevention Research	2,794,000	1,920,000	1,920,000
Flightdeck/Maint/Sysy Integration Human Factors	8,003,000	8,411,000	8,411,000
Reduce General Aviation Fatalities:			
Propulsion and Fuel Systems	2,570,000	1,713,000	1,713,000
Advanced Materials/Structural Safety	1,636,000	1,679,000	1,679,000
Flight Safety/Atmospheric Hazards Research	1,926,000	1,329,000	1,329,000
Aging Aircraft	6,400,000	5,243,000	5,243,000
Flightdeck/Maint/Sysy Integration Human Factors	1,903,000	2,000,000	2,000,000
Aviation System Safety:			
Aviation Safety Risk Analysis	5,784,000	6,926,000	6,926,000
ATC/AF Human Factors	8,500,000	10,317,000	10,317,000
Aeromedical Research	6,121,000	6,603,000	6,603,000
Weather Research	13,877,000	19,406,000	19,406,000
Improve Efficiency of Air Traffic Control System: Weather Research Efficiency	9,791,000	9,099,000	12,099,000
Reduce Environmental Impacts of Aviation: Environment and Energy	22,081,000	7,698,000	2,698,000
Improve Efficiency of Mission:			
System Planning and Resource Management	1,200,000	1,459,000	1,459,000
Technical Laboratory Facilities	12,250,000	6,455,000	6,455,000
Strategic Partnership	400,000	610,000	610,000
System Security Technology:			
Explosives and Weapons Detection	32,624,000	.....	.....
Airport Security Technology Integration	2,084,000	.....	.....

RESEARCH, ENGINEERING AND DEVELOPMENT—Continued

Program Name	Fiscal year 2002 enacted	Fiscal year 2003 estimate	Committee recommendation
Aviation Security Human Factors	5,163,000	.....	.....
Aircraft Hardening	4,640,000	.....	.....
Information System Security	2,581,000	.....	.....
Accountwide adjustment: CSRS/FEHB accruals	.....	−2,744,000	−2,744,000
Total Appropriation	195,000,000	124,000,000	124,000,000

IMPROVE AVIATION SAFETY

Propulsion and fuel systems.—The Committee recommendation provides a total of $6,711,000 for propulsion and fuel systems research to reduce commercial and general aviation fatalities. Within the funds provided, the Committee includes $1,000,000 to continue the activities of the specialty metals processing consortium and $1,000,000 for additional research into the performance and combustion characteristics of aviation grade ethanol fuels.

Flight safety/atmospheric hazards research.—The Committee recommendation includes a total of $5,430,000, including $3,000,000 for flight safety/atmospheric hazards research to continue the development of in-flight simulator training for civilian and commercial pilots at the Roswell Industrial Center.

Aging aircraft.—The Committee recommendation includes a total of $26,217,000 for the aging aircraft program to reduce commercial and general aviation fatalities. The Committee has provided resources to continue the collaborative efforts between the FAA and several public and private organizations including the Center for Aviation Systems Reliability (CASR), the Airworthiness Assurance Center of Excellence (AACE) and the Engine Titanium Consortium (ETC). Within the appropriation, the recommendation includes $3,500,000 for the Center for Aviation Systems Reliability (CASR); $4,000,000 for Airworthiness Assurance Center of Excellence (AACE); $3,000,000 for Engine Titanium Consortium (ETC); $3,000,000 for the Aging Aircraft Nondestructive Inspection Validation Center (AANC); and, $2,500,000 for the Center for Aviation Research and Aerospace Technology (CARAT).

Anomalous flight monitor.—Within the funds provided, the Committee includes $3,000,000 to develop a pilot project at Seattle-Tacoma International Airport to create a system that integrates and leverages the capabilities of mobile software objects to monitor and understand current air traffic operations and to sense the "state" of an aircraft for anomalous flight conditions.

Weather research safety.—The Committee recommendation provides $19,406,000 to continue the FAA's weather research program that is focused on system safety. Within the funds provided for weather research, the Committee recommendation includes $5,000,000 to continue research to identify wake turbulence by utilizing pulsed laser Doppler radar technology.

IMPROVE THE EFFICIENCY OF AIR TRAFFIC CONTROL SYSTEM

Weather research efficiency.—The Committee includes $12,099,000 for weather research to improve the efficiency of the air traffic control system. Within the funds provided, the Com-

mittee includes $5,000,000 for wake turbulence research to expedite the development of new standards and procedures.

REDUCE ENVIRONMENTAL IMPACT OF AVIATION

Environment and energy research.—The Committee provides $2,698,000 for environment and energy research, a reduction of $5,000,000 due to budget constraints.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2002 [1]	$1,800,000,000
Budget estimate, 2003	3,100,000,000
Committee recommendation	3,100,000,000

[1] Does not reflect $175,000,000 of direct supplemental appropriations pursuant to Public Law 107–117.

Chapter 471 of title 49, U.S.C. authorizes a program of grants to fund airport planning and development and noise compatibility planning and projects for public use airports in all States and territories.

The Committee recommends $3,100,000,000 in liquidating cash for grants-in-aid for airports. This is consistent with the Committee's obligation limitation on airport programs for fiscal year 2002 and for the payment of previous years' obligations.

COMMITTEE RECOMMENDATION

Obligation limitation, 2002	$3,300,000,000
Budget estimate, 2003	3,400,000,000
Committee recommendation	3,400,000,000

The total program level recommended for fiscal year 2003 for grants-in-aid to airports is $3,400,000,000 and is intended to be sufficient to continue the important tasks of enhancing airport and airway safety, ensuring that airport standards can be met, maintaining existing airport capacity, and developing additional capacity. The amount provided includes $81,049,000 for administration and airport technology research. Also, the Administration proposes that the grants-in-aid funds be used to make up for shortfalls in overflight fee collections to fund the essential air service program.

The Committee notes that a sizable alternative source of funding is available to airports in the form of passenger facility charges [PFC's]. The first PFC charge began for airlines tickets issued on June 1, 1992. DOT data shows that as of May 1, 2002, 330 airports have been approved for collection of PFC's in the amount of $34,000,000,000. During calendar year 2001 airports collected $1,590,000,000 in PFC charges, and $1,940,000,000 is estimated to be collected in calendar year 2002. Of the airports collecting PFC's, approximately one-fifth collected about 90 percent of the total, and all of these are either large or medium hub airports. Prior to the authorized increase in PFC charges, the DOT estimated that these airports will collect more than $1,610,000,000 in calendar year 2001, depending on the number of applications received and approved and assuming current statutory authority. The first collec-

tions at the new $4.50 PFC level began on April 1, 2001 at 31 airports. Eventually, the funding to airports from the 50 percent nominal increase in authorized passenger facility charges will result in dramatically increased resources for airport improvements, expansions, and enhancements.

LIMITATION ON OBLIGATIONS

The bill includes a limitation on obligations of $3,400,000,000 for fiscal year 2003. This is the same as the President's budget request and $100,000,000 over the fiscal year 2002 enacted level.

A table showing the distribution of these funds compared to the fiscal year 2002 levels and the President's budget request follows:

	Fiscal year 2003 (Est.)
AIR–21 Appropriations Limitation	$3,400,000,000
Airports Operations	−64,620,000
Research & Development	−16,429,000
Small Community Program	−20,000,000
Available for AIP Grants	3,298,951,000
Primary Airports	1,028,358,014
Cargo (3.0 percent)	98,968,530
Alaska Supplemental	21,345,114
States (20.0 percent):	
Non-Primary Entitlement	341,887,082
State Apportionment by Formula	317,903,118
Subtotal	659,790,200
Carryover Entitlement	300,000,000
Subtotal Entitlements	2,108,461,858
Small Airport Fund:	
Non Hub Airports	183,303,989
Non Commercial Service	91,651,994
Small Hub	45,825,997
Subtotal Small Airport Fund	320,781,980
Subtotal Non Discretionary	2,429,243,838
Noise (34 percent of Disc)	295,700,436
Reliever (0.66 percent of Disc)	5,740,067
MAP (4 percent of Disc)	34,788,286
Subtotal Disc Set-asides	336,228,789
C/S/S/N	400,108,780
Remaining Discretionary	133,369,593
Subtotal Other Discretionary	533,478,373
Subtotal Discretionary	$869,707,162
GRAND TOTAL	3,298,951,000

AIRPORT DISCRETIONARY GRANTS

Within the overall obligation limitation in this bill, over $869,000,000 is available for discretionary grants to airports. The Committee has carefully considered a broad array of discretionary grant requests that can be expected in fiscal year 2003. Specifically, the Committee expects the FAA to give priority consideration

to applications for the projects listed below in the categories of the AIP for which they are eligible. If funds in the remaining discretionary category are used for any projects in fiscal year 2003 that are not listed below, the Committee expects that they will be for projects for which FAA has issued letters of intent (including letters of intent the Committee recommends below that the FAA subsequently issues), or for projects that will produce significant aviation safety improvements or significant improvements in system-wide capacity or otherwise have a very high benefit/cost ratio.

Within the program levels recommended, the Committee directs that priority be given to applications involving the further development of the following airports:

Airport	Project
Abilene Airport, TX	Various Improvements
Akutan Airport, AK	Various Improvements
Allen Army Airbase, AK	Various Improvements & Maintenance
Anchorage Int'l Airport, AK	Various Improvements
Andalusia Opp, AL	Runway/Taxiway Overlay
Andrews-Murphy Airport, NC	Various Improvements
Ankeny Regional Airport, IA	Hangar, Taxiway, Apron
Artesia Municipal Airport, NM	Various Improvements
Atka Airport, AK	Various Improvements
Atmore Municipal Airport, AL	Improvements in Safety Zones
Austin Straubel Field, WI	Various Improvements
Autauga County Airport, AL	Overlay, Widen Existing Runway
Baltimore-Washington Int'l Airport, MD	Various Improvements
Barbour County Regional, WV	Various Improvements
Barkley Regional Airport, KY	Runway Extension, Various Improvements
Barter Island Dew Airport (Kaktovik), AK	Various Improvements
Bartlesville Municipal Airport, OK	Runway, Safety Area
Batesville Regional Airport, AR	Various Improvements
Baxter County Regional Airport, AR	Runway
Benedum Airport, WV	Various Improvements
Bert Mooney Airport, MT	Various Improvements
Billings Airport, MT	Terminal & Security
Birmingham International Airport, AL	Various Improvements
Bismark Municipal Airport, ND	Terminal Replacement
Blackwell Field Airport, AL	Land Acquisition for Runway Extension
Bob Wiley Field Airport, SD	Various Improvements
Bowling Green/Warren Regional, KY	Facility
Bowman Field Airport, KY	Various Improvements
Braxton County Airport, WV	Various Improvements
Bremerton Airport, WA	Various Improvements
Bruce Campbell Field Airport, MS	Land Acq., Taxiway
Buffalo Int'l Airport, NY	Runway,Taxiway Ext./Rehab.
Burlington-Alamance Airport, NC	Various Improvements
Bush Field Airport, GA	New Terminal, Access & Parking
Carl P. Savage Airport, GA	Runway Extension & Widening
Cartersville/Bartow Airport, GA	Various Improvements
Central Illinois Regional.Bloomington-Normal, IL	Airport Improvement Projects
Central Nebraska Regional Airport, NE	Taxiway & Runway
Central Wisconsin Airport, WI	Runway, Taxiway
Centre Municipal Airport, AL	Land Acquisition & Runway Ext.
Chan Gurney Airport, SD	Runway Lighting System
Charlottsville-Albermarle Airport, VA	Various Improvements
Cherokee County Airport, GA	Runway Ext., Taxiway & Hangar
Cherry Capital Airport, MI	Terminal Construction
Cheyene Airport, WY	Runway Safety Area & Taxiway
Cheyenne Airport, CO	Runway Safety & Taxiway
Cheyenne Eagle Butte, SD	Reservation Hangar
Chippewa County Int'l Airport, MI	Passenger Terminal
Cincinnati Northern Kentucky Regional, KY	Feasibility Study
Clarion County Airport, PA	Runway Expansion

Airport	Project
Clark County Airport, IN	Lengthen Runway
Cleveland-Hopkins Int'l Airport, OH	Noise Mitigation
Clinton Airport, IA	Runway, Taxiway Paving
Concord Regional Airport,NC	Runway Ext., Land Acquisition
Connellsville Airport, PA	Runway Extension
Council Bluffs Airport, IA	Land Acquisition, Runway
Craig Field Airport, AL	Runway Improvements
Cumberland Regional Airport, MD	Various Improvements
Dane County Regional Airport, WI	Runway Construction
Davenport Municipal Airport, IA	New Terminal Building
Davis City Airport, WV	Various Improvements
Denton Municipal Airport, TX	Improvements
Denver International Airport, CO	Runway
Detroit Metro Wayne County Airport, MI	Terminal, Runway Rehabilitation
Dona Ana County Airport, NM	Runway and Taxiway
Drake Field, AR	Various Improvements
Eagle County Airport, CO	Radar Improvements
Eastern Iowa Regional Airport, IA	Taxiway, Aprons
Eastern West Virginia, WV	Various Improvements
Easterwood Airport, TX	Various Improvements
Elkins-Randolph Field, WV	Various Improvements
Emmett County Regional Airport, MI	Passenger Terminal
Erie International, PA	Runway Extension
Essex County Airport, NJ	Various Improvements
Fairfield County Airport, SC	Runway Extension
Fairfield Municipal Airport, IA	Runway & Taxiway
Fairhope Municipal Airport, AL	New Runway
Fairmont Municipal Airport, WV	Various Improvements
False Pass Airport, AK	Various Improvements
Fayette Airport, WV	Various Improvements
Ford Airport, MI	Runway Reconstruction
Freeport Albertus Airport, IL	Airport Improvement Projects
Fort Lauderdale Airport, FL	Automated People Mover Study
General Mitchell International Airport , WI	Taxiway Extension
Georgetown Air Services Airport, DE	Security Improvements
Glacier Park Int'l Airport, MT	Infrastructure Projects
Glynco Jetport, GA	Terminal, Renovation
Golden Triangle Regional Airport, MS	Various Improvement
Grand Forks Int'l Airport, ND	Runway & Parallel Taxiway
Grant County Airport, WV	Various Improvements
Great Falls International Airport, MT	Category III Upgrades
Greater Rochester Int'l Airport, NY	Various Improvements
Greater Rockford Airport, IL	Airport Improvement Projects
Greenbriar Valley Airport, WV	Various Improvements
Gulfport-Biloxi Airport, MS	Terminal Expansion & Security
Harrell Field Airport, AR	Various Improvements
Harrisburg International Airport, PA	Multimodal Terminal
Headland Municipal Airport, AL	Land Acquisition, Runway, & Taxiway
Helena Regional Airport, MT	Facility Modernization
Henry E. Rohlsen Airport, St. Croix	Runway Extension
Herrell Field Airport, AR	Repair Facility Camden
Highmore Municipal Airport, SD	Runway
Holly Springs-Marshall County Airport, MS	Runway Extension
Houston Municipal Airport, MS	Improvements
Houston Municipal Airport, TX	AIP Priority Language
Indiana City-Jimmy Stewart Airport, PA	Runway Extension
Jackson County Airport, WV	Various Improvements
Jackson Int'l Airport, MS	Terminal Renovations
Jackson Municipal Airport, AL	Improvement Project
Johnstown-Cambria County Airport, PA	Distribution Center
Jonesboro Municipal Airport, AR	Runway Expansion & terminal
Joplin Regional Airport, MO	Terminal Improvements
Juneau Harbor Int'l Airport, AK	Various Improvements
Kansas City Downtown Airport, MO	Runway & Terminal Improvements
Kee Field Airport, WV	Various Improvements
Kennett Memorial Airport, MO	Runway Improvements

Airport	Project
Ketchikan Int'l Airport, AK	Various Improvements
Key Field Airport, MS	New Terminal Building
Kodiak Airport, AK	Various Improvements
LaCrosse Municipal Airport, WI	Parallel Taxiway
Lafayette Airport, LA	Runway, Taxiway
Lambert Airport, MO	Parks & Runway Project
Lawrence County Airport, PA	Various Improvements
Lehigh Valley International Airport, PA	Lighting
Lewis County Airport, MO	Hangar Projects
Lewis University Airport, IL	Runway & Hangar
Livingston County Airport, MI	Runway Construction
Logan County Airport, WV	Various Improvements
Louisville Int'l Airport, KY	Integrated Advanced Technology, Noise
Madison Airport, MS	Land Acquisition, Taxiway
Madison County Airport, AL	Various Improvements
Manistee County Blacker Airport, MI	Terminal Building
Marion-Crittenden County Airport, KY	Expansion
Marks Airport, MS	Runway Extension
Marlinton City Airport, WV	Various Improvements
Marshall City Airport,WV	Various Improvements
Mason City Airport, IA	Runway
Mason County Airport, WV	Various Improvements
McAlester Airport, OK	Runway & Various Improvements
McComb-Pike County Airport, MS	Various Improvements
McKinney Municipal Airport, TX	Taxiway
Memorial Field Airport, AR	Terminal Hangars
Mercer City Airport, WV	Various Improvements
Meridian Key Field Airport, MS	Construction
Miami International Airport, FL	Apron Construction Project
Mingo County Airport, WV	Various Improvements
Minneapolis-St. Paul Int'l Airport, MN	De-icing/holding pad
Missoula Int'l Airport, MT	Master Plan, Runway, Land
Monroe Municipal Airport, NC	Security Improvements
Monroe Regional Airport, LA	Terminal
Montgomery Regional (Dannelly Field) Airport, AL	Terminal Improvements
Morganton-Lenoir Airport, NC	Terminal & Parking
Morgantown Muni-walter, WV	Various Improvements
Nashville Int'l Airport, TN	Security Enhancement
New Castle County Airport, DE	Digital Video Recording System
New Orleans Airport, LA	Various Improvements
Newport News-Williamsburg Int'l, VA	Baggage Claim Facility
Newton Airport, IA	Taxiway
Niagara Falls Int'l Airport, NY	Hangar Demolition
Northwest Arkansas Regional, AR	Airport Expansion
Oakland Pontiac County Airport, MI	Noise Mitigation Program
Ogden Hinckley Airport, UT	Runway Extension
Orlando Int'l Airport, FL	Wildlife Attractants Project
Orlando Sanford International Airport, FL	Runway
Ottumwa Industrial Airport, IA	Taxiway
Palmer Municipal Airport, AK	Various Improvements
Petersburg Airport, AK	Runway Apron & Various Improvements
Philadelphia International Airport, PA	Capital Improvements
Philadelphia Municipal Airport, MS	Airfield Expansion
Pierre Regional Airport, SD	Runway & Lighting System
Pilot Point, AK	Airport Expansion
Pittsburgh International Airport, PA	Runway & Security
Port Columbus Int'l Airport, OH	Airport Improvements
Port Heiden Airport, AK	Airport Expansion
Princeton/Caldwell County Airport, KY	Runway Extension
Pryor Field Regional, AL	Various Improvements
Quad City Airport/Moline, IL	Airport Improvement Projects
Raleigh City Memorial, WV	Various Improvements
Ralph Wein Memorial Airport (Kotzebue) AK	Various Improvements
Ralph Wien Memorial, AK	Passenger Terminal, Road Relocation
Reagan National Airport, VA	Various Improvements
Reno Stead Airport, NV	Runway and Taxiway

Airport	Project
Reno/Tahoe Int'l Airport, NV	Taxiway, Runway
Richard B. Russel Airport, GA	Runway Extension & Security
Ripley County Airport, MS	Runway Extension
Roberts Field Airport, OR	Terminal, Expansion
Rock County Airport,WI	Runway
Rockingham-Hamlet County Airport, NC	Expansion
Romeo State Airport, MI	Runway Improvements
Roswell Airport, NM	Maintenance Facility Expansion
Russellville Municipal Airport, AL	Runway Extension
Rutland State Airport, VT	Public Taxiway
Ryan Field Baton Rouge Airport, LA	Various Improvements, Language
Saline County, AR	Relocation
Shreveport Regional Airport, LA	Runway, Noise, Cargo
Southcenteral, AK	Float Plane Facility
Spencer City Airport, WV	Various Improvements
Spokane Int'l Airport, WA	Taxiway
Springfield Capital Airport, IL	Airport Improvement Projects
Springfield/Branson Mid-field, MO	Terminal Project
St. George, UT	Replacement Airport Land Acquisition
St. Louis Lambert, MO	Expansion & Noise Mitigation
St. Paul & St. George, Pribilof Island, AK	Runway Improvements
Stanly County Airport, NC	Various Improvements
Statesville Airport, NC	Various Improvements
Stennis Int'l Airport, MS	Expansion
Stockton Metro Airport,CA	Upgrades
Summersville Airport, WV	Various Improvements
The Eastern Iowa Airport, IA	Taxiway, Apron
Toledo Express Airport, OH	Remediation & Land Development
Tom B David Field Airport, GA	Security & Infrastructure
Tri-State/Walker-Long Field, WV	Various Improvements
Tulsa International Airport, OK	Security Improvements
Tunica County Airport, MS	Construct Main Aircraft Parking Apron
Unalaska Airport, AK	Various Improvements
Upshur County Regional Airport, WV	Various Improvements
Vermillion Airport, IL	Various Improvements
Walnut Ridge Regional Airport, AR	Runway Extension
Washington Memorial Airport, MO	Runway Project
Waynesboro Municipal Airport, MS	Extension and Runway Widening
Weedon Field Airport, AL	Construct Parallel Taxiway
Welch Municipal Airport, WV	Various Improvements
Wendell H. Ford Airport, KY	Various Improvements
Wheeling-Ohio Airport, WV	Various Improvements
Wilmington International, NC	Various Improvements
Winfield City Airport, WV	Various Improvements
Winona-Montgomery County Airport, MS	Various Improvements
Wood City/Gill Robb Wilson Field, WV	Various Improvements
Yeager Airport, WV	Various Improvements

LETTERS OF INTENT

Congress authorized FAA to use letters of intent [LOI's] to fund multiyear airport improvement projects that will significantly enhance systemwide airport capacity. FAA is also to consider a project's benefits and costs in determining whether to approve it for AIP funding. FAA adopted a policy of committing to LOI's no more than about 50 percent of forecasted discretionary funds allocated for capacity, safety, security, and noise projects. The Committee viewed this policy as reasonable because it gave FAA the flexibility to fund other worthy projects that do not fall under a LOI. Both FAA and airport authorities have found letters of intent helpful in planning and funding airport development.

ADMINISTRATION

The bill provides that, within the overall obligation limitation, $81,049,000 is available for administration of the airports program by the FAA and airport technology research.

The Committee recommendation includes $16,429,000 for Airport Technology Research. The program is included in AIP for fiscal year 2003 as the research directly supports improvements in airport safety, capacity, and efficiency. The research is directed at mitigation of wildlife strike hazards to aircraft, improvement of airport rescue and firefighting, improvement of airport lighting and marking, reduction in runway incursions, and improvement in airport pavement and design. It also includes funding for the 18 FTE in the Airport Technology Branch at the William J. Hughes Technical Center and continued operation of the pavement test facility at the Technical Center.

GENERAL PROVISIONS

Second career training program.—The Committee has included bill language which was included in the President's budget request which prohibits the use of appropriated funds for the second career training program. This prohibition has been carried in annual appropriations acts for many years.

Sunday premium pay.—The bill retains a provision, first included in the fiscal year 1995 appropriations bill, which prohibits FAA from paying Sunday premium pay, except in those cases where the individual actually worked on a Sunday. This provision is identical to that which was in effect for fiscal years 1995–2002. It was requested by the administration for fiscal year 2003.

Manned auxiliary flight service stations.—The Committee has retained bill language which was requested by the administration to prohibit the use of funds for operating a manned auxiliary flight service station in the contiguous United States. There is no funding provided in the "Operations" account for such stations in fiscal year 2003.

Facilitating Environmental Reviews to Increase Airport Capacity.—The bill authorizes the Federal Aviation Administration (sec. 338) to use funds from airport sponsors, including the airport's "Grants-in-Aid for Airports" entitlement funds, for the hiring of additional staff or for obtaining services of consultants for the purpose of facilitating environmental activities related to airport projects that add critical airport capacity to the national air transportation system.

FAA and TSA Facilities on Airport Property.—The bill includes a provision (sec. 335) that prohibits funds in this Act to be used to adopt guidelines or regulations requiring airport sponsors to provide the Federal Aviation Administration or the Transportation Security Administration "without cost" buildings, maintenance, or space for FAA services. 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 prohibition also does not apply to the TSA's use of space for security checkpoints.

FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2003 PROGRAM

The principal mission of the Federal Highway Administration is to, in partnership with State and local governments, foster the development of a safe, efficient, and effective highway and intermodal system nationwide including access to and within National Forests, National Parks, Indian Lands and other public lands.

Under the Committee recommendations, a total program level of $32,892,767,000 would be provided for the activities of the Federal Highway Administration in fiscal year 2003. The following table summarizes the fiscal year 2002 program levels, the fiscal year 2003 program request and the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year—		Committee recommendation
	2002 program level	2003 budget estimate	
Federal-aid highways limitation [1]	31,799,104	23,204,787	31,800,000
Limitation on administrative expenses [1]	(311,000)	(317,732)	(317,732)
Exempt Federal-aid obligations	965,308	892,767	892,767
Appalachian Development Highway System	200,000	.....	200,000
Total	32,964,412	24,097,554	32,892,767

[1] Does not reflect TASC reduction of $841,000 in section 349 of Public Law 107–87 as amended by sec. 1106, Public Law 107–117.

LIMITATION ON ADMINISTRATIVE EXPENSES

Appropriations, 2002 [1]	$311,000,000
Budget estimate, 2003 [2]	317,732,000
Committee recommendation [2]	317,732,000

[1] Does not reflect TASC reduction of $841,000 in section 349 of Public Law 107–87 as amended by sec. 1106, Public Law 107–117.

[2] Funding for motor carrier administration expenses is included as a separate limitation in the Federal Motor Carrier Safety Administration.

The limitation on administrative expenses controls spending for virtually all the salaries and expenses of the Federal Highway Administration. The Transportation Equity Act for the 21st Century changed the funding source for the highway research accounts from the administrative takedown of the Federal-Aid Highway Program to individual contract authority provisions. The Committee recommends a limitation of $317,732,000. Within the funds provided, the Committee includes $1,261,000 for the Office of Intermodalism.

The following table reflects the fiscal year 2002 level, the 2003 level requested by the administration, and the Committee's recommendation:

[In thousands of dollars]

Program	Fiscal year—		Committee recommendation
	2002 level	2003 budget estimate	
Administrative expenses:			
Salaries and benefits	222,936	231,857	231,857
Travel	9,473	9,473	9,473
Transportation	465	465	465
GSA rent	20,621	24,646	24,646
Communications, rent, and utilities	9,607	9,607	9,607

[In thousands of dollars]

Program	Fiscal year—		Committee recommendation
	2002 level	2003 budget estimate	
Printing	1,412	1,412	1,412
TASC	7,025	6,184	6,184
Supplies	2,000	2,000	2,000
Equipment	4,536	4,536	4,536
Other (including Office of Intermodalism)	32,925	27,552	27,552
Total	[1] 311,000	317,732	317,732

[1] Does not reflect TASC reduction of $841,000 in section 349 of Public Law 107–87 as amended by section 1106, Public Law 107–117.

The Committee recommends the following items be funded under section 104(a)(1)(A): $106,967,000 for the border enforcement program within the Federal Motor Carrier Safety Administration. Within that amount, $47,000,000 shall be available for the construction of border inspection facilities along the U.S./Mexico border. The administration's budget proposed that this $47,000,000 expenditure be funded as a statutory earmark within the National Corridor Planning and Development Program.

Child passenger protection education grants.—The Committee recommendation includes $7,500,000 to continue providing grants, as authorized under section 2003(b) of TEA21, that train safety professionals on all aspects of proper child restraint use and educate the public on the installation, selection, and placement of child safety seats.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2002 [1]	$31,799,104,000
Budget estimate, 2003	23,204,787,000
Committee recommendation	31,800,000,000

[1] Does not reflect 0.22 percent reduction in section 1403 of Public Law 106–554.

The accompanying bill includes language limiting fiscal year 2003 Federal-aid highways obligations to $31,800,000,000 an increase of $896,000 over the fiscal year 2002 enacted level and $8,595,213,000 over the budget request.

The following table shows the distribution of highway funds apportioned to the States under four scenarios: the fiscal year 2002 enacted level, the President's budget, the level authorized in TEA21 without any negative adjustment associated with the Revenue Aligned Budget Authority Program, and the Committee recommendation.

FEDERAL HIGHWAY ADMINISTRATION ESTIMATED FISCAL YEAR 2003 DISTRIBUTION OF OBLIGATION LIMITATION

States	Actual fiscal year 2002 distribution [1]	Fiscal year 2003 President's budget [1]	Fiscal year 2003 TEA21 (No RABA) [1]	Fiscal year 2003 Committee recommendation [1]
Alabama	$561,362,701	$415,438,659	$497,809,309	$572,658,214
Alaska	314,793,656	243,992,539	282,049,558	317,551,112
Arizona	486,222,525	360,625,443	428,178,058	491,481,051

FEDERAL HIGHWAY ADMINISTRATION ESTIMATED FISCAL YEAR 2003 DISTRIBUTION OF OBLIGATION LIMITATION—Continued

States	Actual fiscal year 2002 distribution [1]	Fiscal year 2003 President's budget [1]	Fiscal year 2003 TEA21 (No RABA) [1]	Fiscal year 2003 Committee recommendation [1]
Arkansas	362,646,673	271,870,783	325,162,357	371,757,917
California	2,516,921,592	1,873,897,524	2,251,986,391	2,605,145,070
Colorado	353,162,510	262,226,522	315,313,485	364,328,955
Connecticut	408,915,843	309,661,533	366,787,459	420,695,641
Delaware	119,922,108	89,903,183	107,786,314	124,522,828
District of Columbia	110,272,767	80,228,034	97,670,902	114,203,615
Florida	1,288,949,611	962,397,636	1,138,108,292	1,303,298,956
Georgia	988,683,758	736,644,102	874,372,963	1,004,343,983
Hawaii	142,269,483	105,377,242	126,117,171	145,782,286
Idaho	211,274,214	158,107,857	188,164,413	215,883,889
Illinois	933,052,868	687,635,445	828,349,186	962,103,966
Indiana	637,416,428	480,626,303	571,752,610	657,942,217
Iowa	329,539,179	244,147,409	295,194,209	343,615,244
Kansas	324,853,609	237,945,876	288,082,372	335,681,036
Kentucky	483,773,648	357,260,223	428,654,998	496,043,266
Louisiana	433,572,935	326,043,519	391,892,073	454,479,647
Maine	147,086,603	108,424,690	130,260,610	148,907,537
Maryland	444,585,693	334,786,649	402,215,120	465,946,381
Massachusetts	514,199,794	382,618,573	460,170,290	528,895,677
Michigan	894,928,134	664,400,228	792,891,230	914,522,416
Minnesota	408,442,237	304,948,964	367,024,766	426,121,388
Mississippi	355,303,061	264,919,392	317,912,106	368,074,860
Missouri	646,921,711	481,643,989	579,580,765	670,611,287
Montana	266,186,472	202,334,294	239,147,070	273,465,583
Nebraska	215,987,903	157,601,762	190,753,358	221,920,788
Nevada	197,993,516	147,568,451	175,748,970	202,310,700
New Hampshire	140,214,707	105,843,997	126,691,084	145,549,494
New Jersey	724,629,766	534,247,633	643,336,952	747,051,638
New Mexico	268,590,255	201,195,690	240,387,850	277,424,892
New York	1,401,040,155	1,050,848,025	1,260,822,015	1,460,333,241
North Carolina	773,663,974	576,896,840	686,915,153	790,739,256
North Dakota	179,364,219	133,140,857	159,945,661	185,093,263
Ohio	961,276,478	715,885,800	858,861,756	994,232,940
Oklahoma	428,332,860	313,870,027	379,144,803	439,882,856
Oregon	337,795,085	252,007,794	303,669,209	346,942,106
Pennsylvania	1,391,590,528	1,031,424,560	1,241,077,672	1,421,075,966
Rhode Island	164,111,783	121,859,206	145,918,370	167,518,858
South Carolina	461,159,042	345,741,214	411,340,455	469,016,474
South Dakota	199,167,503	148,832,688	178,370,728	201,619,207
Tennessee	622,352,003	470,475,704	564,021,658	652,460,489
Texas	2,146,241,884	1,593,917,206	1,895,420,532	2,176,247,712
Utah	216,502,048	159,143,771	192,107,692	223,449,500
Vermont	124,154,439	92,915,343	111,740,964	129,451,017
Virginia	709,623,612	537,180,528	640,818,719	737,593,183
Washington	493,764,590	363,330,177	438,456,193	509,989,784
West Virginia	308,053,178	231,628,118	278,412,016	322,971,290
Wisconsin	545,543,085	405,758,783	482,676,315	555,299,224
Wyoming	188,996,676	141,882,461	170,844,171	197,057,048
SUBTOTAL	27,885,409,102	20,781,303,246	24,870,116,373	28,673,294,948
Allocation Programs [2]	3,913,694,898	2,423,483,754	2,783,883,627	3,126,705,052
TOTAL	31,799,104,000	23,204,787,000	27,654,000,000	31,800,000,000

[1] Includes special limitation for minimum guarantee, Appalachia, and high priority projects and excludes exempt minimum guarantee and emergency relief.
[2] Includes territories.

FEDERAL-AID HIGHWAYS PROGRAMS

The roads and bridges that make up our nation's highway infrastructure are built, operated, and maintained through the joint efforts of Federal, State, and local governments. States have much flexibility to use Federal-aid highway funds to best meet their individual needs and priorities, with FHWA's assistance and oversight.

The Transportation Equity Act for the 21st Century (TEA21), the highway, highway safety, and transit authorization through fiscal year 2003 makes funds available in the following major categories:

National highway system.—The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the National Highway System (NHS), which was subsequently established as a 163,000-mile road system by the National Highway System Designation Act of 1995. This system serves major population centers, intermodal transportation facilities, international border crossings, and major destinations. It is comprised of all interstate routes, selected urban and principal rural arterials, defense highways, and major highway connectors carrying up to 76 percent of commercial truck traffic and 44 percent of all vehicle traffic. A State may transfer up to half of its NHS funds to the Surface Transportation program (STP) and all NHS funds with the concurrence of the Secretary of Transportation. The Federal share of the NHS is an 80 percent match and funds remain available for 4 fiscal years.

Interstate maintenance.—The 46,567-mile Dwight D. Eisenhower National System of Interstate and Defense Highways retains a separate identity within the NHS. This program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction of bridges, interchanges, and over-crossings along existing interstate routes is also an eligible activity if it does not add capacity other than high occupancy vehicle (HOV) and auxiliary lanes.

All remaining Federal funding to complete the initial construction of the interstate system has been provided through previous highway legislation. The TEA21 provides flexibility to States in fully utilizing remaining unobligated balances of prior Interstate Construction authorizations. States with no remaining work to complete the Interstate System may transfer any surplus Interstate Construction funds to their Interstate Maintenance program. States with remaining completion work on Interstate gaps or open-to-traffic segments may relinquish Interstate Construction fund eligibility for the work and transfer the Federal share of the cost to their Interstate Maintenance program.

Funds provided for the Interstate maintenance discretionary program in fiscal year 2003 shall be available for the following activities in the corresponding amounts:

Project	*Amount*
I–15 Reconstruction, 10800 South to 600 North, UT	$6,000,000
I–182/SR–240 Interchange Reconstruction, WA	3,000,000
I–195 Relocation Project, RI	3,000,000
I–25 Broadway & Alameda Interchange Rebuilding, CO	5,000,000
I–29 Madison Street Interchange, Sioux Falls, SD	4,000,000
I–295 Via Duct to I–76, NJ	2,000,000
I–30/I–35 Dallas, Construction of Bridges for Trinity River, TX	6,000,000
I–90, Exit 32 Interchange at Sturgis, SD	4,000,000
I–35/Turkey Creek, Reconstruction Project, KS	3,000,000

Project	*Amount*
I–40 Crosstown Realignment, OK	6,000,000
I–40 Paseo del Volcan Interchange, Albuquerque, NM	2,000,000
I–44 & US 65 Interchange, MO	2,000,000
I–55 Church Rd. to TN State Line, DeSoto County, MS	10,000,000
I–55/US–49 Flyover Near Jackson, MS	6,000,000
I–65/70 Market Square Redesign/Replace ramp, IN	5,000,000
I–75 Improvements South West Florida, FL	2,000,000
I–75/I–475 Systems Interchange Upgrade at North Cove, OH	1,100,000
I–90 Joint Port of Entry Project, WY	2,500,000
Marquette Interchange Reconstruction, WI	8,000,000
Port of Garfield Road & Bridge Road, WA	500,000
Route 80 Paterson Interchange,NJ	400,000
Sunnyside, South First St. Reconstruction, WA	1,500,000
SW First-NW Lake Road Project, WA	3,000,000
Union Gap, Valley Mall Blvd., WA	1,500,000
US–12, Burbank to Walla Walla, WA	2,500,000
US–63/I–70 Interchange Improvements, MO	10,000,000

Surface transportation program.—The surface transportation program (STP) is a very flexible program that may be used by the states and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as Federal-aid highways. Bridge projects paid with STP funds are not restricted to Federal-aid highways but may be on any public road. Transit capital projects are also eligible under this program. The total funding for the STP may be augmented by the transfer of funds from other programs and by minimum guarantee funds under TEA21 which may be used as if they were STP funds. Once distributed to the states, STP funds must be used according to the following percentages: 10 percent for safety construction; 10 percent for transportation enhancement; 50 percent divided among areas of over 200,000 population and remaining areas of the State; and, 30 percent for any area of the state. Areas of 5,000 population or less are guaranteed an amount based on previous funding, and 15 percent of the amounts reserved for these areas may be spent on rural minor collectors. The Federal share for the STP program is 80 percent with a 4-year availability period.

Bridge replacement and rehabilitation program.—This program is continued by the TEA21 to provide assistance for bridges on public roads, including a discretionary set-aside for high cost bridges and for the seismic retrofit of bridges. Fifty percent of a state's bridge funds may be transferred to the NHS or the STP, but the amount of any such transfer is deducted from the national bridge needs used in the program's apportionment formula for the following year.

At least 15 percent, but not more than 35 percent, of a State's apportioned bridge funds must be spent on bridges not on the Federal-aid system.

Funds provided for the bridge discretionary program in fiscal year 2003 shall be available for the following activities in the corresponding amounts:

Project	*Amount*
Bull Slough Bridge Repair, AL	$1,000,000
Canvas Bridge, Nicholas County, WV	6,000,000
Covered Bridges, including $2,000,000 for Vermont	10,000,000
Depot Street Bridge restoration, Beacon Falls, CT	1,000,000
Golden Gate Bridge Seismic Retrofit, CA	6,000,000

Project	*Amount*
Granite Street Bridge, Manchester, NH	8,000,000
Historic Woodrow Wilson Bridge, Flowood, MS	1,000,000
Hot Metal Bridge, PA	500,000
I–195 Washington Bridge Replacement, RI	8,000,000
Indian River Inlet Bridge Repairs in Sussex, DE	5,000,000
Lexington Bridge, Cowlitz-Wahkiakum WA	7,500,000
Market Street Bridge Replacement, Lycoming County, PA	4,500,000
Missouri River Two State Bridge Project, NE	4,000,000
Monroe St. Bridge Rehabilitation, Spokane WA	2,500,000
Pearl Harbor Memorial Bridge Reconstruction, New Haven, CT	6,000,000
Pomeroy-Mason Bridge, Mason County, WV	6,000,000
Rehabilitation of the Waldo-Hancock Bridge, ME	5,000,000
Russell St. Viaduct Replacement (MD295) Baltimore, MD	8,000,000
Sauvie Island Bridge, Replacement Project, OR	3,000,000
Snake River Crossing EIS, Twin Falls, ID	1,000,000
Tate's Bluff, Arkansas Replacement Bridge, AR	1,500,000
Wacker Drive Reconstruction, Chicago, IL	4,500,000

National Historic Covered Bridge Preservation Program.—The Committee recommendation provides $10,000,000 for the covered bridge program within the funds made available for the discretionary bridge program. Within this amount, $2,000,000 shall be made available for covered bridges in the State of Vermont.

Congestion mitigation and air quality improvement program.—This program provides funds to States to improve air quality in non-attainment and maintenance areas. A wide range of transportation activities are eligible, as long as DOT, after consultation with EPA, determines they are likely to help meet national ambient air quality standards. TEA21 provides greater flexibility to engage public-private partnerships, and expands and clarifies eligibilities to include programs to reduce extreme cold starts, maintenance areas, and particulate matter (PM–10) nonattainment and maintenance areas. If a State has no non-attainment or maintenance areas, the funds may be used as if they were STP funds.

On-road and off-road demonstration projects may be appropriate candidates for funding under the CMAQ program. Both sectors are critical for satisfying the purposes of the CMAQ program, including regional emissions and verifying new mobile source control techniques.

Federal lands highways.—This program provides authorizations through three major categories—Indian reservation roads, parkways and park roads, and public lands highways (which incorporates the previous forest highways category)—as well as a new category for Federally-owned public roads providing access to or within the National Wildlife Refuge System. TEA21 also establishes a new program for improving deficient bridges on Indian reservation roads.

The Committee directs that the funds allocated for this program in this bill and in permanent law are to be derived from the FHWA's public lands discretionary program, and not from funds allocated to the National Park Service's regions. Funds provided for the Federal lands program in fiscal year 2003 shall be available for the following activities:

Project	*Amount*
Arches National Park Main Entrance Relocation, UT	$1,250,000
BIA Route 13/Route1 Project, Makah, WA	5,400,000
Blackstone River Valley Bikeway, RI	2,000,000
Cattle Point Road, San Juan County, WA	350,000

Project	*Amount*
Colonial Historic Park—Jamestown 400th Anniversary Transportation Improvements, VA	2,170,000
Council Grove Lake Embankment Roadway, KS	1,500,000
Downeast Heritage Center, Parking & Access, ME	400,000
Fort Drum Road Improvements, NY	770,000
Fox Ridge Road Repair, SD	1,300,000
Freemont County Project, WY	1,100,000
Frog Level Road, Neshoba County, MS	1,000,000
Gateway Trail, Grand Canyon National Park, AZ	1,380,000
Glacier National Park, Going-to-the-Sun Road, MT	5,000,000
Hawaii Statewide Improvements	5,000,000
Highway 93 Expansion Project, MT	1,400,000
Homochitto National Forest Access Rd, Lincoln, MS	2,000,000
Hoonah Road (FM), AK	1,400,000
Hoover Dam Bypass New Bridge downstream of Dam, NV	8,500,000
Hoover Dam Bridge Bypass, AZ	2,000,000
Hwy 2 Highline EIS Project, MT	1,000,000
I–215 Widening, NV	3,500,000
Iditarod Historic National Trail Project, AK	500,000
Kenai River Trail, AK	500,000
Lewis and Clark, Gates of the Mountains Road Project, MT	600,000
Marsh-Billings-Rockefeller Park Pedestrian Walkway, VT	380,000
Menominee Indian Tribe road improvements, WI	2,000,000
Metlakatla/Walden Point Road, AK	2,000,000
Naknek Lake Camp Road, AK	3,400,000
Patuxent River Naval Air Museum & Visitor Center, MD	1,000,000
Preston North/South Richardson County, NE	1,000,000
Shotgun Cove Road, AK	2,000,000
Southeast Alaska Seatrails, AK	750,000
Spirit Lake Tribe Shared Use Path, Fort Totten, ND	520,000
SR–149 Resurfacing, Rio Grande National Forest, CO	2,000,000
SR–164 Muckleshoots, WA	420,000
SR–323 Paving Project, Ekalaka & Alzada, Fallon County, MT	1,000,000
US 95 Widening Laughlin Cut-off to Railroad Pass, NV	10,000,000
USMC Heritage Center Access, VA	2,000,000
Yakama Signal Peak Road, WA	4,150,000

Minimum guarantee.—Under TEA21, after the computation of funds for major Federal-aid programs, additional funds are distributed to ensure that each State receives an additional amount based on equity considerations. This minimum guarantee provision ensures that each State will have a return of 90.5 percent on its share of contributions to the highway account of the Highway Trust Fund. To achieve the minimum guarantee each fiscal year, $2,800,000,000 nationally is available to the States as though they are STP funds (except that requirements related to set-asides for transportation enhancements, safety, and sub-State allocations do not apply), and any remaining amounts are distributed among core highway programs.

Value pricing program.—As the fiscal year 2003 applications for the value pricing program are being reviewed, the Committee encourages FHWA to support the data collection phase of the pay-as-you-drive variable pricing research program in Atlanta, GA.

Emergency relief.—This program provides for the repair and reconstruction of Federal-aid highways and Federally-owned roads which have suffered serious damage as the result of natural disasters or catastrophic failures. TEA21 restates the program eligibility specifying that emergency relief (ER) funds can be used only for emergency repairs to restore essential highway traffic, to minimize the extent of damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make per-

manent repairs. If ER funds are exhausted, the Secretary of Transportation may borrow funds from other highway programs.

High priority projects.—TEA21 includes 1,850 high priority projects specified by the Congress. Funding for these projects totals $9,359,850,000 over the 6 year period with a specified percentage of the project funds made available each year. Unlike demonstration projects in the past, the funds for TEA21 high priority projects are subject to the Federal-aid obligation limitation, but the obligation limitation associated with the projects does not expire.

Transportation Infrastructure Finance and Innovation Act (TIFIA).—Programs authorized under the Transportation Infrastructure Finance and Innovation Act (TIFIA) provide credit assistance on flexible terms directly to public-private sponsors of major surface transportation projects to assist them in gaining access to the capital markets. The Committee believes that TIFIA is an important part of the Federal Government's overall infrastructure investment effort—one that is likely to grow in importance and size in the future. Unfortunately, demand for resources under the program has not kept pace with the contract authority available under TEA21. As such, the program is expected to carry an unspent balance of over $100,000,000 into fiscal year 2003. The Committee believes that the carryover balances will adequately cover the likely demand for projects in 2003. As such, the Committee has used the program's contract authority to augment funding for the Transportation and Community and System Preservation Pilot Program (TCSP), the National Corridor Planning and Development Program, and the Coordinated Border Infrastructure and Safety Program. Demand for resources under these programs will far outstrip current authorizations in 2003.

National corridor planning and border infrastructure programs.—TEA21 created a national corridor planning and development program that identifies funds for planning, design, and construction of highway corridors of national significance, economic growth, and international or interregional trade. Allocations may be made to corridors identified in section 1105(c) of ISTEA and to other corridors using considerations outlined in legislation. The coordinated border infrastructure program is established to improve the safe movement of people and goods at or across the U.S./Mexico and U.S/Canada borders.

Funds provided for the National Corridor and Border Infrastructure Program shall be available for the following activities:

Project	*Amount*
Alameda Corridor East, Rail-Highway Grade Separation Ontario CA	$1,000,000
Appalachian North-South Corridor Planning Study, MD	2,000,000
Charlotte/Mecklenburg County N/S Transitway, NC	3,000,000
Coalfields Expressway, McDowell County, WV	9,000,000
Continental—1 Hwy Corridor, Cambria County, PA	1,000,000
Cottondale-Holt Highway, AL	6,000,000
Everett Development 41st Street Interchange, WA	1,000,000
Fall River—Route 79 Improvements, MA	1,000,000
FAST Corridor Project, WA	10,000,000
Ft. Wainwright Alternative Access & Chena River Crossing, AK	2,000,000
Hoover Dam Bridge Bypass, AZ	6,000,000
Hwy 412, Widening, Paragould, Hwy 141, AR	7,000,000
Hwy-28 Expansion, Vernon Parish, LA	4,500,000
I–5, SR 542 Widening Sunset Drive Orleans to Britton Rd., WA	2,000,000

Project	*Amount*
I–5 Trade Corridor, OR	4,000,000
I–10/I–12 Split to Seigen Lane, Baton Route, LA	4,500,000
I–10/LA1 Interchange Bypass, West Baton Rouge Parish, LA	1,000,000
I–15 widening project, North Las Vegas, NV	1,000,000
I–20 Garrett Road Monroe, LA	1,000,000
I–35–E Widening, Dallas and Ellis Counties, TX	5,000,000
I–49 Northern Extension, LA	4,500,000
I–49 Southern Extension, LA	4,500,000
I–69 Anderson to Flagship Park Center, IN	2,000,000
I–69 Construction, TX	5,000,000
I–74 Bridge Project, IA	5,000,000
I–80 Colfax Narrows Project, CA	1,000,000
I–85 Extension from Montgomery to I–20/59, AL	1,000,000
Japonski Island Road, AK	1,000,000
Kenai Peninsula Borough Road Improvements, AK	1,000,000
Jonesboro Overpass, AR	1,000,000
King Coal Highway, Mercer County, WV	9,000,000
LA 1 Embankment Stabilization Improvements, LA	4,500,000
LA 11 St. Tammamy Parish, LA	500,000
LA 820, Lincoln Parish, LA	1,000,000
East-West Highway, ME	3,000,000
Mill Plain Boulevard at I–205, WA	3,500,000
Missisquoi Bay Bridge Reconstruction, VT	5,000,000
New Route 905, Otay Mesa to I–5/I–85m, CA	5,000,000
North Country Trans. Study, Plattsburgh/Watertown, NY	3,000,000
Olathe 127th Street Overpass, KS	2,000,000
Osceola Toll Parkway, AR	2,000,000
Panama City Beach, Florida West Bay Bridge Project, FL	3,000,000
Peach St. Corridor Improvement Project, PA	2,600,000
Pearl River Bridge Connector, I–55 to SR 475 Jackson, MS	8,000,000
Polk County Highway 22 Project, OR	2,000,000
Route 24/140 Interchange, MA	1,500,000
Rt-12 Corridor Improvement Project, NY	6,000,000
Rt-403 Relocation, East Greenwich/North Kingstown, RI	4,000,000
SR–130 Right of Way Willamson, Guadalupe, Travis and Caldwell, TX	10,000,000
SR–332 Reconstruction at I–69, Delaware County, IN	1,800,000
Sunland Park Dr. Border Rd. Extension, NM	5,000,000
Tuscaloosa Eastern Bypass, AL	12,000,000
US–5 Improvements from Derby to Barton, VT	2,000,000
US–23 Buford Hwy Pedestrian Safety Project, GA	1,000,000
US–26 Widening SB-Heartland Expressway, NE	3,000,000
US–35/Route 34 to I–64, Putnam County, WV	4,000,000
US–51 to MS–43 Connector Road, Canton, MS	1,200,000
US–60 widening in Butler County, MO	8,000,000
US–85/C–470 Santa Fe Interchange, CO	6,000,000
US–95, milepost 536 stage 2 construction, Boundary County, ID	1,400,000
US–287, Wiley Junction Improvements, CO	5,000,000
US–395, North Spokane Corridor,WA	5,000,000
US–412, AR	8,000,000
US 17/521 Improvements, Georgetown, SC	2,500,000
US 278 Highway Safety Modifications, SC	4,000,000
WV Route 10, Logan County, WV	8,000,000
Yakima Grade Separation, WA	3,500,000

Ferry boats and ferry terminal facilities.—Section 1207 of TEA21 reauthorized funding for the construction of ferry boats and ferry terminal facilities.

Funds provided for the Ferry boats and ferry terminal facilities program under the Committee recommendation shall be available for the following activities in the corresponding amounts:

Project	*Amount*
Beale Street Landing/Docking Facility Memphis, TN	$500,000
Coffman Cove/Wrangell/Petersburg Ferries & Ferry Facility, AK	1,200,000
Corpus Christi Ferry Terminal, TX	500,000
Dock Construction for Hickman/Fulton County, Riverport, KY	1,000,000

Project	*Amount*
Ferry Boat Replacement for Rockland and Vinalhaven, ME	2,750,000
Fire Island Ferry Terminal, Saltaire, NY	800,000
Friday Harbor Ferry Terminal Preservation, WA	2,000,000
Kitsap Transit, Sidney Landing Terminal, WA	2,000,000
Middle Bass Ferry Dock Improvements, phase II, OH	750,000
North Carolina Shipyard, Manns Harbor, NC	1,000,000
San Francisco Bay Area Water Transit Authority Ferry Project, CA	2,500,000
Ship Island Terminal, Gulfport, MS	500,000
Stamford Ferry Terminal, CT	1,000,000
Vallejo Baylink Ferry, Terminal and Facilities, CA	1,500,000
TEA21 Setaside	20,000,000

National scenic byways program.—This program provides funding for roads that are designated by the Secretary of Transportation as All American Roads (AAR) or National Scenic Byways (NSB). These roads have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. The Committee recommendation provides $26,500,000 for this program in fiscal year 2002.

Transportation and community and system preservation pilot program.—TEA21 created a new transportation and community and system preservation program that provides grants to States and local governments for planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and projects. These grants may be used to improve the efficiency of the transportation system, reduce transportation externalities and the need for future infrastructure investment, and improve transportation efficiency and access consistent with community character. Funds provided for this program for fiscal year 2003 shall be available for the following activities:

Project	*Amount*
Aberdeen Downtown Revitalization, WA	$100,000
Alexandria, Third St. Downtown Reconnect Project, LA	400,000
Amsterdam Revitalization Waterfront, NY	500,000
Antelope Valley Overpass, Lincoln, NE	1,000,000
Atchinson Riverfront Access Parkway Project, KS	1,000,000
Bagley Road Pedestrian Project, Berea, OH	1,300,000
Bellingham Central Avenue Pedestrian Corridor, WA	250,000
Billings Railroad Separation Study, MT	100,000
Boston Long Island Pier ADA Compliance, MA	200,000
Camp Corsuch Road & Related Improvements, AK	500,000
Charles Town Gateway Revitalization Project, WV	300,000
Charleston Renaissance Gateway Project, WV	950,000
Concord 20/20 Vision initiative, NH	500,000
Dover Lincoln Park Center Project, DE	400,000
East Grand Forks Greenway, MN	500,000
Eugene Federal Courthouse Area Concept Development, OR	1,000,000
Fairbanks Street Improvements & Bike Path, AK	300,000
Falmouth-Yarmouth Bike Path, MA	200,000
Flandreau Santee Sioux Traibe Bicycle and Walking Path, SD	200,000
Fort Campbell Improvements, KY	750,000
Frink Park Pier Project, Clayton, NY	250,000
Girdwood Road Culvery Improvement, AK	600,000
Granite Street Project, Manchester, NH	350,000
Gulf of Maine Research Laboratory, Park/Ped., ME	200,000
Hamilton Twp Pedestrian Overpass, NJ	250,000
Highway-79 Corridor Greenway Project, AL	500,000
I–40 and Avenue "F", City Ramp Project, OK	500,000
I–40/Paseo del Volcan Interchange, Albuquerque NM	750,000
I–55/Main St. Intersection, MO	100,000
Kansas City East/West Connector, MO	500,000

Project	*Amount*
Lewis and Clark Bicentennial Interpretive Trail, Mobridge SD	250,000
Lewis and Clark Shared Use Path, ND	675,000
Lithonia Streetscape Project, GA	1,000,000
Living Wall project, Farmington Hills, MI	400,000
MD–404 Shore Highway Phase II, MD	1,000,000
Museum Campus Trolleys, Chicago, IL	500,000
Nashville Rolling Mill Hills, TN	500,000
Newberg-Dundee Transportation Improvement Project, OR	775,000
Northside Drive Corridor Design, Clinton, MS	1,000,000
Odessa Transportation Plan, DE	100,000
Ohio River Trail—Salem to Downtown, Cincinnati, OH	350,000
Oklahoma Transportation Center Improvements, OK	500,000
Old Route 66, Streetscape Phase I, Moriarity, NM	400,000
Orange County Congestion Program, CA	1,000,000
Owensboro Waterfront Development Project, KY	750,000
Port of Anchorage road improvements, AK	600,000
Paintsville Lake Access Road, KY	500,000
Pennyrile Parkway Improvements, KY	750,000
Portsmouth Piscaraqu Riverwalk, NH	500,000
Providence Road Trail Project, Virginia Beach,VA	400,000
Ruffner Mountain Nature Center, AL	500,000
Selma Riverfront Project, AL	500,000
Shoreline Interurban Trail Construction Project, WA	400,000
South Bend Studebaker Corridor, Industrial Park, IN	500,000
Springfield Downtown Redevelopment Project, VT	1,500,000
SR202/I–70 Interchange improvement, OH	750,000
Thea Foss Waterway Environmental Protection and Transportation Impact Study, WA	500,000
Tulsa Trail System, Broken Arrow, OK	1,250,000
Ulster County Visitor Center, NY	1,000,000
Union City, NJ Traffic Signalization Project, NJ	1,000,000
US–50 Reconstruction, Dodge City, KS	1,000,000
Vanderbilt Children's Hospital, TN	250,000
Virginia Corridor Greenway Pilot Project, Modesto, CA	500,000
Wakulla County Florida, US–319 Expansion, FL	250,000
Watertown Community Trail Extension, SD	100,000
Yorktown Waterfront Revitalization & Streetscape, VA	1,000,000
10th Street South Project, St. Cloud, MN	1,000,000
19th Ave. North Extension/Reconstruction, Clinton, IA	1,500,000
19th St./Rimrock Way Ped. Improvements, Redmond OR	100,000

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Appropriations, 2002	$200,000,000
Budget estimate, 2003 [1]	.....
Committee recommendation	200,000,000

[1] The budget estimate requests funding under the Federal-Aid Highway obligation limitation.

The Committee recommendation includes $200,000,000 for the Appalachian Development Highway System (ADHS). The amount provided is the same as the fiscal year 2002 comparable level. Funding for this initiative is authorized under section 1069(y) of Public Law 102–240—the Intermodal Surface Transportation Efficiency Act. The ADHS program provides funds for the construction of the Appalachian corridor highways in the 13 States that comprise the Appalachian region. These highways, in many instances, are intended to replace some of the most deficient and dangerous segments of rural roadway in America.

LIMITATION ON TRANSPORTATION RESEARCH

Limitation, 2002 [1]	$447,500,000
Budget estimate, 2003 [1]	462,500,000
Committee recommendation	462,500,000

[1] Resources available in fiscal year 2002 and requested in fiscal year 2003 are assumed within the Federal aid highway obligation limitation in the budget request for fiscal year 2003.

The limitation controls spending for the transportation research and technology programs of the FHWA. This limitation includes the intelligent transportation systems, surface transportation research, technology deployment, training and education, and university transportation research. The Committee recommendation provides an obligation limitation for transportation research of $462,500,000. This limitation is consistent with the provisions of TEA21.

Surface transportation research	$103,000,000
Technology deployment program	50,000,000
Training and education	20,000,000
Bureau of Transportation Statistics	31,000,000
ITS standards, research, operational tests, and development	110,000,000
ITS deployment	122,000,000
University transportation research	26,500,000
Subtotal	462,500,000

Highway research and development.—The Committee appreciates the improvement in the justification accompanying the budget request and notes the presentation of the surface research estimate separate from the presentation of the technology deployment funding estimate.

Environment, planning, and real estate	$16,774,000
Research and technology program support	8,545,000
International research	500,000
Structures	13,085,000
Safety	12,490,000
Highway operations	13,101,000
Asset management	3,290,000
Pavements research	15,200,000
Policy research	8,510,000
Long Term Pavement Project (LTPP)	10,000,000
Advanced Research	750,000
R&T strategic planning/performance measures	755,000

Environment, planning, and real estate.—The Committee recommendation includes $16,774,000 for environment, planning, and real estate research, which is $4,221,000 more than the budget estimate. Within the funds provided for this research activity, the Committee has provided $800,000 to continue dust and persistent particulate abatement research in Kotzebue, Alaska.

Research and technology program support.—The Committee recommends $8,545,000, an increase of $1,462,000 from the budget request and $410,000 more than the fiscal year 2002 enacted level. Within the funds available for research and technology, the Committee has provided $750,000 for the Center on Coastal Transportation Research at the University of South Alabama.

International research.—The Committee recommendation includes $500,000 for international research. This is the same amount provided in fiscal year 2002 and is consistent with the amount authorized under TEA21.

Structures.—The Committee has provided $13,085,000 for structures research, an increase of $4,067,000 from the budget request. This research effort allows FHWA reduce deficiencies on National Highway System bridges and should facilitate continued progress on high performance materials and engineering applications to design, repair, retrofit, inspect, and rehabilitate bridges. The Committee directs the FHWA to continue its collaborative research effort with West Virginia University's Construct Facilities Center regarding research into composite structure and related engineering research. Within the funds for this research activity, the Committee has provided $500,000 for a demonstration project to evaluate the use of battery-powered cathodic protection to extend the life of concrete bridges that are located in extreme cold weather conditions. The Committee recommendation also includes $500,000 to support non-destructive structural evaluation technology at the New Mexico State University's Bridge Research Center.

Safety.—The Committee recommendation provides $12,490,000 for safety research, an increase of $2,973,000 above the budget estimate. These funds will allow FHWA to continue to accelerate the substantial progress being made on technologies or strategies to reduce run-off-road crashes, improve night-time driving, reduce the frequency of crashes at intersections, improve pedestrian safety, and develop, test, and refine the Interactive Highway Safety Design Model. Within the funds provided, the Committee included $1,500,000 to conduct research into heavy vehicle safety, and vulnerability assessments regarding security and safety in all modes of transportation at a not-for-profit, technology oriented entity in the Pacific Northwest with demonstrated research capabilities to address issues of braking, vehicle electrification and human factors.

Highway operations.—The Committee recommendation provides $13,101,000 for research activities regarding highway operations, which is $3,309,000 more than the budget request. Within these funds, the Committee has included $1,200,000 to analyze existing conditions and make recommendations that will enhance the freight mobility transportation system in Washington State.

Asset management.—The Committee recommends $3,290,000 for asset management research activities, an increase of $631,000 from the budget estimate.

Policy.—The Committee recommendation includes $8,510,000, an increase of $180,000 from the fiscal year 2002 enacted level and an increase of $1,263,000 above the budget estimate.

Pavements research.—The Committee recommends $15,200,000 for highway pavement research, including work on asphalt, Portland cement pavement research, polymer additives, and recycled materials. This is $4,799,000 more than the budget estimate and $1,447,000 more than the fiscal year 2002 enacted level. Within the funds provided, the Committee has included $1,000,000 to the Center for Portland Cement Concrete Pavement Technology at Iowa State University; $1,000,000 to continue evaluation of GSB–88 emulsified binder treatment application; $1,250,000 for the National Center for Asphalt Technology (NCAT) and $1,000,000 to continue research related to silica fume high performance concrete.

Advanced research.—The Committee recommendation deletes $203,000 from the budget request and provides $750,000. The Com-

mittee notes the many of the proposed areas of research and technology investigation duplicate efforts in other research activities and in the ITS research program.

R&T strategic planning and performance measures.—The Committee has provided $755,000 for research and technology strategic planning and performance measures, an increase of $27,000 from the budget request. The Committee anticipates that this level of funding will be sufficient to support planned strategic planning activities, research outreach, and development and refinement of performance measures, as required by the Government Performance and Results Act (GPRA).

Other.—The Committee supports the FHWA effort with AASHTO, TRB, among others in advancing a national R&T agenda in the areas of safety, infrastructure renewal, operations and mobility, planning and environment, and policy analysis and systems monitoring. The Committee recognizes the benefits of improved communication and coordination between key partners and stakeholders, and awaits completion of the synthesis report on the partnership initiative.

ITS Standards, Research, Operational Tests, Development, and Deployment.—The Committee recommends that the $232,000,000 authorized in TEA21 for ITS research and associated activities in fiscal year 2002 be allocated in the following manner:

Research and Development	$50,701,000
Operational Tests	10,782,000
Evaluation/Program Policy Assessment	6,739,000
Architecture and Standards	18,868,000
Program Support	11,455,000
Integration	11,455,000
ITS Deployment Incentive Program	122,000,000

Specified ITS deployment projects.—It is the intent of the Committee that the following projects contribute to the integration and interoperability for intelligent transportation systems in metropolitan and rural areas as provided under section 5208 of TEA21 and promote deployment of the commercial vehicle intelligent transportation system infrastructure as provided under section 5209 of TEA21. Funding for deployment activities are to be available as follows:

Project	*Amount*
Advance Traveler Info. System & Smart Card System, OH	$2,500,000
Alaska Statewide: Smart Emergency Medical Access System	3,000,000
Boston Traffic Monitoring & Security System, MA	2,000,000
Bozeman Pass Wildlife Channelization Study, MT	500,000
Cargo Mate Logistics and Intermodal Management System, NY	5,000,000
Cary, Computerized Traffic Signal System, NC	1,000,000
CCTA Burlington Multimodal Transit Center, VT	1,000,000
Center for Injury Sciences at UAB, Crash Notification, AL	2,000,000
Central Florida Regional Trans. Authority, Orange/Seminole ITS, FL	2,000,000
Chinatown Intermodal Trans. Center, Los Angeles, CA	2,500,000
Concord Parkway, Traffic Signals, NC	1,500,000
CVISN, NM	1,125,000
Flint Mass Transportation Authority ITS program, MI	1,000,000
Intelligent Transportation Center, Atlanta, GA	750,000
GMU, ITS Research, VA	2,000,000
Great Lakes ITS program, MI	4,000,000
Harrison County Sheriff's Department, ITS, MS	1,000,000
Hoosier SAFE–T, IN	3,000,000

Project	*Amount*
Huntsville, AL	2,000,000
I–80 Dynamic Message Signs, Southern WY	4,000,000
Idaho CVISN	2,250,000
Illinois Statewide	5,000,000
Iowa Statewide ITS	1,650,000
Kansas City Scout, Advanced Traffic Management System, KS	1,500,000
Kansas City SmartPort	1,000,000
Kent, Intracity Transit Project, WA	1,500,000
Lynnwood ITS, WA	2,000,000
Maine Statewide, Rural Advanced Traveler Info. System, ME	2,000,000
Maryland Statewide ITS	2,000,000
Missouri Statewide Rural ITS, MO	2,000,000
NDSU Advanced Traffic Analysis Center, ND	1,000,000
Nebraska statewide ITS	5,000,000
New Bedford ITS Port Information Center, MA	1,000,000
Oklahoma Statewide ITS	7,000,000
Program of Projects, WA	5,500,000
Providence Transportation Information Center, ITS, RI	2,000,000
Sacramento Area Council of Governments, ITS, CA	1,000,000
Shreveport ITS Project, LA	1,000,000
South Carolina Statewide ITS	6,000,000
SR–68/Riverside Dr. ITS, Espanola, NM	475,000
Surface Transportation Institute, Univ. of North Dakota, ND	1,500,000
T–REX Southeast Corridor Multi-Modal Project, CO	9,000,000
Tucson ER–LINK ITS project, AZ	1,250,000
Univ. of Nebraska Lincoln, SMART Transportation, NE	2,000,000
University of Kentucky Transportation Center, KY	2,000,000
Utah Commuter Link, Davis and Utah Counties, UT	1,000,000
Vermont Statewide Rural Advanced Traveler System, VT	1,500,000
Vermont Variable Message Signs, VT	1,000,000
Washington DC Metro ITS	4,000,000
Willowbrook Avenue Rail Safety Program—Compton, CA	2,000,000
Wisconsin State Patrol Mobile Data Communications Network	2,000,000

Illinois ITS.—The Committee provides $5,000,000 to the Illinois Department of Transportation (IDOT) for Intelligent Transportation Systems grants. The Committee expects IDOT to fund the following projects: $750,000 to Lake County for traffic corridor communications systems; $450,000 to DuPage County for traffic signal coordination; $850,000 for an I–55/Lake Springfield Fixed Anti-Icing System; $800,000 to the Village of Bourbonnais for congestion relief projects; and $150,000 for the city of Marion's traffic control project. The Committee further provides $2,000,000 to the city of Chicago for Intelligent Transportation Systems grants, including the Cicero Avenue Traveler Information project and the Traffic Management Center.

NATIONWIDE DIFFERENTIAL GLOBAL POSITIONING SYSTEM

Appropriations, 2002 [1]	$6,000,000
Budget estimate, 2003 [2]	6,000,000
Committee recommendation [2]	(6,000,000)

[1] Funding derived from limitation on administrative expenses.
[2] Funding for NDGPS provided within FAA "facilities and equipment" account.

NDGPS.—The Committee recommendation includes $6,000,000 for continued investment in the Nationwide NPGPS Network. The funding is provided within the FAA's facilities and equipment account.

BUREAU OF TRANSPORTATION STATISTICS

(LIMITATION ON OBLIGATIONS)

Appropriations, 2002	$31,000,000
Budget estimate, 2003 [1]	31,000,000
Committee recommendation	31,000,000

[1] Does not reflect $675,000 requested to cover full funding of Federal retiree costs.

The Bureau of Transportation Statistics (BTS) was established in section 6006 of the Intermodal Surface Transportation Efficiency Act [ISTEA], to compile, analyze, and make accessible information on the Nation's transportation systems, collect information on intermodal transportation, and enhance the quality and effectiveness of the statistical programs of the Department of Transportation.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2002	$30,000,000,000
Budget estimate, 2003	29,000,000,000
Committee recommendation	32,000,000,000

The Committee recommends a liquidating cash appropriation of $32,000,000,000.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2003 PROGRAM

In December 1999, the Congress passed the Motor Carrier Safety Improvement Act (Public Law 106–159), which established the Federal Motor Carrier Safety Administration (FMCSA) within the Department of Transportation. Prior to this legislation, motor carrier safety responsibilities were housed within the Federal Highway Administration.

The preeminent mission of the FMCSA is to improve the safety of commercial vehicle operations on the nation's highways. A primary goal of the agency is to reduce the number of accidents and fatalities due to truck accidents. FMCSA resources and activities contribute to safety in commercial vehicle operations through enforcement, safety regulation, technological innovation, improvements in information systems, training, and improvements to commercial driver's license testing, record keeping, and sanctions. To achieve these goals, the FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, and highway safety organizations.

MOTOR CARRIER SAFETY

(HIGHWAY TRUST FUND)

The Motor Carrier Safety program provides for the salaries, operating expenses, research funding for the FMCSA. The Motor Carrier Safety Improvement Act of 1999 (MCSIA) amended Section

104(a)(1) of title 23 to provide one-third of 1 percent of the administrative takedown to be made available to administer motor carrier safety programs and motor carrier research. The administration's budget requests a takedown of 45/100 of 1 percent for these purposes.

LIMITATION ON ADMINISTRATIVE EXPENSE

Appropriations, 2002 [1]	$110,000,000
Budget estimate, 2003 (limitation)	117,464,000
Committee recommendation [2]	117,464,000

[1] Does not reflect reduction of $158,000 pursuant to Public Law 107–87, as amended by Public Law 107–117.
[2] Includes $3,000,000 provided from FHWA's administrative takedown.

The Committee recommendation provides a total of $117,464,000 for operating expenses and research funding for the FMCSA consistent with the budget request. Of the funds provided, $110,464,000 is for operating expenses and $7,000,000 is for research and technology initiatives. The recommendation provides the following adjustments to the budget request:

Share the Road Safely	−$100,000
Safety is Good Business Program	−250,000
R&T Information Dissemination	−150,000
Hazardous Materials Safety and Security	+500,000

Domestic motor carrier safety.—While FMCSA has moved expeditiously to implement the United States-Mexico cross-border trucking safety provisions, the Committee remains concerned about the lack of progress that has been made in commercial motor vehicle safety in recent years. Despite the fact that there has been a nearly 50 percent increase in funding for motor carrier safety activities since the FMCSA was created in 1999, there has been only a 3.5 percent decrease in the number of fatalities involving large truck crashes. In fact, more than one out of ten people killed in motor vehicle incidents are involved in a crash with a large truck even though large trucks represent a very small percentage of total registered vehicles. Given this record, it calls into question whether the FMCSA will achieve its 1999 goal of reducing truck deaths and injuries by 50 percent by 2009.

The Committee reminds FMCSA that the agency's safety oversight efforts for domestic truck traffic should be equal to, if not greater than, those for cross-border traffic. The fact that it takes FMCSA an average of 4 years to complete a rulemaking and that many rules have not been published by their statutory deadlines is evidence that the agency has a long way to go in pursuing its safety mission. Furthermore, in the aftermath of the events of September 11th, the Committee urges FMCSA to be particularly attentive to the security risks associated with the commercial driver's license program and the transportation of hazardous materials as discussed in greater detail in this report.

Commercial drivers license oversight.—Federal regulations require individuals to carry a commercial driver's license (CDL) when operating a commercial motor vehicle weighing in excess of 26,001 pounds, when hauling hazardous materials or when transporting at least 16 passengers. Over the last decade, the number of CDL holders has doubled to over 10.5 million today and it is estimated that

nearly 470,000 new CDLs are issued each year. Since truck travel volume is expected to increase roughly 20 percent over the next decade, it is critically important that FMCSA put adequate safety measures in place to effectively monitor the commercial motor vehicle industry and commercial motor vehicle drivers. The fiscal year 2002 Supplemental Appropriations bill included $17,300,000 for FMCSA to boost CDL fraud detection and prevention efforts as well as to conduct background check reviews of CDL drivers who hold or seek hazardous materials endorsements. These additional funds will assist FMCSA in its efforts to address the deficiencies in the CDL licensing and testing program that were outlined in the Inspector General's May, 2002 report. The Committee notes that the FMCSA concurred with nearly all of the IG's recommendations with the exception of the IG's recommendation to require covert procedures for monitoring State and third-party CDL examiners. Given the expected growth in the number of CDL holders, it is essential that FMCSA conduct timely compliance reviews of state CDL programs as well as utilize covert monitoring techniques of State and third-party CDL examiners. As such, the Committee directs FMSCA to adopt a standard that requires covert monitoring in the menu of oversight activities for State and third-party CDL examiners.

Hazardous materials transportation.—Every day in the United States, there are over 800,000 shipments of hazardous materials ranging from flammable materials and explosives to poisons and corrosives. The Committee commends FMCSA for completing over 38,000 security sensitivity visits of hazardous materials transportation and other at-risk providers earlier this year. These visits have served to increase the level of awareness of hazardous materials carriers to terrorist threats and to identify potential security vulnerabilities for corrective or law enforcement action. However, the Committee firmly believes that FMCSA must continue to aggressively monitor the safety and security vulnerabilities in the transportation of hazardous materials since 90 percent of hazardous material shipments occur by truck. The Committee urges FMCSA to vigorously enforce compliance with Federal hazardous materials regulations and to encourage States to appropriately utilize the motor carrier safety assistance program for hazardous materials training and enforcement. With regard to hazardous materials safety and security research, the Committee provides $758,000 which is $500,000 more than the budget request. The additional funds above the budget request shall be used to expand and expedite the completion of FMCSA's hazardous materials security risk assessments.

"Safety is Good Business" Program.—The Committee has deleted the funding for this initiative in the motor carrier research program. The Committee believes that the "Safety is Good Business" program should be funded out of FMCSA's high priority initiatives program within the motor carrier safety assistance program.

Crash causation study.—The Committee recommends $5,000,000 for the continuation of FMCSA's comprehensive crash causation study. The Committee appreciates the complexity of this study which now involves over 100 Federal, state and contractor support personnel. Over 450 crashes have been investigated, but many of

these have not been completely coded. The Committee understands that the FMCSA sought out a Transportation Research Board committee to review the first set of large truck crash causation cases and to make recommendations on what coding changes may be necessary. The Committee reiterates its message from last year that it is imperative that the results of this study should be made available as soon as possible. The study's results will assist FMCSA in setting safety priorities as well as serve as useful tool for Congressional oversight and legislative activities. The Committee directs FMCSA and NHTSA to submit a letter report to the House and Senate Committees on Appropriations by March 15, 2003 indicating the study's progress; the Department's response to and status of TRB's recommendations; and, a time schedule for the release of its initial results.

Share the road safely.—The Committee provides a total of $600,000 for the "Share the Road Safely" program which is designed to educate the motoring public on how to share the road safely with large trucks and buses. As required by the Transportation Equity Act for the 21st Century, $500,000 of the funds provided for this program are transferred from NHTSA's highway safety program account. While this program is administered by the FMCSA, the Committee believes that NHTSA should have input into the program's development since NHTSA is the agency with primary responsibility for the behavioral programs geared toward passenger car drivers. The Committee urges FMCSA to coordinate the agency's "share the road" efforts with NHTSA.

Young driver pilot program.—In February, 2001, the FMCSA requested comments on a proposal that the agency had received to initiate a pilot program which would waive Federal regulations to allow individuals between the ages of 18 and 21 to work in truck driver jobs in interstate commerce. Current Federal safety regulations require that commercial motor vehicle drivers be at least 21 years of age. The Committee is aware that FMCSA has received comments from state transportation officials and private citizens opposing this proposal due to safety concerns. Given the fact that young drivers are overrepresented in motor vehicle crashes, the Committee is not convinced of the merits of this proposal. Prior to the approval of such a pilot program, the Committee directs the FMCSA Administrator to conduct a thorough analysis of the safety ramifications and whether there's a genuine shortage of truck drivers to warrant such a waiver of the Federal safety regulations.

Driver record improvements.—Section 204 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA) requires States to query the National Driver Register (NDR) and the Commercial Driver's License Information System prior to issuing or renewing a motor vehicle operator's license. The Committee notes that the rule implementing this provision has yet to be promulgated and would remind FMCSA and NHTSA that each agency shares an equal responsibility for fulfilling the MCSIA requirement. However, progress on this rule has been stalled because each agency believes that the other has the lead on the rule's development. The Committee directs the Secretary to assign either FMCSA or NHTSA as the lead agency in the rule's development and urges both agencies to move forward expeditiously on this rule as other driver record

improvements, such as the one-driver, one-record pointer system, are further developed. In that regard, the Committee directs NHTSA and FMCSA to conduct an analysis of the costs associated with the development of a one-driver, one-record pointer system and the strategic steps necessary for its implementation and submit that analysis to the House and Senate Committees on Appropriations by June 1, 2003.

Driver research.—Within the funds provided for FMCSA's research and technology program, the Committee provides $700,000 for the Transportation Research Institute at the George Washington University VA Campus for advanced research on driver error related to fatigue, inattentiveness and sleep deprivation through the use of sophisticated in-vehicle monitoring and assistance systems related to vehicle performance. In addition, the Committee has included $250,000 to initiate a separate multidisciplinary driver research program that evaluates cognitive sensory, environmental, mechanical, and large-scale epidemiologic aspects of driver behavior in order to identify measures that show promise of improving safety and reduce the likelihood of serious injury.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

	(Liquidation of contract authorization)	(Limitation on obligations)
Appropriations, 2002	$205,896,000	$205,896,000
Budget estimate, 2003	190,000,000	190,000,000
Committee recommendation	190,000,000	190,000,000

The FMCSA's National Motor Carrier Safety Program (NMCSP) was authorized by TEA21 and amended by the Motor Carrier Safety Improvement Act of 1999. This program consists of two major areas: the motor carrier safety assistance program (MCSAP) and the information systems and strategic safety initiatives (ISSSI). MCSAP provides grants and project funding to States to develop and implement national programs for the uniform enforcement of Federal and State rules and regulations concerning motor safety. The major objective of this program is to reduce the number and severity of accidents involving commercial motor vehicles. Grants are made to qualified States for the development of programs to enforce the Federal motor carrier safety and hazardous materials regulations and the Commercial Motor Vehicle Safety Act of 1986. The basic program is targeted at roadside vehicle safety inspections of both interstate and intrastate commercial motor vehicle traffic. ISSSI provides funds to develop and enhance data-related motor carrier programs.

The Committee recommends $190,000,000 in liquidating cash for this program consistent with the authorized contract activity level.

LIMITATION ON OBLIGATIONS

The Committee recommends a $190,000,000 limitation on obligations for motor carrier safety grants. This is the level authorized

under the Motor Carrier Safety Improvement Act of 1999, which amended TEA21.

Truck driver training program.—Within the funds provided for FMCSA's high priority initiative program, the Committee provides $700,000 for the development of a concrete skid pad at Lewis-Clark State College North Lewiston Training Facility. The project would enable the creation of controlled "adverse" weather situations, including ice and rain, as well as faulty braking systems, tire blowouts, and anti-skid equipment failure, as part of the Commercial Drivers License Training program, which provides safety training for bus and commercial motor vehicle drivers.

Highway watch program.—Within the funds provided for FMCSA's high priority initiative program, the Committee provides $1,000,000 for the continuation of the Highway Watch program. The Highway Watch program trains professional truck drivers to recognize and report a variety of incidents on the Nation's highways. As the program is expanded to reach an increasing number of truck drivers, the Committee urges that a security component be included in the training to help truck drivers better identify potential security threats.

Operation respond.—Within the funds provided for FMCSA's high priority initiatives, the Committee includes $1,000,000 to design, build, and demonstrate the benefits of a seamless hazardous materials incident detection, management, and response system, including the expansion of the Operation Respond network of emergency responders and by linking this network with tracking and automatic crash notification technologies. The Committee urges that, working with the private sector, these funds be used to establish a national first responder emergency services network and to accelerate deployment of Operation Respond software.

BORDER ENFORCEMENT PROGRAM

(HIGHWAY TRUST FUND)

Appropriations, 2002	$25,866,000
Budget estimate, 2003	59,967,000
Committee recommendation	[1] 59,967,000

[1] Funded under FHWA administrative takedown.

The North American Free Trade Agreement (NAFTA), enacted in 1993, anticipated the initiation of cross-border trucking shipments between the United States and Mexico by December, 1995. The previous Administration made a specific decision not to allow Mexico-domiciled motor carriers to transport cross-border shipments beyond a limited commercial zone into the United States due to concerns over the safety of the Mexican trucking fleet. In February, 2001, an Arbitral Panel issued a finding that the United States was out of compliance with NAFTA and could not bar all Mexican applicants from entering the United States. However, the Panel clearly stipulated that NAFTA did not restrict the ability of the United States to implement measures to ensure Mexican trucking companies and Mexican truck drivers meet U.S. safety standards.

Last year, the Committee dedicated a significant amount of time and effort to the safety concerns associated with the initiation of cross-border trucking shipments between the United States and

Mexico when the Administration announced its intention to open the border by January, 2002. The fiscal year 2002 Transportation Appropriations Act included a general provision which required a number of actions by the Secretary of Transportation, the Federal Motor Carrier Safety Administration (FMCSA) and the Inspector General (IG) prior to the opening of the United States-Mexico border to commercial vehicle traffic beyond the commercial zone. A key provision was the requirement that the Inspector General conduct a comprehensive review of border operations to verify whether safety requirements are in place. The Inspector General's report of June 25, 2002 states that the FMCSA has made measured progress toward meeting the Act's requirements to hire and train inspectors; establish inspection facilities; and develop safety processes and procedures for Mexican long-haul carriers.

However, the IG's report indicates that there are remaining issues of concern and the Administration must do more work before the border is open. Two areas that need additional attention are law enforcement authority's access to databases and the ability of States to prosecute Mexican trucks operating in violation of U.S. law. Specifically, the IG's report states that Mexico's commercial driver's license (CDL) and vehicle registration databases are sufficiently accurate and integrated into databases. However, 6 of the 25 United States-Mexico border crossings do not have adequate access to these databases to verify licenses, registration, operating authority or insurance. Additionally, the Transportation Act required the IG to verify that measures are in place to enable U.S. law enforcement authorities to ensure the effective enforcement and monitoring of Mexican motor carriers according to U.S. law. The IG's report points out only two States—Arizona and California—have enacted legislation authorizing their enforcement personnel to take action when they encounter a vehicle operating without authority. This means that 48 States lack any law to put out-of-service or penalize large trucks that are caught operating without Federal operating authority. The Committee strongly believes that this safety gap needs to be closed before the border is open. The Committee was pleased at the June 27, 2002 oversight hearing to receive the Secretary of Transportation's commitment to include operating authority violations among the safety criteria for placing vehicles out of service and expects this action to be taken before the border is open.

Finally, Section 350 of the fiscal year 2002 Transportation Appropriations Act requires that, prior to the opening of the United States-Mexico border to commercial vehicle traffic, the Secretary of Transportation must certify in writing in a manner addressing the IG's findings a verification that opening the border does not pose an unacceptable safety risk to the American public. Once the border is open, the full impact of these safety requirements can be evaluated as to whether they are sufficient. The Committee intends to continue to closely monitor the implementation of the United States-Mexico cross-border trucking provisions to ensure that safety is not compromised. The Committee has included a general provision continuing the cross-border safety provisions included in the 2002 Transportation Appropriations Act.

The Committee recommends $41,967,000 for Federal border enforcement staffing and operations and $18,000,000 for State operations grants to the southern border States.

Additional border enforcement funding is provided in this bill including $8,250,000 for State operations grants under the National Motor Carrier Safety Program, and $47,000,000 for inspection station construction under the Federal Highway Administrator's administrative takedown.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2003 PROGRAM

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

The agency's current programs are authorized in four major laws: (1) the National Traffic and Motor Vehicle Safety Act, (chapter 301 of title 49, U.S.C.); (2) the Highway Safety Act, (chapter 4 of title 23, U.S.C.); (3) the Motor Vehicle Information and Cost Savings (MVICSA) Act, (Part C of subtitle VI of title 49, U.S.C.), and (4) the Transportation Equity Act for the 21st Century (TEA21).

The first law provides for the establishment and enforcement of safety standards for vehicles and associated equipment and the conduct of supporting research, including the acquisition of required testing facilities and the operation of the national driver register (NDR). Discrete authorizations were subsequently established for the NDR under the National Driver Register Act of 1982.

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

The third law (MVICSA) provides for the establishment of low-speed collision bumper standards, consumer information activities, diagnostic inspection demonstration projects, automobile content labeling, and odometer regulations. An amendment to this law established the Secretary's responsibility, which was delegated to NHTSA, for the administration of mandatory automotive fuel economy standards. A 1992 amendment to the MVICSA established automobile content labeling requirements.

The fourth law (TEA21) reauthorizes the full range of NHTSA programs and enacts a number of new initiatives. These include: safety incentives to prevent operation of motor vehicles by intoxicated persons (section 163 of title 23 U.S.C.); seat belt incentive grants (section 157 of title 23 U.S.C.); occupant protection incentive grants (section 405); and highway safety data improvement incentive grant program (section 411). TEA21 also reauthorized highway safety research, development and demonstration programs (section 403) to include research measures that may deter drugged driving,

educate the motoring public on how to share the road safely with commercial motor vehicles, and provide vehicle pursuit training for police. Finally, TEA21 adopts a number of new motor vehicle safety and information provisions, including rulemaking directions for improving air bag crash protection systems, lobbying restrictions, exemptions from the odometer requirements for classes or categories of vehicles the Secretary deems appropriate, and adjustments to the automobile domestic content labeling requirements.

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

The following table summarizes the Committee recommendations:

Program	Fiscal year 2002 enacted	Fiscal year 2003 estimate	Committee recommendation
Operations and research	$200,264,000	$200,444,508	$215,000,000
National driver register (HTF)	(2,000,000)	(2,000,000)	(2,000,000)
Highway traffic safety grants (firewall)	223,000,000	225,000,000	225,000,000
Total	423,264,000	425,444,508	440,000,000

OPERATIONS AND RESEARCH

(INCLUDING HIGHWAY TRUST FUND)

	General Fund	Trust Fund	Total
Appropriations, 2002	$126,264,000	$74,000,000	$200,264,000
Budget estimate, 2003 [1]	126,444,508	74,000,000	200,444,508
Committee recommendation	141,000,000	74,000,000	215,000,000

[1] Excludes 4,437,000 for CSRS/FEHB accurals.

For fiscal year 2003, the Transportation Equity Act for the 21st Century (TEA21), as amended, authorizes $72,000,000 of contract authority from the highway trust fund to finance operations and research activities eligible under title 23 U.S.C. 403. This funding is included within the firewall guarantee for highway spending. The act also includes an authorization, subject to appropriations, from the highway trust fund of $2,000,000 to maintain the National Driver Register. In addition, the administration is requesting $130,881,000 for activities related to sections 30104 and 32102 of title 49. This funding is derived from the general fund and is subject to appropriations.

The accompanying bill provides appropriations totaling $215,000,000 to be distributed as follows:

Program	*Committee recommendation*
Salaries and benefits	$63,328,000
Travel	1,324,000
Operating expenses	22,834,000
Contract Programs:	
Safety performance	10,393,000
Safety assurance	15,760,000
Highway safety	52,458,000
Research and analysis	59,396,000
General administration	657,000
Grant administration reimbursement	−11,150,000
Total	215,000,000

OPERATING EXPENSES

Workforce planning and development.—NHTSA established this program in fiscal year 2001 in an effort to encourage college students to enter into the fields of engineering, research, science and technology, vehicle safety and injury. The Committee recognizes the agency's desire to build a base of employees for future employment but would note that the challenges of attrition in the transportation workforce are not unique to NHTSA. The Committee believes that this type of workforce planning should be done throughout the entire Department of Transportation through the coordination of the office of the Assistant Secretary for Administration. The Committee includes $300,000 within the NHTSA budget for a more measured initiative in this area.

Contract execution delays.—The Committee is aware that there continue to be excessive delays in the timely execution of NHTSA contracts. All too frequently, contract recipients have had to wait for several months before Federal funds are granted. The Committee expects greater attention to this area and insists that once a contract has been awarded that it should be executed in a timely fashion. The Committee directs the NHTSA Administrator to conduct a thorough review of the agency's contracting procedures and to take appropriate steps to eliminate any unnecessary delays.

SAFETY PERFORMANCE STANDARDS

Passenger vehicle tire traction.—The Transportation Recall Enhancement, Accountability, and Documentation Act of 2000 (TREAD) mandated the Secretary to strengthen the Federal standards governing tire safety performance. NHTSA issued a proposed rulemaking on March 5, 2002, to revise and update its tire safety standards. The proposed rule addresses tire safety from the vantage point of reducing the chances of tire failure principally by increasing tire resistance to heat and high speed operation. Although NHTSA has a consumer information program, the Uniform Tire Quality Grading System, which assigns traction ratings to tires marketed in the United States, there is no Federal standard requiring acceptable levels of tire adhesion or traction, especially for passenger vehicles operating on wet road surfaces. As NHTSA prepares its final rule on tire safety performance, the Committee encourages NHTSA to consider including standards for tire perform-

ance on wet road surfaces. Absent such inclusion, the Committee directs NHTSA to send a letter to the House and Senate Committees on Appropriations explaining why wet road tire performance standards were not included.

SAFETY ASSURANCE

Defect information system.—NHTSA's Office of Defect Investigation is in the process of replacing its current defect database with a new information system. When fully operational, this new system, which is being developed by the Volpe National Transportation Systems Center, will store consumer complaints as well as the early warning data as required by the TREAD Act. The Inspector General issued a report earlier this year which raised concerns about whether this new information system can be successfully implemented on-time and within the estimated $5,000,000 budget. The Committee believes that NHTSA should be attentive to the concerns raised by the IG and directs NHTSA to provide a letter to the House and Senate Committees on Appropriations which details the current schedule and cost estimate for this system.

HIGHWAY SAFETY PROGRAMS

The Committee recommends the following adjustments to the budget request:

Occupant protection: Outreach initiatives to increase belt use	+$3,500,000
Emergency medical services	+1,000,000
Impaired driving:	
Judicial/prosecutorial initiative	+1,500,000
Repeat offender tracking model	+3,000,000
Target population outreach	+1,500,000
Motorcycle safety	+300,000
Drugs, driving and youth	+295,000
Highway safety research	+200,000

National occupant protection program.—The stated objectives of NHTSA's occupant protection program are to increase seat belt use and decrease the number of child occupant fatalities. Over the last several years, NHTSA has set aggressive goals for achieving seat belt use across the nation since each percentage point increase in seat belt use saves approximately 226 lives and prevents over 3,700 injuries each year. NHTSA's seat belt goal in 2001 was 86 percent and while seat belt use reached an all-time high of 73 percent, the agency still fell far short of its national goal. The Committee is disappointed that NHTSA's seat belt goal dropped from 87 percent in 2002 to 78 percent in 2003 and that the agency's fiscal year 2003 budget cut its core safety program dedicated to national occupant protection by 14 percent. The Committee strongly believes that NHTSA must continue to be vigilant and creative in its efforts to increase national seat belt use particularly for those targeted groups that are high-risk and often difficult to reach. The Committee recommends $14,683,000 for NHTSA's occupant protection efforts which is $3,500,000 more than the President's budget request. The Committee directs that these additional funds be used to continue the outreach activities toward minority populations, teens and rural populations. To further supplement NHTSA's overall seat belt efforts, the Committee has included bill language to

continue the public service message program that was started in fiscal year 2002. A more detailed discussion of this program is included in the NHTSA bill language section of this report.

Impaired driving.—The Committee is very concerned about the lack of progress that is being made to reduce the number of alcohol-related motor vehicle fatalities. In 2000, there were 16,653 alcohol-related fatalities which was 5.4 percent more than 1999 and represented the largest percentage increase on record. These alcohol-related crashes also cause an estimated 300,000 injuries and cost society over $45,000,000,000 every year. Unfortunately, the preliminary estimates for 2001 indicate there was virtually no reduction in the number of alcohol-related fatalities. At the Committee's hearing on highway safety on February 27, 2002, witnesses testified that the progress in meeting national goals to reduce alcohol-impaired driving has stalled in recent years. Again, as in the case of NHTSA's occupant protection program, the fiscal year 2003 budget reduced NHTSA's impaired driving core program by 22 percent at a time when alcohol-related fatalities are increasing. The Committee recommends $15,576,000 for NHTSA's impaired driving program which is $6,000,000 more than the President's budget request.

Judicial and prosecutorial awareness.—Within the funds provided for NHTSA's impaired driving program, the Committee provides $1,500,000 to improve prosecutorial and judicial actions to combat alcohol-impaired driving. A review of past NHTSA expenditures to combat impaired driving revealed that the agency has dedicated only a small portion of Section 403 funds to support the role of prosecutors and judges in dealing with impaired drivers. The Committee directs the Secretary of Transportation, in cooperation with the Attorney General, to conduct a detailed analysis designed to strengthen Federal policies and laws intended to combat alcohol-impaired driving and document the results and recommendations. This report should identify best strategies for reducing obstacles to obtaining convictions of alcohol-impaired driving and strategies to help prosecutors and judges apply sanctions in a consistent manner. The report should also emphasize strategies to reduce plea bargaining, diversion or deferral programs, and other means used by offenders to avoid any permanent record of an alcohol-related offense. In particular, the analysis should provide guidance for improving judicial and prosecutorial training, outreach, and adherence to state standards of conduct. The Committee directs NHTSA to submit this report to the Senate and House Committees on Appropriations by October 1, 2003.

Tracking repeat offenders.—The Committee includes $3,000,000 within NHTSA's impaired driving program to expedite the development and expand the testing of the model "Driver History Information Records System for Impaired Driving." This tracking system is designed to assist States and local communities exchange timely information about prior impaired driving offenses and to transmit conviction and license suspension notices among law enforcement officials, the courts and driver licensing agencies.

Impaired driving and targeted populations.—The Committee is concerned that there continues to be certain segments of the population that are over represented in alcohol-related motor vehicle

crashes. For example, male drivers between the ages of 21 and 34 represent the highest percentage of alcohol-related fatalities. The Committee strongly believes that NHTSA must continue to vigorously pursue strategies to reduce impaired driving among the age groups and ethnic populations that represent the highest risk. Within the funds provided for NHTSA's impaired driving program, the Committee includes $1,500,000 to increase the outreach efforts with these targeted populations.

Highway safety research.—The Committee includes $7,298,000 for NHTSA's highway safety research program, an increase of $200,000 above the President's budget request. Within the funds provided, the Committee includes $200,000 to initiate research on advanced alcohol ignition interlock systems. A key component of this research is the development of advanced technologies for use in the steering wheel that could detect blood alcohol levels.

Drugs, driving and youth.—The Committee recommendation includes $1,437,000 for NHTSA's drugs, driving and youth program efforts, an increase of $295,000 over the President's budget. The Committee is concerned about the data which indicates that alcohol and drug use is increasing among teenagers. Since this youth population is expected to increase nearly 5 percent by the year 2005, the Committee believes it is particularly important for NHTSA to boost its impaired driving youth prevention and education activities. The Committee is aware of programs such as the "Protecting You, Protecting Me" curriculum which is designed to educate children in grades 1 through 5 about the dangers of riding in a car with an impaired driver and underage alcohol consumption. The Committee directs NHTSA to utilize these additional funds to develop a similar type of program directed toward teenager drivers.

Emergency medical services.—The Committee recommends $3,189,000 for emergency medical services, which is $1,000,000 more than the President's budget request. Within the funds provided, the Committee includes $1,000,000 to continue training EMS personnel in delivering pre-hospital care to patients with traumatic brain injuries. Since this program's inception in 1998, it is estimated that nearly 31 states will have received the training and educational material and over 1,600 in-state instructors will have received training. The Committee urges NHTSA to continue this national rollout with the Brain Trauma Foundation and its Centers of Excellence. Just as it is important for EMS personnel to receive proper training to care for the critically injured, it is equally important that first responders have the tools necessary to locate the injured as quickly as possible. There have been a number of highly publicized cases of crash victims who were stranded for extended periods of time because their vehicles were not easily located. Advanced location technology associated with wireless E 9–1–1 can assist law enforcement and EMS personnel in reaching victims quickly. The Committee notes that NHTSA's fiscal year 2003 budget includes plans to develop a national clearinghouse and best practices document for State implementation of wireless E 9–1–1. As these implementation tools are developed, the Committee encourages NHTSA to consult with a broad range of EMS providers, law enforcement officials, wireless technology providers and the appropriate Federal and State agencies.

Motorcycle safety.—The Committee provides $945,000 for NHTSA's motorcycle safety efforts which represents a $300,000 increase over the President's budget. The Committee is concerned about the upward trend in the number of motorcycle fatalities. From 1999 to 2000, motorcycle fatalities rose by 15 percent and the preliminary estimates for 2001 indicate that fatalities rose by another 7.2 percent over 2000. Since new unit sales of on-highway motorcycles have increased in recent years, rider training programs have not been able to keep pace. In December 2000, NHTSA assembled a technical working group comprised of law enforcement, health care, insurance and motorcycle organizations to assist in the development of the National Agenda for Motorcycle Safety. The Committee has provided increased funding to further assist in the implementation of the Agenda's urgent and essential recommendations. In particular, the Committee urges NHTSA to coordinate with the motorcycle community to focus these additional resources toward strategies which will enhance rider crash avoidance skills and improve motorcycle conspicuity.

RESEARCH AND ANALYSIS

National Automotive Sampling System.—The Committee provides $11,570,000 for the National Automotive Sampling System (NASS), an increase of $1,000,000 over the President's budget request. The NASS General Estimates System data assists in assessing the trend and magnitude of the crash situation in this country, and the NASS Crashworthiness Data System provides more in-depth and descriptive data which allows NHTSA to quantify the relationships between the occupants and vehicles in the real-world crash environment. The Committee directs NHTSA to utilize the additional funds to expand the NASS database with a particular focus on child safety seat and tire-related data.

Biomechanical research.—The Committee provides a total of $14,954,000 for biomechanics research which is $1,000,000 more than the President's budget request. The Committee's recommendation includes necessary resources for the continued research of the Crash Injury Research and Engineering Network program. In addition, within the funds provided, the Committee includes $2,000,000 to continue research related to traumatic brain and spinal cord injuries caused by motor vehicle, motorcycle, and bicycle accidents at the Southern Consortium for Injury Biomechanics.

Tire safety research.—The Committee recommendation includes $375,000 in NHTSA's pneumatic tire research program for the Mercer Engineering Research Center to initiate research on the relationships between tire age, condition driven, load and pressure and the effects on tire safety.

Built-in child restraints.—Section 13(h) of the TREAD Act required NHTSA to conduct a study on the use and effectiveness of automobile booster seats for children. To date, NHTSA has yet to release this study which had a statutory deadline of November 1st, 2001. The pending study is expected to compare the safety benefits of existing booster systems to the safety provided to children who are using lap and shoulder belts alone. The Committee urges NHTSA to issue the results of the booster seat study without delay, however, the Committee believes that a review of integrated or

built-in child restraints is also warranted. The Committee provides $1,000,000 within NHTSA's safety systems research program to conduct an evaluation of integrated or built-in child safety systems. The evaluation should include the safety and correctness of fit for the child; the availability of testing data on the system and vehicle in which it will be used; compatibility with different makes and models; cost-effectiveness in mass production for consumers; ease of use and relative availability to children riding in motor vehicles; and benefits of built-in seats to increasing compliance with State child occupant restraint laws. The Committee directs NHTSA to submit the results of this supplementary study to the House and Senate Committees on Appropriations by October 1, 2003.

Heavy vehicle research.—Within the funds provided for heavy vehicle research, the Committee includes $1,000,000 for the National Transportation Research Center in Tennessee to continue to conduct broad-based laboratory-to-roadside research into heavy vehicle safety issues.

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

The National Driver Register (NDRS) is a central repository of information on individuals whose licenses to operate a motor vehicle have been revoked, suspended, canceled, or denied. The NDR also contains information on persons who have been convicted of serious traffic-related violations such as driving while impaired by alcohol or other drugs. State driver licensing officials query the NDR when individuals apply for a license, for the purpose of determining whether driving privileges have been withdrawn by other States. Other organizations such as the Federal Aviation Administration and the Federal Railroad Administration also use NDR license data in hiring and certification decisions in overall U.S. transportation operations.

The bill includes $2,000,000 for the NDR from the highway trust fund.

In addition, the Committee reminds NHTSA that the direction given to the Federal Motor Carrier Safety Administration regarding the implementation of Section 204 of the Motor Carrier Safety Improvement Act and the development of a one-driver, one-record pointer system is equally applicable to NHTSA. The Committee expects both agencies to work together on these initiatives without further delay.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2002	$223,000,000
Budget estimate, 2003	225,000,000
Committee recommendation	225,000,000

For fiscal year 2003 the Transportation Equity Act for the 21st Century authorized the following State grant programs: Highway Safety Program, the Alcohol-Impaired Driving Countermeasures

Incentive Grant Program and the Occupant Protection Incentive Grant Program. Under the Highway Safety Program, grant allocations are determined on the basis of a statutory formula established under 20 U.S.C. 402. Individual States use this funding in national priority areas established by Congress which have the greatest potential for achieving safety improvements and reducing traffic crashes, fatalities, and injuries. Also, the national occupant protection survey shall be funded from within this amount. The Alcohol-Impaired Driving Countermeasures Incentive Grant Program encourages States to enact stiffer laws and implement stronger programs to detect and remove impaired drivers from the roads. The occupant protection program encourages States to promote and strengthen occupant protection initiatives. The State Highway Safety Data Grants Program encourages States to improve their collection and dissemination of important highway safety data.

The Committee recommends an appropriation for liquidation of contract authorization of $225,000,000 for the payment of obligations incurred in carrying out provisions of these grant programs.

The Committee has included a provision prohibiting the use of section 402 funds for construction, rehabilitation or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures.

LIMITATION ON OBLIGATIONS

The bill includes language limiting the obligations to be incurred under the various highway traffic safety grants programs. Separate obligation limitations are included in the bill with the following funding allocations:

	Fiscal year 2002 enacted	Fiscal year 2003 estimate	Committee recommendation
Highway safety programs	$160,000,000	$165,000,000	$165,000,000
Alcohol-impaired driving countermeasures grants	38,000,000	40,000,000	40,000,000
Occupant protection incentive grants	15,000,000	20,000,000	20,000,000
State highway safety data grants	10,000,000	.....	.....
Total	223,000,000	225,000,000	225,000,000

BILL LANGUAGE

Public safety messages.—The bill contains a provision (sec. 340) extending the authority for States to use traffic safety grant funds under Section 402 to produce and place highway safety public service messages in television, radio, cinema, print media and on the Internet. This year, the Committee continues a provision that was included in the fiscal year 2002 bill which designated safety belt use innovative grant funds to be used for public safety messages and evaluation to support the Operation ABC (America Buckles up Children) Mobilizations that are conducted each year in May and November. Most of these funds were used to support State high-visibility "Click It or Ticket" enforcement programs in May, 2002. The preliminary results from the May 2002 initiative show continued success in achieving measurable increases in seat belt use. The average percentage increase in seat belt use for those States utilizing paid advertising in the May mobilization initiative was 7.6

percent. Notwithstanding the Administration's opposition to this initiative, the Committee does commend the NHTSA Administrator for his leadership in this program's successful execution.

The Committee believes that this program must be continued and expanded in order to achieve its full potential in saving lives and reducing injuries. Just as high visibility enforcement programs have proven to be effective in increasing seat belt use, research has also concluded that sobriety checkpoints are highly effective in reducing alcohol-related traffic fatalities and injuries. NHTSA's own survey has indicated that 4 out of 5 Americans support increased enforcement and tougher laws to protect themselves and their families from impaired drivers. The Committee has included bill language providing $20,000,000 from seat belt and impaired driving grant programs to be used as directed by the NHTSA Administrator for broadcast advertising to support national law enforcement mobilizations aimed at increasing seat belt use and controlling impaired driving. It is the Committee's intent that these funds support at least two national mobilizations during the year, and that NHTSA work on these initiatives with the States and nonprofit safety organizations that have been active in conducting recent mobilizations. Further, the Committee expects NHTSA to work with the States to ensure that they have adequate resources for impaired driving enforcement activities as part of the mobilizations.

FEDERAL RAILROAD ADMINISTRATION

SUMMARY OF FISCAL YEAR 2003 PROGRAM

The Federal Railroad Administration (FRA) became an operating administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Interstate Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. The Federal Railroad Administration is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs to rehabilitate and improve the railroad industry's physical infrastructure are also administered by the Federal Railroad Administration.

The Committee recommends $1,422,589,000 for the activities of the Federal Railroad Administration for fiscal year 2003. This is $711,324,000 more than the budget request.

The following table summarizes the Committee recommendations:

Program	Fiscal year—		Committee recommendation
	2002 enacted	2003 budget estimate	
Safety and operations [1 2 3]	$110,857,000	$73,264,000	$118,264,000
New user fee revenue for safety and operations		45,000,000	
Railroad research and development	29,000,000	14,325,000	29,325,000
New user fee revenue for railroad research and development		14,000,000	
Next generation high-speed rail	32,300,000	23,200,000	30,000,000

Program	Fiscal year—		Committee recommendation
	2002 enacted	2003 budget estimate	
Alaska railroad rehabilitation [4]	20,000,000		25,000,000
Grants to National Railroad Passenger Corporation [5]	826,478,000	521,476,000	1,200,000,000
Pennsylvania Station Redevelopment Project	20,000,000	20,000,000	20,000,000
Amtrak Reform Council	225,000		
Total budgetary resources	1,038,633,000	711,265,000	1,422,589,000

[1] Does not include reductions of $175,000 pursuant to section 349 of Public Law 107–87 and $150,000 pursuant to section 1106 of Public Law 107–117 for fiscal year 2002.
[2] Does not include supplemental funding of $6,000,000 pursuant to Public Law 107–117 for emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States.
[3] Fiscal year 2003 budget estimate excludes $4,625,000 in CSRS retirement and FEHB accruals.
[4] Fiscal year 2002 excludes $10,200,000 transferred from USAF.
[5] Includes $100,000,000 from Public Law 107–117 and $205,000,000 from the 2002 Supplemental Appropriations Act for further recovery from and response to terrorist Attacks on the United States.

SAFETY AND OPERATIONS

Appropriations, 2002 [1 2]	$110,857,000
Budget estimate, 2003	73,264,000
Committee recommendation	118,264,000

[1] Does not reflect reduction of $175,000 pursuant to section 349 of Public Law 107–87 and $150,000 pursuant to section 1106 of Public Law 107–117.
[2] Does not include supplemental funding of $6,000,000 pursuant to Public Law 107–117 for emergency expenses to respond to the September 11, 2001, terrorist attack on the U.S.

The Safety and Operations account provides support for FRA rail safety activities and all other administrative and operating activities related to staff and programs.

Inspector workforce.—The Committee has approved the President's request for 10 additional full time equivalent (FTE) staff years and 20 additional positions which will bring FRA's inspector workforce to a total of 444 FTEs. The Committee includes $1,393,000 to fund 6 additional track inspector FTEs and 4 additional operating practice inspector FTEs. Given the recent increases in track-caused accidents and derailments as well as human-factor caused accidents, the Committee urges FRA to move rapidly to fill these positions.

Highway-railroad grade crossing safety.—The Committee notes that the Department has either completed or made substantial progress on most of the actions specified in its strategic action plan to improve safety at highway-railroad grade crossings. In view of the need to continue progress in this area, the Committee directs the Secretary of Transportation to submit with the fiscal year 2004 budget request a new action plan outlining specific efforts to be pursued by FRA, FHWA, FMCSA, NHTSA and the ITS Joint Program Office to improve safety at both public and private crossings.

Positive train control.—The Committee agrees with the National Transportation Safety Board that the current pace of development and implementation of collision avoidance technologies is inadequate. No plan for industry-wide integration has been developed. Progress has been particularly slow along rail lines that primarily serve freight carriers, and even those lines with significant passenger traffic remain largely unprotected today—some 12 years after positive train control was first placed on the Safety Board's "Most Wanted" list. The Committee directs FRA to submit an updated economic analysis of the costs and benefits of PTC and related systems that takes into account advances in technology, and

systems savings to carriers and shippers as well as other cost savings that might be realized by prioritized deployment of these systems, especially along lines that might mix freight and passenger trains. That analysis should be submitted as a letter report to both the House and Senate Committees on Appropriations by October 1, 2003.

Safety assurance and compliance program (SACP).—In 1997, FRA began the implementation of the Safety Assurance and Compliance Program (SACP) which is a systems-based approach to safety inspection and is designed to help maximize FRA's safety inspection efforts. With over 220,000 miles of railroad operated by the nation's Class I, regional and local freight railroads, the Committee believes it is imperative that FRA continue to utilize SACP as well as traditional methods of inspection. The Committee directs FRA to provide a status report by April 1, 2003 to the House and Senate Committees on Appropriations which summarizes FRA's SACP activities in fiscal year 2002 along with the agency's safety audit plans for fiscal year 2003.

SAFETY AND OPERATIONS USER FEES

Appropriations, 2002	.....
Budget estimate, 2003	($45,000,000)
Committee recommendation	.....

User fees.—The Committee denies the Administration's legislative proposal to impose safety user fees on FRA safety and operations services.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2002	$29,000,000
Budget estimate, 2003	14,325,000
Committee recommendation	29,325,000

The Federal Railroad Administration's Railroad Research and Development Program provides for research in the development of safety and performance standards for high-speed rail and the evaluation of their role in the Nation's transportation infrastructure. The Committee recommends an appropriation of $29,325,000 for railroad research and development, $15,000,000 more than the administration's requested level.

COMMITTEE RECOMMENDATION

The Committee recommends the following funding levels for the Railroad research and development programs:

Railroad System Issues	$3,225,000
Human Factors	3,478,000
Rolling Stock and Components	2,487,000
Track and Structures	5,225,000
Track and Train Interaction	3,350,000
Train Control	1,250,000
Grade Crossings	1,435,000
Hazardous Materials Transportation	1,000,000
Train Occupant Protection	6,450,000
R&D Facilities and Test Equipment	1,425,000

Track and Structures.—The Committee provides $5,225,000 for FRA's track and structures research efforts. Within the funds pro-

vided, the Committee includes $1,000,000 to continue the development of the Integrated Railway Remote Information Service (InteRRIS) which is public-private demonstration program which utilizes defect detectors across North America. InteRRIS is an internet-based system designed to aggregate, interrogate and store data from these field-deployed detector systems. These additional funds will provide enhancements to FRA's National Rail Corridor Car Performance Database to make it web accessible and generate new queries to support any analysis of the data for improving safety and predictive maintenance. The Committee also includes $2,000,000 for Marshall University and the University of Nebraska's development and testing of a track stability data processing and feedback system for track safety.

Freight congestion study.—The Committee is aware of continued railroad-freight congestion issues in the Chicago, Illinois region. It can take 2 days or more to move freight through the region, often times at train speeds averaging between 6.8 and 12 m.p.h. Blocked crossings also contribute to this congestion. More than 37,500 rail freight cars move through the region daily across nearly 2,000 at-grade railroad crossings and to 26 intermodal yards. The Committee directs the Federal Railroad Administrator to work with the Chicago Transportation Coordination Office and communities in the Chicago region, including the city of Chicago, to compile and publish a periodic measure of the impact of rail operations in the area. This shall also include the status of improvement projects undertaken by the railroads to relieve congestion. This information should translate operational reports to reflect community impacts of blocked crossings and idling locomotives/trains. These reports shall be submitted on a quarterly basis. The administrator should also expand the number of monitored crossings in the Chicago region to measure the full extent of block railroad crossings, including using event recorders and/or remote monitors to collect data indicating the exact times grade crossing gates are closed and the length of time they remain closed. The administrator should report to the House and Senate Committees on Appropriations the status of these efforts no later than 120 days after enactment.

RAILROAD RESEARCH AND DEVELOPMENT USER FEES

Appropriations, 2002	.....
Budget estimate, 2003	($14,000,000)
Committee recommendation	.....

User fees.—The Committee denies the Administration's legislative proposal to impose user fees on FRA's railroad research and development activities.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

Section 502 of Public Law 94–210, as amended authorizes obligation guarantees for meeting the long-term capital needs of private railroads. Railroads utilize this funding mechanism to finance major new facilities and rehabilitation or consolidation of current facilities. No appropriations or new loan guarantee commitments are proposed in fiscal year 2003.

The Rail Rehabilitation and Improvement Financing Program, as established in section 7203 of the Transportation Equity Act for the 21st Century [TEA21], will enable the Secretary of Transportation to provide loans and loan guarantees to State and local governments, Government-sponsored authorities and corporations, railroads and joint ventures to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, bridges, yards, and shops.

NEXT GENERATION HIGH-SPEED RAIL

Appropriations, 2002	$32,200,000
Budget estimate, 2003	23,200,000
Committee recommendation	30,000,000

The Committee has provided $30,000,000 in general fund appropriations for the High-Speed Ground Transportation [HSGT] Program, $6,800,000 more than the President's budget request.

The Committee first provided funding for the Next Generation High-Speed Rail [NGHSR] Program in fiscal year 1995. The program funds high-speed rail research, development, and technology programs that are aimed at demonstrations to foster high-speed passenger service on rail corridors throughout the country.

The Committee recommends the following funding levels for the Next Generation High-Speed Rail Programs:

High-speed train control systems	$5,000,000
High-speed non-electric locomotives	5,300,000
Grade crossing hazard mitigation/Low-cost innovative technologies	3,900,000
Track and structures technology	1,200,000
Corridor planning	9,100,000
Magnetic levitation	5,500,000

High-speed train control systems.—The Committee has provided a total of $5,000,000 for the North American Joint PTC project.

Grade crossing hazard mitigation/low-cost innovative technologies.—The Committee recommends $3,900,000 for grade crossing hazard mitigation and low-cost innovative technology initiatives.

Within the funds provided, the Committee includes the following allocations:

North Carolina Sealed Corridor Initiative	$700,000
Illinois Rail-Grade crossing safety program	800,000
State of Vermont hazard elimination	500,000

Corridor planning.—The Committee includes $9,100,000 for passenger rail corridor planning. Within the funds provided, the Committee includes the following allocations:

Southeast High Speed Rail Corridor, NC	$1,000,000
California high-speed rail	2,000,000
Florida high-speed rail	3,850,000
Gulf Coast high-speed rail corridor	800,000
Seattle-Everett corridor study	750,000
Las Vegas-Los Angeles high-speed study	200,000
Northern New England corridor, VT	500,000

Seattle-Everett, Washington Rail Corridor Study.—The Committee provides $750,000 to conduct a corridor planning study of track capacity and utilization by freight, commuter and intercity rail services in the Seattle-Everett portion of the Pacific Northwest

High Speed Rail Corridor and the environmental challenges that would accompany expansion of that track capacity.

Las Vegas-Los Angeles study.—The Committee provides $200,000 to conduct a rail capacity and ridership analysis for high-speed rail service between Las Vegas and Los Angeles. The study will assess existing capacity along the route; identify potential improvements to increase capacity and reduce trip times; conduct preliminary engineering and assess station requirements.

Magnetic levitation transportation.—A total of $5,500,000 has been provided for magnetic levitation activities to be distributed as follows:

Washington-Baltimore, MD: Environmental studies	$500,000
Nevada-California: Environmental impact studies, design and engineering	2,000,000
Greensburgh-Pittsburgh, PA: Environmental impact study	2,000,000
Southern California Maglev environmental study and planning	1,000,000

Rail-highway crossing hazard eliminations.—Section 1103 of the Transportation Equity Act for the 21st Century (TEA21) provides $5,250,000 for the elimination of rail-highway crossing hazards. Of these set-aside funds, the following allocations are made:

Gulf Coast high-speed rail corridor	$2,000,000
Chicago Hub high-speed rail corridor between Milwaukee and La-Crosse, WI	500,000
Pacific Northwest high-speed rail corridor	1,500,000

ALASKA RAILROAD REHABILITATION

Appropriations, 2002 [1]	$20,000,000
Budget estimate, 2003	.....
Committee recommendation	25,000,000

[1] Excludes $10,200,000 transferred from USAF pursuant to section 8062 of Public Law 107–117.

The Committee has included a total of $25,000,000 for rail safety and infrastructure improvements benefiting passenger operations of the Alaska railroad. This railroad extends 498 miles from Seward through Anchorage, the largest city in Alaska, to the city of Fairbanks, and east to the town of North Pole and Eielson Air Force Base. It carries both passengers and freight, and provides a critical transportation link for passengers and cargo traveling through difficult terrain and harsh climatic conditions.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Appropriations, 2002 [1]	$831,476,000
Budget estimate, 2003	521,476,000
Committee recommendation	1,200,000,000

[1] Includes supplemental funding of $105,000,000 pursuant to Public Law 107–117 and $205,000,000 pursuant to the Supplemental Appropriations Act for Fiscal Year 2002.

COMMITTEE RECOMMENDATION

For fiscal year 2003, the administration has requested an appropriation of $521,476,000. The amount requested by the administration is $310,000,000 or 37 percent less than the amount appropriated to Amtrak for fiscal year 2002. Separately, Amtrak's Board of Directors has submitted a budget request for $1,200,000,000 for

fiscal year 2003, an increase of $368,524,000 or 44 percent more than the fiscal year 2002 comparable level.

In two separate hearings before the Committee, both Amtrak's current and former Chief Executive Officer testified that receiving a Federal appropriation at the level sought by the administration for fiscal year 2003 will cause the railroad to go bankrupt and terminate all rail service at the beginning of the year. When invited to do so, both the Deputy Secretary of Transportation and the Federal Railroad Administrator declined to refute the observations of Amtrak's senior managers on that question.

Status of authorizing legislation.—The Amtrak Reform and Accountability Act of 1997 (ARAA), Public Law 105–134, authorized annual appropriations totaling $5,200,000,000 over a 5 year period ending in fiscal year 2002. Amtrak received approximately $2,230,000,000 of the $5,200,000,000 authorized during that period.

Amtrak remains unauthorized for fiscal year 2003. However, both the House authorizing subcommittee and the Senate authorizing committee have reported reauthorization legislation during this congressional session. The Senate committee's reauthorization bill, which was ordered reported by the Commerce Committee by a vote of 20 to 3, is currently pending on the Senate calendar. For Amtrak, that bill authorizes a total of $14,991,000,000 over 5 years including an authorization of $3,930,000,000 for fiscal year 2003.

Shortly after the time when the Secretary of Transportation joined the Amtrak Board of Directors, he publicly called on the Congress to move out quickly and enact legislation reauthorizing Amtrak. Now, some 13 months later, the Secretary has yet to submit his own legislative proposal for Amtrak's reauthorization. While the Secretary did make a speech on the morning of June 20, 2002 outlining the "principals" governing the administration's Amtrak policy, the only formal legislative proposal submitted to Congress this year has been a proposal for Amtrak to borrow an additional $170,000,000 against the railroad's 2003 appropriation so that the company could continue to operate through the remainder of fiscal year 2002. The Congress rejected this proposal, choosing instead to provide a supplemental appropriation of $205,000,000 to ensure the continuation of Amtrak service without any further borrowing against its fiscal year 2003 appropriation.

Transparency in Amtrak's Budget Process.—The Secretary and other members of the administration have stated repeatedly that greater transparency is needed in Amtrak's budgeting process. The Committee wholeheartedly agrees and commends the Secretary for his successful efforts in requiring Amtrak to provide all relevant participants in the debate with accurate and timely financial documentation. Similarly, the Committee commends Amtrak's new leadership for its willingness to provide such transparency in the development of the railroad's spending plans.

In the interest of providing transparency to the appropriations process for Amtrak, the Committee recommendation provides with specificity the precise amounts appropriated for Amtrak's operating losses, its capital expenses on the Northeast Corridor Mainline and its capital expenses over the rest of the Amtrak system. In recent years, the Committee provided Amtrak's appropriation as a grant for capital expenses only. This practice served to obfuscate the true

amount of Federal funding that was needed to cover Amtrak's operating losses. For fiscal year 2003, the Committee provides $550,000,000 for Amtrak's operating expenses including $160,000,000 for Amtrak's mandated payments to the Railroad Retirement system. The Committee also provides $369,000,000 for capital expenses over Amtrak's Northeast Corridor Mainline and $281,000,000 for capital expenses over Amtrak's national route system excluding the Northeast Corridor Mainline.

Allocation of Committee Recommended Fiscal Year 2003 Appropriation

Operating expenses:	
Excess RRTA	$160,000,000
Operating loss	465,000,000
Subtotal, Operating	625,000,000
Required Savings	(75,000,000)
Subtotal, operating expenses with required savings	550,000,000
Capital Expenses:	
NEC Mainline	464,000,000
Required Savings—NEC Mainline	(95,000,000)
Subtotal, NEC Mainline	369,000,000
Other Corridors/Long-Distance	355,000,000
Required Savings—Other Corridors/Long Distance	(74,000,000)
Subtotal, Other Corridors/Long Distance	281,000,000
Subtotal, Capital Expenses	650,000,000
Fiscal year 2003 Appropriation	1,200,000,000

Requirement for operational savings and capital expense reductions.—Based on Amtrak's current revenue and expense projections, Amtrak could justify an overall Federal subsidy requirement of $1,444,000,000 for fiscal year 2003. As displayed above, with an appropriation of $1,200,000,000, Amtrak's new management will be required to come up with expense reductions to decrease its anticipated operating loss by $75,000,000 in fiscal year 2003. In addition, capital expense reductions of $95,000,000 will be required on the Northeast Corridor and capital expense reductions of $74,000,000 will be required across Amtrak's national system excluding the Northeast Corridor in order to bring capital spending in line with the recommended appropriation. Amtrak's new management has signaled its determination to achieve these savings while continuing to operate Amtrak's entire national network.

Contributors to Amtrak's near term financial crises.—There are a great many factors that have contributed to Amtrak's near term financial crises. One that is particularly pertinent to the requirement for an increased appropriation for fiscal year 2003 is the uneven pattern of Federal support that Amtrak has experienced over the last several years. The Taxpayer Relief Act, which was signed into law on August 5, 1997, included tax carry-back provisions that effectively made Amtrak eligible for a tax return totaling $2,323,000,000. That Federal funding allowed Amtrak to make dramatically increased capital expenditures, especially in the Northeast Corridor. It also served as a source of funding from which Amtrak borrowed from time to time to cover operating shortfalls. This one-time infusion of funding through tax legislation prompted Am-

trak to embark on a spending pattern that would be unsustainable over the long term. The railroad has now reached the point where effectively all of the funding provided through the Taxpayer Relief Act has been spent and is, therefore, no longer available to cover core elements of Amtrak's cost structure.

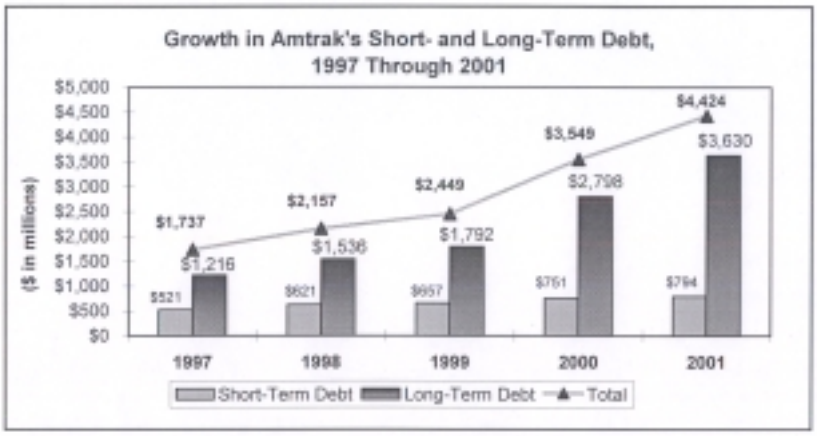
Complicating this problem further was a change made in the timing in which annually appropriated funding was made available to Amtrak. The present administration's budget request for fiscal year 2002 abandoned the convention whereby Amtrak did not get its annual appropriation until the very end of the fiscal year. The Congress acquiesced to this request in the Transportation Appropriations Act for that year. As a result, Amtrak, in fiscal year 2002, simultaneously had access to most of its 2001 appropriation which carried over into 2002 as well as all of its 2002 appropriation. As such, heading into fiscal year 2003, approval of the administration's proposed freeze on Amtrak spending at the 2002 level would actually represent a dramatic cut in available Federal resources to Amtrak. The table below displays the annual appropriation for each fiscal year opposite the actual amount of Federal funding spent by Amtrak in each year from all Federal sources including the Taxpayer Relief Act.

CASH CONSUMPTION FROM ALL FEDERAL SOURCES VERSUS ANNUAL APPROPRIATION

[In millions of dollars]

	1997	1998	1999	2000	2001	Projected 2002	Committee recommendation 2003
Federal Spending—Operating	406.1	344.0	484.0	362.0	242.0	445.0	550.0
Federal Spending—Capital	600.0	1,220.4	597.1	971.9	331.1	673.6	650.0
Federal Spending—Total	1,006.1	1,564.4	1,081.1	1,333.9	573.1	1,118.0	1,200.0
Annual Appropriation	842.5	594.0	609.2	571.0	521.0	831.0	1,200.0

Amtrak's debt burden.—Adding to Amtrak's financial difficulties has been the increasingly punishing debt burden that the railroad has taken on in just the last few years. The requirement to recapitalize its resources has prompted the railroad to finance an increasing amount of its capital improvements using a variety of debt instruments. Moreover, Amtrak's false belief that launching the new Acela service would greatly benefit the company's bottom line prompted the company to finance major elements of that project so as to implement high-speed rail service as soon as possible. Finally, Amtrak's periodic cash emergencies have prompted the corporation to engage in a number of short-term financial transactions to free up cash that added to the company's debt burden, but kept the company out of bankruptcy. These transactions, which in many instances required the Secretary's approval, included the mortgaging of portions of Pennsylvania Station in New York City. The table below displays the history of Amtrak's debt burden over the last 5 years.



Source: DOT Inspector General.

Amtrak's annual debt service payments are expected to reach $175,000,000 in fiscal year 2003—an increase of more than 150 percent from the level just 5 years earlier. Amtrak's growing debt burden was the principal reason why the Committee rejected the administration's proposed legislation to saddle the company with still more debt to stay solvent through fiscal year 2002. The Committee instead provided a cash grant sufficient to cover Amtrak's remaining operating shortfall for the year. Given the size of Amtrak's debt burden, the Committee is puzzled by the administration's stated proposal to spin off some parts of Amtrak's operations to private vendors. The Committee hopes that any future administration testimony on behalf of this proposal will include a cogent explanation as to who will assume the company's debts when portions of the company are "spun off" or "privatized."

Viability of Amtrak routes.—Much of the debate surrounding the appropriate Federal role in subsidizing Amtrak has centered around the viability of Amtrak's existing route structure. On March 7, 2002, the Committee held a hearing with the Deputy Secretary of Transportation, the then-President of Amtrak and the DOT Inspector General. As part of that hearing, Inspector General Kenneth M. Mead made the following observation:

> Some have suggested that Amtrak's financial woes would go away if you would cut out the trains outside the Northeast Corridor. That is not true. In fact, the annual net operating subsidy that is required to continue Amtrak's most unprofitable trains is less than one-third of the annual capital subsidy that is required to operate the most profitable trains in the Northeast Corridor.

A review of Amtrak's own financial data indicates that the Inspector General is entirely correct except for his representation that certain Northeast Corridor trains are "profitable." As demonstrated below, whether evaluated on a profit and loss (P&L) basis using GAAP accounting or just on a net contribution basis excluding depreciation, Northeast Corridor service is not expected to

come close to making a profit in 2003 just as it hasn't made a profit in any previous year.

Northeast Corridor Contribution Analysis

	Fiscal year 2003
Profit and loss basis:	
Total Revenue	$845,000,000
Total Expense (excl. Depreciation)	843,000,000
Net Operating Contribution before Depreciation	2,000,000
Depreciation	(330,000,000)
Net loss	(328,000,000)
Contribution (Non P&L Basis)	
Operating Contribution	2,000,000
Capital Funding Required	(369,000,000)
Net Contribution Requirement	(367,000,000)

As the Secretary has stated on a number of occasions, the Northeast Corridor has a critical maintenance backlog of between $5,000,000,000 and $6,000,000,000. While there is a mounting backlog of maintenance needs across the rest of the Amtrak system, these needs do not begin to approach even a fifth of the needs along the Northeast Corridor. As such, the Committee does not believe that Amtrak's Northeast Corridor service is any more "financially viable" than the rest of the Amtrak network, given both the short term and long term capital needs of that Corridor.

Proposals to shrink Amtrak into financial health ignore the comparatively small burden that Amtrak's long distance trains place on the company's budget. Amtrak has performed a financial analysis of the savings associated with eliminating 18 of its long distance trains. Within the first year, such a policy, which would eliminate Amtrak service in 24 States, would yield effectively zero savings in the first year. In the second year, savings in Amtrak's operating budget would approach only $18,000,000. Only after 5 years would the elimination of these services yield annual operating savings exceeding $200,000,000—an amount that will not even cover Amtrak's anticipated debt service payments for that year. And such savings does not represent even 5 percent of the identified capital backlog in the Northeast Corridor. This analysis prompts the Committee to reject the notion that Amtrak can shrink its way to financial health.

Administration's proposed reforms.—As stated earlier, despite the fact that Amtrak's authorization will expire in just a few weeks time, the administration has yet to submit a reauthorization proposal embodying the "reforms" that the Secretary discussed in his speech of June 20, 2002. Even so, the Committee has some concerns regarding his proposals in the face of his budget request for 2003.

The administration has stated its belief that the States should be required to shoulder a larger portion of the costs of Amtrak service. The Committee is well aware that there are currently gross inequities between the States when it comes to State subsidization of Amtrak service. While the Committee believes that initiatives to eliminate these inequities have merit, the Committee does not believe that States are in a position to absorb the cost of Amtrak

service overnight. Unfortunately, should the administration's budget request for Amtrak be enacted, such an immediate assumption of Amtrak's costs, if it could even be executed, would be the only way that the railroad might avoid almost immediate bankruptcy.

Recently, the National Governors Association reported that the States are wrestling with eliminating anticipated State deficits that could exceed $40,000,000,000 in the coming fiscal year. Their financial predicament has not been helped any by the administration's proposal to reduce Federal highway funding to the States by $8,600,000,000 in that year. The Committee believes that a more fruitful dialogue over the appropriate role for States in financing Amtrak service could take place if the administration were to submit a realistic budget request that would allow those States that are able to increase their contribution incrementally and over time. Such a dialogue should also recognize that certain States enjoy far better Amtrak service than others and that all States contribute toward the Federal subsidy to Amtrak and, thus, are deserving of some level of intercity rail passenger service. Certain States that face particularly difficult financial conditions may never be able to increase their contribution.

AMTRAK REFORM COUNCIL

Appropriations, 2002 [1]	$225,000
Budget estimate, 2003	
Committee recommendation	

[1] The Council is an independent entity. Its funding is presented within the FRA for display purposes only.

The Committee has not provided funding for the Amtrak Reform Council as the Council has now issued its final report and completed its work.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Appropriations, 2002	$20,000,000
Budget estimate, 2003	20,000,000
Committee recommendation	20,000,000

In 2000, an advance appropriation of $20,000,000 was provided for each fiscal year 2001, 2002, and 2003. These funds support the redevelopment of the Pennsylvania Station in New York City, including the renovation of the James A. Farley Post Office building as a train station and commercial center, and basic upgrades to Pennsylvania Station.

FEDERAL TRANSIT ADMINISTRATION

SUMMARY OF FISCAL YEAR 2003 PROGRAM

The Federal Transit Administration was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Federal Transit Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development. The missions of the Federal Transit Administration are: to assist in the development of improved mass transportation facilities, equipment, techniques, and

methods; to encourage the planning and establishment of urban and rural transportation services needed for economical and desirable development; to provide mobility for transit dependents in both metropolitan and rural areas; to maximize productivity of transportation systems; and to provide assistance to State and local governments and their instrumentalities in financing such services and systems.

The current authorization for the programs funded by the Federal Transit Administration is contained in the Transportation Equity Act for the 21st Century.

Under the Committee recommendation, a total program level of $7,326,000,000 would be provided for the programs of the Federal Transit Administration for fiscal year 2003, which is $100,000,000 more than the obligation limitation authorized under the mass transit category in TEA21. This funding is comprised of $1,545,000,000 in direct appropriations of general funds and $5,781,000,000 in limitations on contract authority.

The following table summarizes the Committee's recommendations compared to fiscal year 2002 and the administration's request:

[In thousands of dollars]

Program	2002 enacted	2003 estimate [1]	Committee recommendation
Administrative expenses	67,000	73,000	73,000
Formula grants [2 3]	3,542,000	3,839,000	3,839,000
University transportation research	6,000	6,000	6,000
Transit planning and research	116,000	122,000	122,000
Capital investment grants [3 4]	2,891,000	3,036,000	3,136,000
Job access and reverse commute grants	125,000	150,000	150,000
Total	6,747,000	7,226,000	7,326,000

[1] Excludes $3,586,000 in CSRS/FEHB accruals.
[2] Excludes $23,500,000 in Emergency supplemental funding provided pursuant to Public Law 107–117.
[3] Fiscal year 2002 reflects transfer of $50,000,000 from Formula grants to Capital investment grants.
[4] Excludes $100,000,000 in Emergency supplemental funding provided pursuant to Public Law 107–117.

ADMINISTRATIVE EXPENSES

	General fund	Trust fund	Total
Appropriations, 2002	$13,400,000	$53,600,000	$67,000,000
Budget estimate, 2003 [1]	14,600,000	58,400,000	73,000,000
Committee recommendation	14,600,000	58,400,000	73,000,000

[1] Excludes $3,586,000 in CSRS/FEHB accruals.

The Committee recommends a total of $73,000,000 in budget resources funds for administrative expenses.

FORMULA GRANTS

	General fund	Trust fund	Total
Appropriations, 2002 [1 2]	$668,400,000	$2,873,600,000	$3,542,000,000
Budget estimate, 2003	767,800,000	3,071,200,000	3,839,000,000
Committee recommendation	767,800,000	3,071,200,000	3,839,000,000

[1] Reflects $50,000,000 transferred to capital investment grants pursuant to Public Law 107–87 and excludes $23,500,000 in Emergency Supplemental funding provided pursuant to Public Law 107–117.
[2] Fiscal year 2002 does not reflect FHWA flex funding transferred to FTA.

Formula grants to States and local agencies funded under this heading fall into four categories: urbanized area formula grants

(U.S.C. sec. 5307); clean fuels formula grants (U.S.C. sec. 5308); formula grants and loans for special needs of elderly individuals and individuals with disabilities (U.S.C. sec. 5310); and formula grants for non-urbanized areas (U.S.C. sec. 5311). In addition, setasides of formula funds are directed to: a grant program for intercity bus operators to finance Americans with Disabilities Act [ADA] accessibility costs; and the Alaska Railroad for improvements to its passenger operations.

Within the total funding level of $3,839,000,000 for fiscal year 2003, the statutory distribution of these formula grants is allocated among these categories as follows:

Urbanized areas (sec. 5307)	$3,445,939,606
Clean fuels (sec. 5308)	50,000,000
Elderly and disabled (sec. 5310)	90,652,801
Nonurbanized areas (sec. 5311)	240,607,643
Over-the-Road Bus Program	6,950,000
Alaska railroad	4,849,950

Section 3007 of TEA21 amends U.S.C. 5307, urbanized formula grants, by striking the authorization to utilize these funds for operating costs, but includes a specific provision allowing the Secretary to make operating grants to urbanized areas with a population of less than 200,000. Generally, urbanized formula grants may be used to fund capital projects, and to finance planning and improvement costs of equipment, facilities, and associated capital maintenance used in mass transportation. All urbanized areas greater than 200,000 in population are statutorily required to use 1 percent of their annual formula grants on enhancements, which include landscaping, public art, bicycle storage, and connections to parks.

Clean fuels program.—The Transportation Equity Act for the 21st Century requires that $50,000,000 be set-aside from funds made available under the formula grants program to fund the clean fuels program. The clean fuels program is supplemented by an additional set-aside from the major capital investment's bus program and provides grants for the purchase or lease of clean fuel buses for eligible recipients in areas that are not in compliance with air quality attainment standards. The Committee has included bill language transferring the clean fuel formula set-aside funds to the capital investment grants account. The Committee has identified designated recipients of these funds within the projects listed under the bus program of the capital investment grants account.

The following table displays the State-by-State distribution of the formula program funds within each of the program categories:

FEDERAL TRANSIT ADMINISTRATION, FISCAL YEAR 2003 GUARANTEED LEVEL APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE)

State	Section 5307 urbanized area	Section 5311 nonurbanized area	Section 5310 elderly and persons with disabilities	Total formula programs
Alabama	$14,927,927	$6,693,617	$1,582,925	$23,204,469
Alaska	[1] 8,546,214	932,932	240,303	9,719,449
American Samoa	.....	153,033	60,088	213,121
Arizona	44,214,267	3,265,400	1,652,847	49,132,514
Arkansas	8,076,720	4,841,871	1,029,871	13,948,462
California	583,841,997	10,475,294	9,488,919	603,806,210
Colorado	46,448,166	2,907,313	1,160,010	50,515,489

FEDERAL TRANSIT ADMINISTRATION, FISCAL YEAR 2003 GUARANTEED LEVEL APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE)—Continued

State	Section 5307 urbanized area	Section 5311 nonurbanized area	Section 5310 elderly and persons with disabilities	Total formula programs
Connecticut	46,629,133	1,488,013	1,128,644	49,245,790
Delaware	6,342,133	674,647	352,994	7,369,774
District of Columbia	66,802,132	.....	309,042	67,111,174
Florida	158,320,783	6,710,664	6,064,881	171,096,328
Georgia	63,237,705	8,484,475	2,295,637	74,017,817
Guam	1,359,878	60,272	157,227	1,577,377
Hawaii	26,885,021	1,003,351	476,147	28,364,519
Idaho	5,731,779	1,843,482	455,768	8,031,029
Illinois	220,316,888	7,163,547	3,526,256	231,006,691
Indiana	36,011,838	7,130,780	1,871,517	45,014,135
Iowa	12,875,848	4,838,882	980,862	18,695,592
Kansas	9,613,682	3,954,869	882,653	14,451,204
Kentucky	19,550,450	6,611,124	1,461,839	27,623,413
Louisiana	31,467,926	5,164,303	1,455,553	38,087,782
Maine	3,062,068	2,566,899	533,084	6,162,051
Maryland	69,014,462	2,800,694	1,545,478	73,360,634
Massachusetts	127,232,927	1,907,117	2,041,414	131,181,458
Michigan	68,303,580	8,975,050	2,938,848	80,217,478
Minnesota	42,155,128	5,897,179	1,366,007	49,418,314
Mississippi	5,276,443	5,782,322	1,032,720	12,091,485
Missouri	36,804,592	6,690,078	1,788,808	45,283,478
Montana	2,581,607	1,784,329	384,485	4,750,421
N. Mariana Islands	676,035	20,103	60,998	757,136
Nebraska	8,374,720	2,420,469	596,510	11,391,699
Nevada	24,300,864	859,972	721,940	25,882,776
New Hampshire	4,650,337	1,826,955	457,852	6,935,144
New Jersey	216,873,343	1,764,450	2,587,773	221,225,566
New Mexico	9,107,633	2,555,496	655,206	12,318,335
New York	548,839,731	9,273,805	6,091,120	564,204,656
North Carolina	37,223,366	11,455,078	2,563,722	51,242,166
North Dakota	3,056,087	1,098,920	310,725	4,465,732
Ohio	91,723,614	10,796,386	3,431,195	105,951,195
Oklahoma	13,978,521	5,254,198	1,208,398	20,441,117
Oregon	36,021,230	3,860,548	1,122,512	41,004,290
Pennsylvania	155,123,266	10,871,771	4,044,433	170,039,470
Puerto Rico	44,710,018	886,606	1,399,708	46,996,332
Rhode Island	8,295,427	321,072	463,004	9,079,503
South Carolina	14,169,630	5,711,432	1,383,261	21,264,323
South Dakota	2,348,155	1,496,539	339,305	4,183,999
Tennessee	28,761,361	7,277,715	1,914,830	37,953,906
Texas	194,268,566	16,176,384	5,644,548	216,089,498
Utah	27,314,937	1,295,746	592,321	29,203,004
Vermont	1,043,904	1,344,823	294,426	2,683,153
Virgin Islands	.....	290,119	150,772	440,891
Virginia	54,257,001	6,317,842	2,017,699	62,592,542
Washington	95,180,075	4,247,980	1,720,930	101,148,985
West Virginia	4,929,603	3,461,591	784,330	9,175,524
Wisconsin	41,295,126	6,734,456	1,574,405	49,603,987
Wyoming	1,381,764	982,612	256,054	2,620,430
Subtotal	3,433,535,608	239,404,605	90,652,801	3,763,593,014
Oversight	17,253,948	1,203,038	.....	18,456,986
Total	3,450,789,556	240,607,643	90,652,801	3,782,050,000
Clean Fuels	.....	.....	.....	50,000,000
Over-the-Road Bus Accessibility	.....	.....	.....	6,950,000
Grand Total	.....	.....	.....	3,839,000,000

[1] Includes $4,849,950 for the Alaska Railroad improvements to passenger operations.

Over-the-road buses.—The Committee has included $6,950,000 in fiscal year 2003 for the over-the-road accessibility program. These funds are intended to assist over-the-road bus operators in complying with the Americans with Disabilities Act accessibility requirements.

UNIVERSITY TRANSPORTATION RESEARCH

	General fund	Trust fund	Total
Appropriations, 2002	$1,200,000	$4,800,000	$6,000,000
Budget estimate, 2003	1,200,000	4,800,000	6,000,000
Committee recommendation	1,200,000	4,800,000	6,000,000

Section 5505 of TEA21 provides authorization for the university transportation research program. The purpose of the university transportation research program is to become a national resource and focal point for the support and conduct of research and training concerning the transportation of passengers and property. Funds provided under the FTA university transportation research program are transferred to and managed by the Research and Special Programs Administration (RSPA), combined with a transfer from the Federal Highway Administration of $26,500,000.

The Committee action provides $6,000,000 for the university transportation research program, the same level as provided in fiscal year 2002.

TRANSIT PLANNING AND RESEARCH

	General fund	Trust fund	Total
Appropriations, 2002 [1]	$23,000,000	$93,000,000	$116,000,000
Budget estimate, 2003	24,200,000	97,800,000	122,000,000
Committee recommendation	24,200,000	97,800,000	122,000,000

[1] Does not reflect FHWA flex funding transferred to FTA.

The Committee action provides $122,000,000 for transit planning and research. The bill contains language specifying that $60,385,600 shall be available for the metropolitan planning program; $5,250,000 for the rural transit assistance program; $31,500,000 for the national planning and research program; $12,614,400 for the State planning and research program; $8,250,000 for transit cooperative research; and $4,000,000 for the National Transit Institute at Rutgers University.

The following table summarizes the Committee recommendation:

	Fiscal year—		Committee recommendation
	2002 program level [1]	2003 budget estimate	
Metropolitan planning	$55,422,400	$60,385,600	$60,385,600
Rural transit assistance program	5,250,000	5,250,000	5,250,000
State planning and research program	11,577,600	12,614,400	12,614,400
Transit cooperative research program	8,250,000	8,250,000	8,250,000
National Transit Institute	4,000,000	4,000,000	4,000,000
National planning and research program	31,500,000	31,500,000	31,500,000
Total	116,000,000	122,000,000	122,000,000

[1] Fiscal year 2002 does not reflect FHWA flex funding transferred to FTA.

NATIONAL PLANNING AND RESEARCH PROGRAM

The Committee recommendation includes transit planning and research grants from the national program for:

Project	*Amount*
Auburn University Compus Transit System, AL	$375,000
Center for Composites Manufacturing, AL	1,000,000
Detroit Airport Rail Project, MI	200,000
Detroit Area Regional Transportation Authority Studies, MI	750,000
Electric Transit Vehicle Institute, TN	500,000
I–93 Corridor Transit Investment Study, NH	1,000,000
National Bio-terrorism Civilian Medical Response Center, PA	1,000,000
National Deployment of the ITN America, ME	500,000
NDSU Transit Center for Small Urban Areas, ND	400,000
Rich Passage Passenger Ferry Project, WA	1,000,000
Rockford-Belvidere, Transit Feasibility Study, IL	250,000
Transit Usage, Home Interview Survey Study, UT	500,000
Washington State Ferries Wireless Connection Project, WA	1,000,000
WVU Exhaust Emmissions Testing, WV	1,400,000
Zinc-air Zero emmissions bus, NV	1,500,000
Project ACTION	3,000,000

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2002	($5,398,000,000)
Budget estimate, 2003	(5,781,000,000)
Committee recommendation	5,781,000,000

For fiscal year 2003, the Committee has provided $5,781,000,000 in liquidating cash for the trust fund share of transit expenses associated with the following programs: administrative expenses, formula grants, university transportation research, transit planning and research, job access and reverse commute grants, and capital investment grants. This level of funds is equal to the total budget authority from the highway trust fund inside the transit firewall as outlined in the transportation discretionary spending guarantee subtitle of the Transportation Equity Act for the 21st Century.

CAPITAL INVESTMENT GRANTS

	General funds	Trust funds	Total
Appropriations, 2002 [1]	$618,200,000	$2,272,800,000	$2,891,000,000
Budget estimate, 2003	607,200,000	2,428,800,000	3,036,000,000
Committee recommendation	707,200,000	2,428,800,000	3,136,000,000

[1] Includes $50,000,000 transferred from formula grants pursuant to Public Law 107–87 and excludes $100,000,000 in Emergency supplemental funding provided pursuant to Public Law 107–117.

Section 5309 of 49 U.S.C. authorizes discretionary grants or loans to States and local public bodies and agencies thereof to be used in financing mass transportation investments. Investments may include construction of new fixed guideway systems and extensions to existing guideway systems; major bus fleet expansions and bus facility construction; and fixed guideway expenditures for existing systems.

The Committee action provides a level of $3,136,000,000. Within this total, $2,428,800,000 is from the "Mass transit" account of the highway trust fund, and no more than $707,200,000 shall be appro-

priated from general funds. The following table summarizes the Committee recommendations:

	2002 program level	Fiscal year 2003 budget estimate	Committee recommendation
Bus and bus facilities	$618,200,000	$607,200,000	$607,200,000
Fixed guideway modernization	1,136,400,000	1,214,400,000	1,214,400,000
New systems and new extensions	1,136,400,000	1,214,400,000	1,314,400,000
Total	2,891,000,000	3,036,000,000	3,136,000,000

Limited extensions of discretionary funds.—There have been occasions when the Committee has extended the availability of capital investment funds. These extensions are granted on a case by case basis and, in nearly all instances, are due to circumstances that were unforeseen by the project's sponsor. The availability of these particular funds are intended for one additional year, absent further congressional direction. The Committee directs the FTA not to reallocate funds provided in fiscal year 1999 and fiscal year 2000 for the following projects:

—Santa Fe/El Dorado, New Mexico rail link project
—Albuquerque, New Mexico light rail project
—Tuscaloosa, Alabama intermodal center
—Kenosha-Racine-Milwaukee, Wisconsin rail extension project
—Northern New Mexico park and ride facilities and State of New Mexico, Buses and Bus-Related Facilities
—Birmingham, Alabama transit corridor project
—Harrisburg, Pennsylvania-Capital Area Transit/Corridor One commuter rail project
—Charleston, South Carolina monobeam corridor project
—King County, Washington park and ride expansion
—Sequim, Washington—Clallam Transit multimodal center
—Birmingham-Jefferson County, Alabama buses
—Roaring Fork Transportation Authority, CO
—Dothan Wiregrass, Alabama vehicles and transit facility
—Jefferson/Montevallo, Alabama pedestrian walkway
—Montgomery, Alabama Union Station intermodal center
—Pritchard, Alabama bus transfer center
—West Virginia statewide intermodal facility and buses

Bill language.—The bill contains a general provision (sec. 322) reprogramming funds provided in previous fiscal years for the following project:

—Wilmington, Delaware downtown transit connector (fiscal year 2000 and fiscal year 2001)—to be made available for Wilmington, Delaware commuter rail improvements.

The Committee has also included a general provision (sec. 337) permitting urbanized areas that grew from less than 200,000 people to more than 200,000 people as a result of the 2000 census to use an amount of Federal transit funds equal to the amount they were allowed to use for operating purposes in fiscal year 2002. The provision also permits areas that were merged into a larger urbanized area as a result of the 2000 census to use Federal transit funds for operating purposes equal to the amount in fiscal year 2002. The Committee is including this provision for fiscal year 2003 only in

order to give the authorizing committees time to address this issue in surface transportation reauthorization legislation next year.

BUS AND BUS FACILITIES

The Committee recommendation for bus and bus facilities funding is $657,200,000. These funds may be used to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funds for bus and bus facilities shall be distributed as follows:

Project	*Amount*
AC Transit Buses and Bus Facilities, CA	$1,000,000
Adams Transit Authority Facility, PA	400,000
Ajo to Phoenix Bus Service, AZ	200,000
Alabama A&M University bus & bus facilities, AL	500,000
Alabama State Docks Intermodal Facility, AL	10,000,000
Alabama Statewide Bus Facilities and Ancillary Equipment, AL	3,000,000
Alabama Statewide Replacement of Senior Center Vans, AL	4,500,000
Albuquerque, NM bus and bus facilities	300,000
Allegheny Port Authority Buses, PA	1,000,000
Allentown Intermodal Transportation Center, PA	3,000,000
Altoona Metro Transit buses, PA	500,000
Anchorage Int'l Airport Intermodal Facility, AK	2,000,000
Anchorage Transfer Facility, AK	3,000,000
Ann Arbor Transportation Authority Bus & Bus Facilities, MI	3,000,000
Area Transportation Authority Buses, North Central PA	3,000,000
Area VII Agency on Aging Bus and Bus Facility, MT	1,000,000
Arkansas Statewide, AR	10,000,000
Attleboro Intermodal Facility, MA	750,000
Aurora Avenue Bus Rapid Transit, WA	2,000,000
Austin Bus Projects, TX	8,000,000
Bay Area Transportation Authority Buses, Traverse City, MI	1,000,000
Beaumont buses, TX	300,000
Beaver County Transit Authority, Buses, PA	500,000
Bergen County Intermodal Park-n-Ride & Facilities, NJ	1,750,000
Berks Area Reading Transportation Buses, PA	1,000,000
Bi-State Development Agency Bus Replacement, MO	3,000,000
Blue Water Area Transit bus facility, Port Huron MI	2,000,000
Bridgeport High Speed Ferry Terminal Project, CT	2,000,000
Brockton Intermodal Transportation Center, MA	1,500,000
Brookhaven Multi-Modal Transportation Center, MS	2,000,000
Broward County Buses and Bus Facility, FL	2,000,000
Brownsville buses, TX	300,000
BRT Systems, Appurtenances & Facilities, HI	11,000,000
Buffalo Auditorium Intermodal Center, NY	5,000,000
Burien transit center, transit oriented development, WA	2,000,000
Bus Rapid Transit Project, Las Vegas Blvd., NV	5,000,000
Capital Area Transist buses, PA	500,000
Capital Area Transportation Authority (CATA), Lansing , MI	3,000,000
Cedar Falls, Multimodal Facility, IA	1,100,000
Cherry Street Multimodal Facility, IN	1,300,000
Chittenden County Transit Authority Bus and Facility, VT	4,000,000
Cincinnati Government Square Transit Transfer Center, OH	6,400,000
Coffman-Cove Inner-island Ferry/Bus Terminal, AK	2,000,000
Colorado Statewide, CO	9,000,000
Connecticut State-wide Buses, CT	3,000,000
C–Tran, Vancouver Mall transit center, WA	2,700,000
Delaware Statewide Buses	3,250,000
East Central Florida Transit Coalition, Bus and Facilities, FL	11,000,000
East Palo Alto Buses, CA	400,000
Easton Intermodal Terminal, PA	2,000,000
Edmonds Crossing multi-modal project, WA	4,000,000
El Paso Bus Projects, TX	4,000,000
Espanola ADA van & Compressed Gas Equipment, NM	75,000
Fairbanks Intermodal Facility, AK	250,000
Fairbanks Rail/Bus Transfer Facility, AK	2,000,000

Project	*Amount*
Ferguson van replacement, MO	45,000
Flint Mass Transportation Authority bus and bus facilities, MI	3,750,000
Fort Smith Bus, AR	1,500,000
Fresno Buses, CA	600,000
Fort Worth buses, TX	500,000
Galveston Buses, TX	2,000,000
Gardena Municipal Bus Lines, CA	350,000
Georgia Statewide, Bus Replacement Program	1,500,000
Gloucester Co Sr. Buses, NJ	350,000
Greater Minnesota Transit Authority Bus & Bus Facilities, MN	9,500,000
Greater Triskett Bus Garage Rehabilitation, OH	3,000,000
GRTA Express Bus & Facility, GA	8,000,000
Hampton Roads Transit Facility Replacement, VA	4,000,000
Hartford Downtown Circulator, CT	2,800,000
Hartford-New Britain Busway Project, CT	14,000,000
Hattiesburg Intermodal Facility, MS	3,500,000
Hawaii Statewide Bus and Bus Facilities, HI	6,000,000
Hazelwood van expansion, MO	80,000
Henderson County Facility, KY	2,000,000
Hershey Intermodal Transportation Center, PA	2,000,000
Hoover & Vestavia Hills Diesel Hybrid Electric Buses, AL	1,000,000
Houston buses, MO	100,000
Huntsville Int'l Airport Intermodal Center Phase III, AL	3,000,000
Idaho Transit Coalition Bus and Bus Facilities	2,500,000
Illinois Statewide, IL	10,000,000
Indiana Transit Consortium	2,000,000
Indianapolis Downtown Transit Center, IN	4,500,000
Intermodal/Inland Port Terminal, SC	5,000,000
Iowa City Intermodal Transit Facility, IA	8,000,000
Iowa Statewide	6,500,000
Jackson Transportation Authority Bus Facility, MI	500,000
Jamaica Intermodal Facilities, NY	3,000,000
Jefferson City Transit bus and van, MO	2,000,000
Johnson County Transit Programs, KS	500,000
Kalamazoo Transportation Center, MI	2,900,000
Kansas City KCATA Buses, MO	3,750,000
Kansas Statewide	3,000,000
Knoxville Electric Transit Intermodal Center, TN	3,400,000
LSU Health Sciences Center, Shreveport Intermodal Facility, LA	2,000,000
Lane Transit District Bus Facility, OR	6,000,000
Las Vegas Downtown Transportation Center, NV	4,500,000
Las Vegas Transit Access Project, NV	500,000
Livermore Valley Center Project, CA	300,000
Lorain Renovation Train Depot in a Multi-modal Hub, OH	2,400,000
Los Angeles MTA Bus and Bus Facility, CA	5,000,000
Los Angeles to Pasadena Construction Authority Intermodal Centers, CA	3,000,000
Louisiana Statewide	13,000,000
Lowell-Gallagher Intermodal Facility, MA	1,000,000
Lubbock buses, TX	500,000
Macon Union Station Intermodal Center Rehabilitation, GA	2,000,000
Marquette County Transit Authority bus and bus facilities, MI	2,750,000
MARTA Bus Replacement & clean fuel buses & facilities, GA	10,000,000
Maryland Statewide	13,000,000
Maui County buses, HI	1,500,000
Memphis Airport Intermodal Facility Improvements, TN	3,000,000
Metro Area Transit—Intermodal Facility, NE	2,000,000
Metro Area Transit,South Omaha/Stockyard Center, NE	1,500,000
Metro Transit Bus & Bus facilities, Twin Cities, MN	7,000,000
Miami-Dade County, Buses Acquisition, FL	3,000,000
Michigan Statewide, Buses & Bus Facilities	4,000,000
Missouri Statewide Bus and Bus Facility Projects	5,500,000
Mobile Health Service Buses, NYC, NY	750,000
Modesto Bus Maintenance Facility, CA	500,000
Montclair State Univ.Campus & Community Bus System, NJ	1,500,000
Monterey-Salinas Transit (MST) Bus and Bus Facilities, CA	500,000
Montgomery County FDA Transit Center, MD	375,000

Project	*Amount*
Montpelier Multimodal Center, VT	3,000,000
Mount Vernon multi-modal facility, WA	1,160,000
Mountain Line Buses, Missoula MT	1,000,000
Municipal Transit Operators Coalition, Long Beach, CA	1,750,000
Nebraska Statewide	2,000,000
New Hampshire Statewide Bus Acq., NH	3,000,000
New York CNG Urban Buses, NY	4,000,000
Newport Trolley Project, RI	500,000
Niagara Falls International Train Station, NY	1,500,000
Niagara Frontier Transportation Authority Buses, Facilities, NY	2,500,000
Normal Multi-modal Facility, IL	1,750,000
North Carolina Statewide	8,000,000
North Dakota Statewide	2,900,000
OATS Bus and Bus Facilities, MO	3,000,000
Oceangateway Development Project, ME	1,500,000
Ohio Statewide Bus and Bus Facilities	8,000,000
Oklahoma statewide buses and bus facilities	12,000,000
OSU Multimodal Transportation Facility, OK	4,500,000
Palo Alto Bus Facility, CA	400,000
Penn Station Platform Extension, NJ	2,000,000
Pierce County bus and bus facilities, WA	3,000,000
Port Angeles, International Gateway project, WA	1,500,000
Port MacKenzie Intermodal Facility, AK	2,000,000
Port of Anchorage Intermodal Facility, AK	1,000,000
Potomac & Rappahannock PRTC, Buses, VA	2,000,000
Premium Commuter Service Pilot Program, RI	1,250,000
Pullman Multi-modal Center, PA	1,000,000
Reno and Sparks Downtown Facilities, NV	6,200,000
Rhode Island Statewide	7,000,000
Richmond Multi-modal Facility, VA	4,000,000
Rio Rancho, Buses and Bus Facilities, NM	250,000
Rochester Genesee Transportation Authority's Buses, NY	1,500,000
Rosebud Sioux Tribe Bus Facility, SD	206,500
Rural Transit Buses & Facilities, NV	2,000,000
Sacramento Regional Transit District Bus Facility, CA	1,250,000
Saginaw Transit Authority Regional Service buses, MI	500,000
Salem Area Mass Transit Bus and Bus Facility, OR	2,000,000
San Antonio, Transit Bus System Modernization, TX	3,000,000
San Francisco Muni, Bus and Bus Facilities, CA	5,000,000
Santa Barbara Bus and Bus Facilities, CA	750,000
Santa Clara Valley Transportation Authority Buses, CA	2,000,000
Santa Fe bus and bus facility, NM	1,000,000
Section 5327 Oversight Activities	5,493,500
SEPTA Intermodal Facility, Bucks County, PA	2,000,000
SEPTA Norristown Intermodal Facility, PA	4,000,000
Seward Buses & Bus Facility, AK	200,000
Ship Creek Pedestrian & Intermodal Facility, AK	1,000,000
Sierra Madre CNG Fueling Station, CA	200,000
Small Bus System Program of Projects, WA	2,140,000
SMART bus and bus facilities, Oakland County MI	1,000,000
Snohomish County Community Transit park and ride, WA	3,500,000
Sound Transit regional transit hubs, WA	5,000,000
South Bend TRANSPO Buses, IN	1,500,000
South Carolina Statewide	14,000,000
Southeast Missouri Trans. Services Bus & Bus Facilities, MO	500,000
Spokane bus and bus facilities, WA	3,000,000
Springfield Transportation Department Buses, MO	2,000,000
Springfield Union Station, MA	8,000,000
St. Charles buses and equipment, MO	245,000
St. Johnsbury Transit Center Rehabilitation, VT	250,000
St. Joseph Buses, MO	2,000,000
START Bus Service, AZ	300,000
Stoddard County van, MO	30,000
TEA21 Setaside (Georgetown and Altoona)	7,850,000
Tennessee Statewide Buses and Bus Facility, TN	9,500,000
Thompkins Consolidated Area Transit Bus & bus facility, NY	1,000,000
Topeka Transit Buses, KS	1,500,000

Project	*Amount*
Transit Authority of N. Kentucky Buses and bus facility, KY	1,000,000
Trenton Station Intermodal Project, NJ	12,000,000
Tri-Met Buses, Portland, OR	3,000,000
Troy State University Bus Shuttle Program, AL	1,500,000
TTA Transit Authority Bus and Van Purchase, WV	1,800,000
Tucson Downtown Intermodal Center, AZ	3,000,000
UNI Intermodal Facility, IA	1,250,000
Union Station Restoration, NY	1,250,000
Union Station/Molton Street Multimodal Facility, AL	5,000,000
University of North Alabama Transit Projects, AL	2,000,000
University of Rhode Island Student Transportation Services, RI	1,250,000
UTA and Park City Transit Buses, UT	5,000,000
Utah Statewide regional intermodal transportation centers, UT	1,000,000
Valley Metro/RPTA, Buses & Bus Facilities, Phoenix, AZ	8,000,000
Wabash Landing Transit Bus and Bus Facility, IN	1,000,000
Wasilla Intermodal Facility, AK	900,000
Wesbrook Parking Garage/Intermodal Facility, ME	1,000,000
West Coast Florida Bus Coalition, Buses & Bus Facilities, FL	8,000,000
West Lafayette Articulated Buses, IN	2,000,000
West Virginia Statewide	4,000,000
Westchester County Bee-Line Buses, NY	1,500,000
Wilkes-Barre Intermodal Facility, PA	1,000,000
Wisconsin Statewide	12,500,000
WMATA Clean Fleet Bus Program, VA	3,000,000
Wyandotte Co. Buses, KS	500,000
Wyoming Bus & Bus Facilities, WY	2,500,000
York County Transit Authority, Buses, PA	1,500,000

Illinois Statewide Buses.—The Committee provide $10,000,000 to the Illinois Department of Transportation (IDOT) for Section 5309 Bus and Bus Facilities grants. The Committee expects IDOT to provide at least $5,000,000 for Downstate Illinois replacement buses in Bloomington-Normal, Peoria, Macomb, Madison County, Rock Island, Rosiclare, Kankakee, Quincy, Rockford, and Springfield. Further, the Committee expects IDOT to provide appropriate funds for bus facilities in Champaign-Urbana (University of Illinois Park and Ride/Daycare Center), Galesburg, Rockford, and Springfield.

Washington Statewide Small Transit Systems, Buses and Bus Facilities.—The Committee provides $2,140,000 to the Washington State Department of Transportation (WSDOT) for Section 5309 Bus and Bus Facilities grants. The Committee expects WSDOT to fund the following projects: (1) $432,000 to Grant Transit Authority; (2) $144,000 to Grays Harbor Transportation; (3) $288,000 to Island Transit; (4) $96,000 to Pacific Transit; and, (5) $1,180,000 to Pullman Transit.

FIXED GUIDEWAY MODERNIZATION

The Committee recommends a total of $1,214,400,000 for the modernization of existing rail transit systems. Under TEA21 all of the funds are distributed by formula. The following table itemizes the fiscal year 2002 rail modernization allocations by State:

Estimated fiscal year 2003 section 5309 fixed guideway modernization

State	*Fiscal year 2003 budget*
Alaska	$2,423,937
Arizona	1,845,317
California	139,151,518
Colorado	2,261,031
Connecticut	40,546,804

State	*Fiscal year 2003 budget*
District of Columbia	57,562,724
Florida	19,685,468
Georgia	27,042,153
Hawaii	1,304,537
Illinois	131,151,605
Indiana	8,972,016
Louisiana	2,972,818
Maryland	29,372,229
Massachusetts	75,767,529
Michigan	575,906
Minnesota	5,896,427
Missouri	5,008,671
New Jersey	104,313,737
New York	368,542,791
Ohio	18,427,652
Oregon	4,930,300
Pennsylvania	100,301,564
Puerto Rico	2,722,582
Rhode Island	98,373
Tennessee	406,222
Texas	9,197,893
Virginia	18,194,293
Washington	22,695,789
Wisconsin	884,114
Total	1,202,256,000
One percent oversight	12,144,000
Total appropriation	1,214,400,000

NEW STARTS

The bill provides $1,314,400,000 for New Starts. These funds are available for major investment studies, preliminary engineering, right-of-way acquisition, project management, oversight, and construction for new systems and extensions. Under section 3009(g) of TEA21, there is an 8-percent statutory cap on the amount made available for activities other than final design and construction—that is, alternatives analysis, environmental impact statements, preliminary engineering, major investment studies, and other predesign and preconstruction activities.

COMMITTEE RECOMMENDATION

The bill allocates the funds provided for New Starts as follows:

Project	*Amount*
Alaska-Hawaii Setaside	$10,296,000
Allegheny Port Authority, Stage II Light Rail Transit, PA	25,600,000
Altamont Commuter Express San Jose to Stockton, CA	2,000,000
Anderson County, South Carolina Transit System, SC	6,000,000
Baltimore Central Light Rail Double Track Project, MD	24,000,000
BART, SFO Extension, CA	100,000,000
Birmingham Transit Corridor Study/PE, AL	3,000,000
Boston, North Shore Corridor Project, MA	1,000,000
Bridgeport Intermodal Corridor Project, CT	8,000,000
Burlington-Middlebury Commuter Rail, VT	2,000,000
Canal Streetcar, New Orleans, LA	30,000,000
Charlotte South Corridor Light Rail Project, NC	10,000,000
Chicago, Douglas Blue Line Project, IL	55,000,000
Chicago, METRA, Expansion Project, IL	52,000,000
Chicago, Ravenswood Brown Line Expansion Project, IL	4,000,000
DART, Suburban Areas Extension, Dallas, TX	60,000,000
Dulles Link Project, VA	25,000,000
East Side Access Project, NY	15,000,000

Project	*Amount*
Euclid Corridor Transportation Project, Cleveland, OH	6,000,000
Houston Advanced Metro Transit Plan	23,400,000
Hudson-Bergen, Hoboken to Tonnelle Ave., NJ	40,000,000
Hudson-Bergen, Jersey City, Bayonne & Hoboken, NJ	19,000,000
Interstate MAX Light Rail Transit Extension Project, OR	70,000,000
Johnson County Commuter Rail, KS	400,000
Little Rock River Rail, AR	4,000,000
Los Angeles East Side MTA, CA	10,000,000
Los Angeles, North Hollywood Extension, CA	40,000,000
Lowell, MA to Nashua, NH Commuter Rail Ext. Project, NH	3,000,000
MARC Expansion Project, MD	14,000,000
MARTA North Line Extension Project Completion, GA	16,000,000
MATA Medical Rail Extension, TN	10,000,000
Medical Center Light Rail Extension, UT	12,000,000
Metro Link Commuter Rail, St. Clair Extension Project, IL	3,000,000
Metro North Rolling Stock, CT	7,000,000
Nashville Light Rail, TN	4,000,000
Newark-Elizabeth Rail Link, 15 Station Light Rail Line, NJ	60,000,000
North Shore Connector Project, Pittsburgh, PA	4,000,000
North/South TRAX Light Rail Transit Line, UT	1,000,000
Oceanside-Escondido Light Rail Project, CA	20,000,000
Ogden to Provo Commuter Rail Corridor, UT	6,000,000
Pawtucket Layover Facility, RI	4,500,000
Port McKenzie Ferry, AK	5,000,000
Raleigh, Triangle Transit Project, NC	15,000,000
Resort Corridor Project, NV	10,000,000
Salt Lake City University TRAX Light Rail Transit Line, UT	69,000,000
San Diego Mission Valley East Line Project, CA	65,000,000
San Juan—Tren Urbano	45,000,000
Santa Fe/El Dorado Rail Link, NM	2,000,000
Scranton to New York City Passenger Rail Service, PA	3,000,000
SEPTA Schuylkill Valley Metro Project, PA	15,000,000
Sounder Commuter Rail, WA	30,000,000
Stamford Urban Transitway, Phase 2 Project, CT	15,000,000
T–REX Southeast Light Rail Corridor, CO	70,000,000
Tri-Rail, Double Track Improvement, FL	25,000,000
Twin Cities Hiawatha & Northstar Projects, MN	60,000,000
Vermont Transportation Authority Rolling Stock, VT	2,000,000
Virginia Railway Express VRE, Project, VA	4,500,000
Wilmington Train Station improvements, DE	4,000,000
Wilsonville to Beaverton Commuter Rail Project, OR	5,000,000
WMATA Addison Rd, Largo Extension, MD	60,000,000

Anderson County, South Carolina Transit System.—The Anderson County trolley system would prove an integral part of the commuter population in Anderson County. It would move people, many of which are low income, from their homes to jobs by using the rail system. This would create a more efficient and environmentally conscious answer to the overburdened system currently in place. The project is currently in alternatives analysis. The Committee has recommended $6,000,000 in New Starts funding for this project in fiscal year 2003.

Atlanta, Georgia, north line extension project.—The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed construction of a 2.3-mile, 2-station extension of the North Line from the Dunwoody station to North Springs. This extension initiated Revenue Operations on December 16, 2001. This extension serves the rapidly-growing area north of Atlanta, which includes Perimeter Center and north Fulton County, and connects this area with the rest of the region by providing better transit service for both commuters and inner-city residents traveling to expanding job opportunities. On December 20, 1994, FTA issued an FFGA committing a total of $305,010,000 in New Starts funding to this project. In the

Conference Report to the fiscal year 2000 appropriations act, FTA was instructed to amend the FFGA for this project to incorporate a change in scope as authorized under section 3030(d)(2) of TEA21. Accordingly, on March 2, 2000, FTA amended the FFGA to include 28 additional railcars, a multilevel parking facility in lieu of a surface parking lot, and enhancements to customer security and amenity measures at the Sandy Springs and North Springs stations. The total cost of the amended project is $463,180,000, with $370,540,000 from the section 5309 New Starts program. Of the $65,530,000 increase in Federal funding, $10,670,000 was applied from unexpended prior-year funds identified from cost savings on the Dunwoody section of the North Line extension. Including these prior-year funds, a total of $354,500,000 has been appropriated for this project through fiscal year 2002. This leaves $16,100,000 remaining in the amended FFGA for this project. The Committee has recommended $16,000,000 in New Starts funding for this project in fiscal year 2003.

Baltimore/Central LRT Double-Tracking.—The Maryland Mass Transit Administration is constructing 9.4-miles of track to upgrade designated areas of the Baltimore Central Corridor Light Rail Line that are currently single track. The Central Corridor is 29-miles long and operates between Hunt Valley in the north to Cromwell/Glen Burnie in the south, serving Baltimore City and Baltimore and Anne Arundel Counties, with extensions providing direct service to the Amtrak Penn Station and the Baltimore-Washington International Airport. This project double-tracks eight sections of the Central Corridor between Timonium and Cromwell Station/Glen Burnie, for a total of 9.4-miles. Although no new stations are required, the addition of a second track will require construction of second station platforms at four stations. Other elements included in the project are bridge and crossing improvements, a bidirectional signal system with traffic signal preemption on Howard Street, and catenary and other equipment and systems. The double tracking will be constructed almost entirely in existing right-of-way. In July 2001, FTA and MTA entered into a FFGA in the amount of $120,000,000 in 5309 New Starts funds. The total estimated cost of the project is $153,700,000 (escalated dollars). A total of $21,490,000 has been appropriated through fiscal year 2002. The Committee has recommended $24,000,000 in New Starts funding for this project in fiscal year 2003.

Birmingham, Alabama, transit corridor project.—The Birmingham Metropolitan Planning Organization (MPO) completed a Regional Transit Feasibility Analysis as part of the Strategic Regional Multi-modal Mobility Plan (Plan) in November 1999. The overall Plan includes a congestion management system element and a feasibility determination for regional transportation and transit improvements for the Birmingham Metropolitan Planning Area of Jefferson and Shelby Counties. In the Phase I regional transportation and investment planning process, the transportation alternatives that were identified included highway improvements, high-occupancy vehicle (HOV) lanes, improved fixed-route transit service, circulator and feeder bus service, express bus service operating from park-and-ride lots on HOV lanes and light rail transit. The conclusions from the Phase I effort included, among other find-

ings, the need to address long-term dedicated public transit funding and land development policies. The Birmingham MPO, representing local municipal and county governments, in cooperation with the Birmingham-Jefferson County Transit Authority, is conducting Phase II. Phase II will identify the locally preferred alternative in each corridor in accordance with FTA's regulations for Major Capital Investment Projects. Phase II is scheduled for completion in fiscal year 2002. Through fiscal year 2002, Congress has appropriated $10,860,000 in section 5309 New Starts funds for this effort and it has been authorized in TEA21. The Committee has recommended $3,000,000 in New Starts funding for this project in fiscal year 2003.

Burlington, Vermont, Burlington to Middlebury rail line project.—The Vermont Agency of Transportation and Vermont Rail Division are working to slowly rehabilitate the rail system along the western side of the State to provide faster and more efficient service to a greater amount of people in Vermont. Given the overwhelming success of the Champlain Flyer commuter rail line from Burlington to Charlotte, Vermont. This new rail line would extend service to Middlebury as well as add more daily travelers on the rail system. The Committee has recommended $2,000,000 in New Starts funding for this project in fiscal year 2003.

Charlotte, North Carolina, south corridor light rail transit project.—The Charlotte Area Transit System (CATS), in cooperation with the City of Charlotte, is proposing to design and construct an 11.2-mile light rail transit line extending from Uptown Charlotte to the Town on Pineville, North Carolina, near the South Carolina border. The proposed project is currently planned to operate within portions of existing Norfolk-Southern (NS) railroad rights-of-way (ROW), including sharing ROW with the city's existing downtown trolley system. The south corridor is an area generally paralleling I–77 along NS railroad ROW in the City of Charlotte and Mecklenburg County. A 3.7-mile portion of the proposed system—between Uptown and Scaleybark Road—would operate on abandoned NS ROW owned by the City of Charlotte. The remainder of the planned system (7.3 miles) would operate on separate tracks generally paralleling NS ROW. The proposed project also includes construction of 16 stations, purchase of up to 15 light rail vehicles and the construction of a light rail vehicle maintenance and storage facility. Seven proposed stations from I–485 north to Scaleybark Road will include park-and-ride lots and serve as transfer points for local and express bus service. Total capital costs for the south corridor project are estimated at $348,200,000. The Federal share is estimated to be $174,000,100 (50 percent). Through fiscal year 2002, Congress has appropriated $19,780,000 in section 5309 New Starts funds for this effort. It has also been authorized under TEA21. The Committee has recommended $10,000,000 in New Starts funding for this project in fiscal year 2003.

Chicago, Illinois, Douglas Branch reconstruction project.—The Chicago Transit Authority (CTA) has implemented a complete reconstruction of the approximately 6.6-mile length of the existing Douglas Branch heavy rail line. The line extends from just west of downtown Chicago to its terminus at Cermak Avenue. The Douglas Branch was built in the late 19th and early 20th centuries. Due to

its age, the line has become seriously deteriorated resulting in high maintenance and operating costs and declining service. The Douglas Branch currently carries approximately 27,000 average weekday boardings utilizing 11 stations. In the year 2020, CTA expects that the project would serve 6,000 daily new riders. It serves one of the most economically distressed areas in Chicago; low income households make up 30 percent of the total number of households within walking distance of the stations. The line has been in operation for over 100 years, and serves neighborhoods that originally developed along the system. The corridor contains an estimated 54,000 jobs and 115,000 residents within one-half mile of the stations, and serves the University of Illinois at Chicago (25,000 students) and a large, dense central business district with an estimated 339,000 jobs. Population and employment densities are high, averaging 9,100 jobs and nearly 20,000 people per square mile. After "looping" through the central business district, the Blue Line also extends to O'Hare International Airport and the Medical Center Complex. The total capital cost of the Douglas Branch reconstruction project is estimated at $482,500,000. The Douglas Branch is authorized for final design and construction by section 3030(a)(106) of TEA21. FTA and CTA entered into an FFGA in January 2001 committing $320,100,000 in Section 5309 New Starts funds to this project. A total of $52,200,000 has been appropriated through fiscal year 2002. This leaves $267,900,000 needed to fulfill the FFGA. The Committee has recommended $55,000,000 in New Starts funding for this project in fiscal year 2003.

Chicago, Illinois, Metra North Central, Southwest Corridor Commuter Rails, and Union Pacific West line extension project.—Metra, the commuter rail division of the Regional Transportation Authority (RTA) of northeastern Illinois, will construct 16.3 miles of a second mainline track, including a 2.3-mile stretch of third track, along the existing 55-mile North Central Service (NCS) commuter rail line to accommodate increased service and operating speeds. The project also includes the construction of five new stations, parking facilities and the purchase of two diesel locomotives. The North Central Corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border, traversing suburban Cook and Lake counties. Metra estimates that 8,400 average weekday boardings will occur on the NCS line in the year 2020. The total capital cost of the North Centeral project is estimated at $225,520,000, of which Metra is expected to seek $135,320,000 in section 5309 New Starts funding. The North Central Corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border, and traverses suburban Lake County. It includes the two most significant hubs of employment in the six-county northeastern Illinois region, the Chicago CBD and the area surrounding O'Hare International Airport. Metra estimates that this project will serve an average of 8,400 average weekday boardings by 2020, with 8,000 daily new riders. This project has been rated "medium" for both project justification and finance, earning an overall rating of "recommended." FTA approved entry into the final design stage of development in October 2000. Section 3030(a)(10) of TEA21 authorizes the North Central project for final design and construction. The North Central Full Funding Grant Agreement was signed on

November 5, 2001. Through fiscal year 2002, a total of $51,260,000 was provided for the Metra North Central project. Metra, the commuter rail division of the RTA of Northeast Illinois (NE IL), will construct an additional 12 miles of trackage within an existing 33-mile corridor connecting Union Station in downtown Chicago to 179th Street in Orland Park, Illinois. The Southwest Corridor (SWC) commuter rail project would extend commuter rail service from Orland Park southwest to Manhattan, Illinois. The project also includes the construction of 3.3 miles of a second mainline, three additional stations, parking facilities and multiple improvements to tracks, signals, stations, and other facilities. Section 3030(a)(12) of TEA21 authorized the "Southwest extension". The total cost of the Southwest Corridor commuter rail project is estimated at $198,176,649. Through fiscal year 2002, $38,500,000 was provided for the Southwest Corridor project. Metra and FTA entered into a FFGA in November 2001 committing $103,020,000 in section 5309 New Starts funds to the project. Metra, the commuter rail division of the RTA of NE IL, is implementing an 8.5-mile extension to the existing 35-mile Union Pacific West Line (UPW). The project would extend the line approximately 8.5 miles west from Geneva to Elburn, Illinois. The project also includes multiple improvements to track and signals, construction of two new stations, parking facilities, the purchase of two diesel locomotives and the construction of a new overnight train storage yard. Section 3030(a)(13) of TEA21 authorizes this project as the Chicago "west line extension". The total capital costs of the Union Pacific West Line Extension is estimated at $134,603,334 (escalated dollars) in Federal New Starts funding (60 percent). Through fiscal year 2002, a total of $34,840,000 has been appropriated for the UPW project. The Committee has recommended a combined amount of $52,000,000 in New Starts funding for these three projects in fiscal year 2003.

Chicago, Illinois, Ravenswood reconstruction project.—The Chicago Transit Authority is proposing to reconstruct existing platforms and expand stations along the Ravenswood (Brown) Line to accommodate eight-car trains, increasing the overall capacity of the line. The Ravenswood Line extends 9.3 miles from the north side of Chicago to the "Loop elevated" in downtown Chicago and includes 19 stations. The majority of the Brown line is operated on an elevated structure except one portion near the north end of the line, which operates at grade. The Brown line was built between 1900 and 1907. CTA anticipates approximately 68,000 average weekday boardings, including 12,300 daily new riders, in the year 2020 on the Ravenswood Line. The proposed project would expand stations and platforms and straighten curves to allow CTA to operate longer trains, which would increase the capacity of the line. Section 3030(a)(11) of TEA21 authorized the project. In November 1997, CTA included the Ravenswood line expansion project in the region's financially constrained long-range transportation plan. The environmental review process for the Ravenswood Line Expansion Project was completed in July 2002. A Finding of No Significant Impact was determined. An evaluation is now being done to determine whether the project is eligible to enter into Final Design. Total capital costs are currently estimated at $476,000,000 (esca-

lated dollars), including a requested $245,500,000 in section 5309 New Starts funds. Through fiscal year 2002, Congress has appropriated $7,890,000 in section 5309 New Starts funds to the project. The Committee has recommended $4,000,000 in New Starts funding for this project in fiscal year 2003.

Cleveland, Ohio, Euclid Corridor Transportation Project (ECTP).—The Greater Cleveland Regional Transit Authority (GCRTA) is proposing to implement a 9.8-mile transit corridor incorporating exclusive bus rapid transit lanes and related capital improvements on Euclid Avenue from Public Square in downtown Cleveland east to University Circle. The proposed project is known as the Euclid Corridor Transportation Project (ECTP). The ECTP incorporates a series of transit improvements including an exclusive center median busway along Euclid Avenue from Public Square to University Circle area and continue into the city of East Cleveland, terminating at the Stokes/Windermere rapid transit station. GCRTA proposes to operate 60-foot articulated electric trolley buses (ETB) with both left and right-hand side doors for access and egress of patrons on the corridor. The ETBs will have access to the entire length of the proposed corridor. However, conventional buses will not be able to access Euclid Avenue in the central business district. GCRTA estimates that 29,500 average weekday boardings, including 2,400 daily new riders, will use the ECTP in the year 2025. Section 3035 of ISTEA authorized FTA to enter into a multiyear grant agreement for development of the Dual Hub Corridor. In November 1995, the GCRTA Board of Trustees selected the ETCP as the locally preferred alternative (LPA), which included a busway and the rehabilitation and relocation of several existing rapid rail stations. In December 1995, the Northeast Ohio areawide coordinating agency (local metropolitan planning organization) adopted a resolution supporting the ECTP. In mid–1999, GCRTA reconfigured the scope of the ECTP to incorporate only the construction of a busway along Euclid Avenue. The rapid rail elements have been eliminated from the ECTP proposal for section 5309 New Starts funding. The environmental review process was completed in September 2001. A Finding of No Significant Impact was determined. FTA approved the ECTP into final design. Total capital costs for the ECTP are estimated at $228,600,000 (escalated dollars), of which Cleveland is expected to seek $135,000,000 in section 5309 New Starts funding for the project (59 percent). Through fiscal year 2002, Congress has appropriated $19,390,000 in section 5309 New Starts funds for the Euclid corridor transportation project. Of this amount, Congress reprogrammed $4,720,000 to other projects. The Committee has recommended $6,000,000 in New Starts funding for this project in fiscal year 2003.

Dallas, Texas, North Central LRT extension project.—Dallas Area Rapid Transit (DART) is constructing a 12.5-mile, 9-station extension of its light rail system from the Park Lane Station north to the City of Plano. DART estimates that approximately 17,000 riders will use this extension by 2020, of which 6,800 will be new riders. The total cost of this project is estimated at $517,200,000. DART began contracting for construction and purchasing vehicles and necessary right-of-way in May 1998, and expects to open the North Central extension for revenue service in December 2003. The

North Central extension is authorized for final design and construction under section 3030(a)(20) of TEA21. FTA issued an FFGA for this project on October 6, 1999, which will provide a total of $333,000,000 in section 5309 New Starts funding. Through fiscal year 2002, a total of $230,910,000 has been provided to this project. The Committee has recommended $60,000,000 in New Starts funding for this project in fiscal year 2003.

Denver, Colorado, Southeast Corridor LRT project.—The Regional Transportation District (RTD) in Denver and the Colorado Department of Transportation (CDOT) are implementing a 19.12-mile, 13-station light rail line between downtown Denver and Lincoln Avenue in Douglas County along I–25, with a spur along I–225 to Parker Road in Arapahoe County. Formerly referred to as the Southeast Corridor, it is now known locally as the Transportation Expansion Project (TREX). The double-tracked line would operate over an exclusive right-of-way and connects with both the existing Central Corridor light rail line in downtown Denver, and the Southwest line which was completed and opened for revenue operation in July 2000. The total capital cost of this project is estimated at $879,274,000. Revenue service is now projected to begin by October 2006, 18 months earlier than anticipated. Section 3030(a)(23) of TEA21 authorized the Southeast LRT in Denver for final design and construction. FTA issued an FFGA for this project on November 17, 2000, which will provide a total of $525,000,000 in section 5309 New Starts funding. A total of $60,860,000 in section 5309 New Starts funds has been appropriated for this project through fiscal year 2002. The Committee has recommended $70,000,000 in New Starts funding for this project in fiscal year 2003.

Ft. Lauderdale, Florida, Tri-Rail Commuter Rail Upgrade.—The Tri-County Commuter Rail Authority (Tri-Rail) is proposing a number of system improvements to the 71.7-mile regional transportation system it operates between Palm Beach, Broward and Dade Counties in South Florida. This area has a population of over 4 million, nearly one-third of the total population of Florida. The planned improvements include construction of a second mainline track, rehabilitation of the signal system, station and parking improvements, acquisition of new rolling stock, improvements to the Hialeah Maintenance Yard facility, and construction of a new, northern layover facility. The proposed double-tracking will improve service by a factor of three, permitting 20-minute intervals between trains during peak commuter hours instead of the current 1-hour headways. Tri-Rail estimates that these improvements will serve 42,100 average daily boardings by 2015, including 10,200 daily new riders. On May 16, 2000, FTA issued an FFGA for Segment 5 of the Double Track Corridor Improvement Program, which includes construction of 44.3 miles of the second mainline track and upgrades to the existing grade crossing system along the entire 71.7-mile South Florida Rail Corridor. It is expected to open for revenue service on March 21, 2005. The first four segments, upgrading the Hialeah Maintenance Yard and replacing the New River Bridge, while part of the overall Double Track Corridor Improvement Program, are not included in the scope of this project. Total capital costs for the Segment 5 project are estimated at $327,000,000. The FFGA for the Double Track Corridor Improve-

ment Program Segment 5 Project will provide a total of $110,500,000 in section 5309 New Starts funding. Through fiscal year 2002, Congress has appropriated $52,400,000 for this project. This project has been authorized in TEA21. The Committee has recommended $25,000,000 in New Starts funding for this project in fiscal year 2003.

Houston, Texas, Metro advanced transit plan project.—The Advanced Transit Program (ATP) is Houston METRO's plan for advanced high capacity transit in its 1,285 square mile service area. The first component to begin operation will be the locally funded 7.5-mile METRO Rail light rail project from downtown to Reliant Park. The next projects will flow from ongoing implementation of the METRO Mobility 2025. Adopted by the Board of Directors in May 2001, this is METRO's long-range transit plan for the region. The next steps in the ATP will be studies in the corridors designated for consideration of advanced high capacity transit. The four highest priority corridors will be subject to detailed alternatives analysis studies, defining mode and general alignment of the proposed advanced high capacity transit improvements. As a result of those studies, preferred alternatives for each corridor will be adopted and moved forward to implementation. By 2025, the ATP will have introduced advanced high capacity into many of the region's major travel corridors. The specific mode will be tailored to meet individual corridor travel needs while maintaining system connectivity. This project has been authorized in TEA21. The Committee has recommended $23,400,000 in New Starts funding for this project in fiscal year 2003.

Johnson County, Kansas, commuter rail project engineering and design.—Johnson County, Kansas is proposing to implement a 5 station, 23-mile Commuter Rail line extending from downtown Kansas City, Missouri, southwest to Olathe, Kansas, in Johnson County. The proposed commuter rail project would parallel Interstate 35, the major highway connecting Kansas City with Olathe, and would share existing Burlington Northern and Santa Fe (BNSF) railroad track (except for the line's northern-most mile segment, which would require either new track or existing Kansas City Terminal Railway trackage). Park and ride facilities are being planned for each proposed station. The commuter rail line will terminate in Kansas City at its historic Union Station. Ridership estimates for the I–35 commuter rail project range from 1,400 to 3,800 trips per day. These estimates will be refined during subsequent phases of project development. TEA21 section 5309(e)(8)(A) applies to this project. Through fiscal year 2002, Congress has appropriated $4,450,000 for this project. The Committee has recommended $400,000 in New Starts funding for this project in fiscal year 2003.

Largo, Maryland, Metrorail, extension project.—The Washington Metropolitan Area Transit Authority (WMATA) is constructing a 3.1-mile heavy rail extension of the Metrorail blue line. The Largo Metrorail Extension will be from the existing Addison Road Station to Largo town center, located just beyond the Capital beltway in Prince George's County, Maryland. The project follows an alignment that has been preserved as a rail transit corridor in the Prince Georges's County master plan. The 3.1-mile alignment will

contain at-, above-, and below-grade segments. Two new stations will be provided at Summerfield and at the Largo town center station. The stations will provide 500 and 2,200 park-and-ride spaces and 11 bus bays each. A number of local bus routes will connect to the two new stations; shuttle bus service is proposed between both stations and the FedEx Field, a major sports complex planned for entertainment and retail uses. Maryland Transit Administration (MTA) will manage the project through preliminary engineering, with WMATA undertaking final design and construction. The project is anticipated to open for service by December 2004, with a total capital cost estimated at $433,900,000. In December 2000, FTA entered into an FFGA with WMATA that commits a total of $260,300,000 in section 5309 New Starts funds to this project. Through fiscal year 2002, Congress has appropriated $67,530,000 to this project. This project has been authorized in TEA21. The Committee has recommended $60,000,000 in New Starts funding for this project in fiscal year 2003.

Las Vegas/Resort Corridor.—The Las Vegas Regional Transportation Commission (RTC) is in the process of conducting preliminary engineering on the proposed 3.1-mile Resort Corridor Automated Guideway Transit (elevated monorail) project. The monorail will serve the Las Vegas central business district and the northern part of the resort corridor along the Las Vegas "strip" from Freemont Avenue to Sahara Avenue. The Resort Corridor represents the region's largest primary employment center, as about 50 percent of the regional jobs (206,000) are located in this corridor. There are an estimated 69,300 jobs and 21,800 residents within a one-half mile from the proposed monorail boarding points. The RTC estimates the proposed system will carry approximately 58,500 weekday boardings, including 19,880 daily new riders in 2020. Based in the 1990 census data, there are an estimated 1,690 low-income households within a one-half mile radius of the proposed six stations. Revenue operations are scheduled to begin in January 2004. This project represents an extension to a 4-mile fully automated monorail that is currently under construction by the Las Vegas Monorail Company (LVMC). The estimated capital cost for the 3.1-mile Resort Corridor monorail project is estimated to be $440,000,000, of which the RTC is seeking $130,000,000, or 30 percent, in New Starts funding. Through fiscal year 2002, Congress has appropriated $13,880,000 for this project. The Committee is recommending $10,000,000 in New Starts funding for this project in fiscal year 2003.

Little Rock, Arkansas, river rail project.—The Central Arkansas Transit Authority (CATA) is planning the implementation of a vintage streetcar circulator system on existing right-of-way connecting the Alltel Arena, the River Market, and the Convention Center in downtown Little Rock to the communities of North Little Rock and Pulaski County. CATA proposes that service be provided by seven replica streetcars operating on a single track powered by overhead catenary. The proposed system includes a 2.1-mile alignment, purchase of vehicles, and construction of a maintenance facility. Ridership projections estimate 1,000 to 1,200 average weekday boardings with an additional 1,000 to 1,800 riders on special event days. A future 0.4-mile extension to the William Jefferson Clinton Presi-

dential Library site has been proposed. Revenue service is planned to begin in December 2002. This project is addressed in the TEA21 section 5309(e)(8)(A). The Committee has appropriated $7,930,000 in New Starts funding for this project through fiscal year 2002 and has recommended $4,000,000 in New Starts funding for this project in fiscal year 2003.

Long Island Rail Road, New York, East Side access project.—The New York Metropolitan Transit Authority (MTA) is currently in final design on a proposed direct access for Long Island Rail Road (LIRR) passengers to a new passenger concourse in Grand Central Terminal (GCT) in east Midtown Manhattan. The proposed 4-mile, 2 station, commuter rail extension under the East River, using an existing rail tunnel, is anticipated to alleviate LIRR tunnel capacity constraints and enable the overall growth of the Nation's largest commuter rail system. The project would provide access to the eastern part of midtown Manhattan for users of the LIRR who now must get to east midtown by subway or walking from Penn Station. By allowing some LIRR passengers to use GCT, the project would also free up capacity at Penn Station for New Jersey Transit and Amtrak trains. The LIRR ESA project would serve one of the strongest transit market in the country. By the year 2020, MTA/LIRR projects that the LIRR ESA project will serve approximately 167,000 average weekday boardings including 15,400 daily new riders. Based on 1990 census data, MTA/LIRR estimates that there are approximately 4,443 low-income households within a one-half mile radius of proposed station areas. MTA/LIRR estimates that the LIRR ESA project would yield 7.4 million hours of travel-time savings. MTA estimates that the LIRR ESA would serve approximately 698,200 jobs that are located within a one-half mile radius of the proposed station areas. The project is scheduled for completion by December 2012 at a projected cost of $4,350,000,000. MTA is proposing a request for $2,170,000,000 (50 percent share) in New Starts funding. In fiscal year 2002, Congress appropriated $14,600,000 in section 5309 New Starts funds for the continued development of the LIRR ESA project. The Committee has recommended $15,000,000 in New Starts funding for this project in fiscal year 2003.

Los Angeles, California, East Side corridor light rail transit project.—The Los Angeles County Metropolitan Transportation Authority (MTA) is proposing to implement a 5.9-mile light rail transit (LRT) line in the Eastside Corridor, connecting Downtown Los Angeles with low-to moderate-income communities in East Los Angeles. The proposed system would include 8 stations and will traverse eastward from Union Station (the city's major intermodal hub, serving intercity, commuter, and regional rail service, as well as local and express bus services) along Alameda Street through the City Terrace, Belvedere, and East Los Angeles communities of unincorporated Los Angeles County. The project would terminate at Beverly and Atlantic Boulevards, where a 500-space park-and-ride facility is planned. The project is primarily at-grade, with a 1.8-mile mid-section underground in tunnel. The project is intended to improve mobility for residents and employees in the corridor, and provide improved access to employment opportunities throughout the MTA service area. 15,000 average weekday boardings are

forecasted on the proposed line in 2020, including 9,700 daily new riders. The project is estimated to cost $818,000,000 in escalated dollars, with a section 5309 New Starts share of $491,000,000. This project has been authorized in TEA21. The Committee has recommended $10,000,000 in New Starts funding for this project in fiscal year 2003.

Los Angeles, California, North Hollywood extension project.—The Los Angeles Metro Rail Red Line rapid-rail system is being planned, programmed and constructed in phases, through a series of "Minimum Operable Segments" (MOSs). The first of these segments (MOS 1), a 4.4-mile, 5-station segment, opened for revenue service in January 1993. A 2.1-mile, 3-station segment of MOS 2 opened along Wilshire Boulevard in July 1996; an additional 4.6-mile, 5-station segment of MOS 2 opened in June 1999, and the Federal funding commitment has been fulfilled. On May 14, 1993, an FFGA was issued to the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the third construction phase, MOS 3. MOS 3 was defined under ISTEA (section 3034) to include three segments: the North Hollywood segment, a 6.3-mile, 3-station subway extension of the Hollywood branch of MOS 2 to North Hollywood through the Santa Monica mountains; the Mid-City segment, a 2.3-mile, 2-station western extension of the Wilshire Boulevard branch; and an undefined segment of the Eastside project, to the east from the existing Red Line terminus at Union Station. LACMTA later defined this eastern segment as a 3.7-mile, 4-station extension under the Los Angeles River to First and Leona in East Los Angeles. On December 28, 1994, the FFGA for MOS 3 was amended to include this definition of the eastern segment, bringing the total commitment of Federal New Starts funds for MOS 3 to $1,416,490,000. In January 1997, FTA requested that LACMTA submit a recovery plan to demonstrate its ability to complete MOS 2 and MOS 3, while maintaining and operating the existing bus system. On January 14, 1998, the LACMTA Board of Directors voted to suspend and demobilize construction on all rail projects other than MOS 2 and the MOS 3 North Hollywood Extension. The MTA submitted a recovery plan to FTA on May 15, 1998, which was approved by FTA on July 2, 1998. In 1998, LACMTA undertook a Regional Transportation Alternatives Analysis (RTAA) to analyze and evaluate feasible alternatives for the Eastside and Mid-City corridors. The RTAA addressed system investment priorities, allocation of resources to operate existing transit services at a reliable standard, assessment and management of financial risk, countywide bus service expansion, and a process for finalizing corridor investments. On November 9, 1998, the LACMTA Board reviewed the RTAA and directed staff to reprogram resources previously allocated to the Eastside and Mid-City Extensions to the implementation of RTAA recommendations, including the LACMTA Accelerated Bus Procurement Plan. LACMTA continued to study transit investment options for the Eastside and Mid-City corridors. In October 2000, FTA approved entry into preliminary engineering for a 5.9-mile, 8-station light rail line in the Eastside Corridor between downtown Los Angeles and East Los Angeles. The Mid-City corridor is still undergoing alternatives analysis. FTA will consider the prior Federal commitment under

the MOS 3 FFGA as an "other factor" for rating and evaluation purposes for these projects, as long as the identified projects otherwise meet the requirements of the New Starts program. On June 9, 1997, FTA and LACMTA negotiated a revised FFGA covering the North Hollywood segment (Phase 1-A) of MOS 3, which opened in June 2000. The total capital cost of the North Hollywood project is estimated at $1,310,820,000 of which the revised FFGA commits $681,040,000 in section 5309 New Starts funds. Through fiscal year 2002, a total of $640,550,000 has been appropriated for the North Hollywood segment of MOS 3. This project has been authorized in TEA21. The Committee has recommended $40,000,000 in New Starts funding for this project in fiscal year 2003.

Maryland, MARC commuter rail improvement projects.—The Maryland Mass Transit Administration is proposing three projects for the Maryland Commuter Rail (MARC) system serving the Baltimore, MD and Washington, DC metropolitan areas. These projects are (1) Mid-Day Storage Facility, (2) Penn-Camden Connection, and (3) Silver Spring Intermodal Transit Center. The proposed Mid-Day Storage Facility would be used for daytime equipment layover, minor repair, daily servicing and inspections of commuter rail train sets within the Amtrak Yard at Washington, DC's Union Station. Platforms that are currently used to store these trains at Union Station will no longer be available following the introduction of high-speed Amtrak service, and the new facility will avoid the operating cost of sending trains back to Baltimore for mid-day storage. MTA will lease the 5-acre site owned by Amtrak. Estimated capital costs for the Mid-Day Storage Facility project totals $26,600,000. The Penn-Camden Connection is a 6-mile connection between the MARC Camden Line and MARC Penn Line/Amtrak Northeast Corridor in southwest Baltimore. The connection of these two commuter rail lines is designed to achieve many benefits: the opportunity to remove trains from the congested Camden line for reverse peak movements; access to the planned MARC Maintenance Facility to be located along the connection; and, increased operating flexibility on both commuter rail lines, allowing redirection of MARC service during periods of CSX freight operations. Estimated capital costs for the Penn-Camden Connection project totals $33,300,000. The proposed Silver Spring Intermodal Transit Center, located in suburban Washington, DC, will construct an intermodal transit facility that relocates the Silver Spring MARC Station to the Silver Spring Metrorail station. The transit center would allow convenient passenger transfers between several modes of travel, including commuter rail, heavy rail, commuter and local bus service, taxi, bicycle, auto, and pedestrians. The center will also accommodate the proposed Georgetown Branch Trolley to operate between Silver Spring and Bethesda. Located in the Silver Spring, MD central business district, a major transit hub for lower Montgomery County, the intermodal transit center will more efficiently meet existing and future transit needs of this area. Estimated capital costs for the Silver Spring Intermodal Transit Center project totals $33,300,000. Section 3030(g)(2) of TEA21 authorizes these projects as part of the Frederick extension, and will permit service improvements necessary to take full advantage of that extension. The proposed share of Federal funding from the section

5309 New Starts program is less than $25,000,000 for each of the individual improvements, which renders them exempt from evaluation. The Committee has recommended $14,000,000 in New Starts funding for this project in fiscal year 2003.

Memphis, Tennessee Medical Center Extension project.—The Memphis Area Transit Authority (MATA), in cooperation with the City of Memphis, is proposing to build a 2-mile light rail extension to the Main Street Trolley/Riverfront Loop village rail system. The extension would expand service from the central business district (CBD) east to the Medical Center area. The line would operate on city streets in mixed traffic and would connect with the Main Street Trolley, sharing a lane with automobile traffic on Madison Avenue between Main Street and Cleveland Street. Six new stations would be located along the route. The line will be designed to accommodate light rail vehicles, but vintage rail cars would be used until a proposed regional LRT line is implemented and a fleet of modern LRT vehicles is acquired. The total capital cost of this project is estimated at $74,580,000. This project would be the last segment of the downtown rail circulation system as well as the first segment of a regional light rail line. This project is included in the City of Memphis' Capital Improvement Program, the Memphis MPO Transportation Improvement Program, and the State Transportation Improvement Program. A Major Investment Study/Environmental Assessment was completed in May 1997, fulfilling the statutory requirement for an alternatives analysis. FTA approved this project for entry into final design in May 2000. The Memphis Corridor was authorized for final design and construction by section 3030(a)(43) of TEA21. On December 12, 2000 FTA issued an FFGA committing a total of $59,670,000 in section 5309 new start funds to the Medical Center Extension. A total of $35,310,000 has been appropriated for this project through fiscal year 2002. The Committee has recommended $10,000,000 in New Starts funding for this project in fiscal year 2003.

Twin Cities/Hiawatha Corridor LRT and Northstar Corridor Projects.—Metro Transit and the Metropolitan Council of Minneapolis (the local metropolitan planning organization), in cooperation with the Minnesota Department of Transportation (MnDOT), Hennepin County, and the Metropolitan Airports Commission (MAC), are constructing an 11.6-mile, 17-station light rail line linking downtown Minneapolis, the Minneapolis-St. Paul International Airport, and the Mall of America in Bloomington. The line would operate along the corridor following Hiawatha Avenue and Trunk Highway 55. The line begins in the central business district and travels south on the existing transit mall along 5th Street, follows the former Soo Line Railroad from the Metrodome to Franklin Avenue, and then runs parallel with Hiawatha Avenue towards the airport. The line will tunnel under the runways and taxiways for 1.8 miles, with 1 station, emerge on the west side of the airport, and continue south to the vicinity of the Mall of America in Bloomington. The project is expected to serve 24,800 average weekday boardings by the year 2020; 19,300 average weekday boardings are projected in the opening year. Revenue service is scheduled to commence in December 2004. The total capital cost of the Hiawatha Corridor LRT is estimated at $675,400,000. Section 3030(a)(91) of

TEA21 authorizes the "Twin Cities—Transitway Corridors" for final design and construction. In January 2001, FTA issued an FFGA that commits a total of $334,300,000 in section 5309 New Starts funds to the Hiawatha Corridor LRT. Of this amount, $168,350,000 has been provided through fiscal year 2002. The Minnesota Department of Transportation (MNDOT) is currently undertaking preliminary engineering on a proposal to design and construct an 82-mile commuter rail line within the Northstar Corridor that extends from downtown Minneapolis northwest to Rice, Minnesota. The Northstar Corridor project also includes the construction of a 1,750-foot light rail transit extension of the Hiawatha Corridor LRT project currently under construction. The proposed commuter rail project would serve one of the fast growing regions of the State. Ridership on the proposed commuter rail line is expected to be 10,800 average weekday boardings, including 5,400 daily new riders. Based on 1990 census data, the MNDOT estimates that there are approximately 1,100 low-income households within a one-half mile radius of the proposed 11 stations. In the forecast year 2020, MNDOT estimates that the proposed commuter rail would yield approximately 0.4 million hours of travel-time savings. In addition, The proposed project would serve approximately 35,700 jobs located within a one-half mile radius of the proposed station areas, encompassing the Minneapolis, St. Cloud and Rice central business districts. During the Spring 2002 legislative session, the Minnesota State legislature was not able to reach a consensus on the provision of the State's share of the project's total estimated capital cost. The State was to provide approximately $120,000,000. Total capital costs for this project are estimated to be $294,000,000 including $147,000,000 in requested section 5309 New Starts funding. Congress provided $9,900,000 to this project in fiscal year 2002. This project has been authorized in TEA21. The Committee has recommended $60,000,000 in New Starts funding for the Hiawatha Corridor LRT and the Northstar Corridor Projects in fiscal year 2003.

Nashua, New Hampshire-Lowell, Massachusetts, commuter rail project.—The New Hampshire Department of Transportation is planning on constructing an 11-mile commuter rail extension project. The rail line would connect Lowell, Massachusetts and Nashua, New Hampshire. The project includes the rehabilitation of track and appurtenances, construction of new track where necessary, as well as construction of a park-and-ride lot with a boarding platform. The new service extension will provide an alternative to a highly congested highway corridor. This project received funding through the TEA21 authorization as well as through other appropriations. Through fiscal year 2002, the Committee has appropriated $5,930,000 in section 5309 New Starts funding for this project in fiscal year 2002. The Committee has recommended $3,000,000 in New Starts funding for this project in fiscal year 2003.

Nashville, Tennessee, regional commuter rail project.—Nashville's Regional Transportation Authority, the Metropolitan Planning Organization, and the Metropolitan Transit Authority have completed the preliminary engineering and environmental studies. The project is currently in final design. This project has been author-

ized in TEA21. Through fiscal year 2002, $11,870,000 has been appropriated for this project. The Committee has recommended $4,000,000 in New Starts funding for this project in fiscal year 2003.

New Jersey/Hudson-Bergen light rail transit project (MOS–1).—The New Jersey Transit Corporation (NJ Transit) is constructing a 9.6-mile, Minimum Operable Segment (MOS) of an eventual 20.1-mile at-grade Hudson-Bergen Light Rail Transit System (HBLRTS) that will extend from the Vince Lombardi park-and-ride lot in Bergen County to West Fifth Street in Bayonne in Hudson County, New Jersey. HBLRTS MOS–1 will connect the Hoboken Terminal to 34th Street in Bayonne and West Side Avenue in Jersey City. The core of the completed system will serve the high-density commercial centers in Jersey City and Hoboken, and provide connections with NJ Transit commuter rail service, PATH trains to Newark and Manhattan, and the Port Imperial ferry from Weehauken to Manhattan. This minimum operable segment (MOS) is being constructed under a turnkey contract to design, build, operate, and maintain the system, which was awarded in October 1996. Total costs are expected to be $992,140,000 for MOS–1; construction began in December 1996. In August 1996, FTA and NJ TRANSIT executed a FFGA, committing $604,090,000 in section 5309 New Starts funding for HBLRTS MOS–1. NJ TRANSIT is currently providing initial revenue service on HBLRTS MOS–1 from Pavonia-Newport to West Side Avenue and East 34th Street. Construction on HBLRTS MOS–1 is approximately 85 percent complete. Full revenue service is scheduled to commence in September 2002. Through fiscal year 2002, a total of $584,890,000 has been appropriated for this project. This project has been authorized in TEA21. The Committee has recommended $19,000,000 in New Starts funding for this project in fiscal year 2003.

New Jersey/Hudson-Bergen light rail transit project (MOS–2).—The second Minimum Operable Segment (MOS–2) of the NJ Transit Hudson-Bergen LRT system is a 5.1-mile, 7-station segment running north from Hoboken Terminal to the Tonnelle Avenue park-and-ride lot in North Bergen, and south to 22nd Street in Bayonne. The Hudson-Bergen MOS–2 line will serve an area with one of the highest residential densities in the region, and the downtown Jersey City area contains the largest concentration of office development in Hudson County. By providing connections to ferry and commuter rail service, the line will also serve the Manhattan central business district. MOS–2 is scheduled for completion in 2005 and is anticipated to carry 34,900 average weekday boardings in 2010. Total costs for MOS–2 are estimated at $1,215,400,000. FTA issued an FFGA for this project on October 31, 2000, committing a total of $500,000,000 in section 5309 New Starts funds. The MOS–2 project does not require funding from the section 5309 New Starts program until fiscal year 2003; the issuance of the FFGA at this point provided NJ Transit with the authority to borrow funds to begin construction while the MOS–1 is being completed, under the same turnkey contract. This permits the entire Hudson-Bergen project to be constructed at a lower cost by avoiding the significant costs associated with stopping and then restarting a major construction project. No prior year funding has been appropriated for

MOS–2 from the section 5309 New Starts program. This project has been authorized in TEA21. The Committee has recommended $40,000,000 in New Starts funding for this project in fiscal year 2003.

Newark, New Jersey—Newark Rail Link (MOS–1) Project.—The New Jersey Transit Corporation (NJ Transit) is constructing a 1-mile, 5-station initial Minimum Operable Segment (MOS–1) of a proposed 8.8-mile, 16-station light rail transit (LRT) system between Newark and downtown Elizabeth, New Jersey. MOS–1) will function as an extension of the existing 4.3-mile Newark City Subway light rail line, running from Board Street in Newark to Newark's Penn Station. In August 2000, FTA and NJ TRANSIT executed a FFGA committing $141,950,000 in section 5309 New Starts funds. NJ transit is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) to analyze the effects of an alignment modification on the segment contained within the City of Elizabeth (NERL MOS–3) to support extensive commercial and retail development that has been initiated since the completion of the original 1997 DEIS for the full 8.8-mile NERL project. The total cost of the MOS–1 segment is estimated at $207,700,000 (escalated dollars). Section 3030(a)(57) of TEA21 authorized the New Jersey Urban Core Project, which consists of eight separate elements including the Newark-Elizabeth Rail Link, for final design and construction. On August 2, 2000 FTA issued an FFGA committing a total of $141,950,000 in section 5309 New Starts funds to the Newark Rail Link MOS 1 project. Through fiscal year 2002, Congress has appropriated a total of $59,390,000 for this project. An additional $9,910,000 was provided in fiscal year 2001. The Committee has recommended $60,000,000 in New Starts funding for this project in fiscal year 2003.

New Orleans, Louisiana, Canal Streetcar project.—The New Orleans Regional Transit Authority (RTA) is developing a 5.5-mile streetcar project in the downtown area, along the median of Canal Street. The Canal Streetcar spine will extend from the Canal Ferry at the Mississippi River in the central business district, through the Mid-City neighborhood to Carrollton Avenue, where one branch will continue on Canal Street to the Cemeteries and another will follow Carrollton Avenue to City Park/Beauregard Circle. The corridor is located in an existing, built-up area that was originally developed in the streetcar era. Much of the corridor lies within the central business district and historic areas, where employment and housing densities, mix of uses, and pedestrian-oriented development are generally good. The central business district includes a high-density mix of office, retail, hotels and leisure attractions. The total capital cost of this project is estimated at $161,300,000, of which RTA is seeking $129,050,000 (80 percent) in section 5309 New Starts funding, as recommended by FTA. Final design is essentially complete, contracts for vehicle assembly have been awarded, and construction contracts are pending award. FTA awaits completion of the congressional review of the proposed FFGA. Section 3030(a)(51) of TEA21 authorizes the New Orleans Canal Streetcar Project for final design and construction. Through fiscal year 2002, Congress has appropriated a total of $70,030,000 for this project.

The Committee has recommended $30,000,000 in New Starts funding for this project in fiscal year 2003.

Pawtucket, Rhode Island, commuter rail and maintenance facility project.—The existing Massachusetts Bay Transit Authority layover/storage yard at East Junction, located in the heavily residential area in Attleboro, needs to be relocated to a 9-acre parcel located in the northwest quadrant of I 95 and Smithfield Avenue in Pawtucket. A six-track yard with light servicing capabilities will be constructed initially. The yard will be designed to accommodate eight tracks and an electrified maintenance facility in the future. The Federal share of the project is $14,700,000 (50 percent), consisting of $10,000,000 in section 5309 New Starts funding and $4,700,000 in Fixed Guideway Modernization funding, the rest of the project is being funded through the Rhode Island Department of Transportation (RIDOT) and the Massachusetts Bay Transit Authority. Through fiscal year 2002, Congress has appropriated $5,450,000 in section 5309 in the FTA New Start funds. The Committee has recommended $4,500,000 in New Starts funding for this project in fiscal year 2003.

Philadelphia, Pennsylvania, Schuylkill Valley Metro Project.—The Southeastern Pennsylvania Transportation Authority (SEPTA) and the Berks Area Reading Transportation Authority (BARTA) propose to develop the Schuylkill Valley Metro Rail project. The proposed project extends approximately 74 miles from Philadelphia to Reading and parallels the following major congested roadways: Schuylkill Expressway (Interstate 76), US 422 Expressway and US Route 202. The corridor includes the smaller cities of Norristown, Pottstown and Phoenixville. The corridor also includes suburban centers of King of Prussia and Great Valley, as well as regional activity centers and attractions including Center City Philadelphia, Art Museum, Philadelphia Zoo, King of Prussia Malls, Valley Forge National Park and Reading outlets. The corridor encompasses three transit authorities: SEPTA, BARTA and Pottstown Urban Transit (PUT) and two metropolitan planning regions: Delaware Valley and Berks County. Commuter rail service currently operates in the eastern portion of the corridor with rail freight service operations in the western portion of the corridor. SEPTA and BARTA have selected a locally preferred alternative (LPA) that would employ rail vehicle suitable for operation on mixed-use (passenger or freight) track, capable of one-man operation and with 15 and 30-minute headways in the peak and off peak, respectively. Total capital cost for the project is estimated at $1,831,700,000. The DEIS was published in December 2001. FTA approved entry into PE in January 2002. Through fiscal year 2002, Congress has provided $25,720,000 in section 5309 New Starts funds for the proposed project. The Committee has recommended $15,000,000 in New Starts funding for this project in fiscal year 2003.

Pittsburgh, Pennsylvania, North Shore Connector light rail transit project.—The Port Authority of Allegheny County (PAAC) proposes to construct a 1.6-mile light rail transit system extension connecting the Golden Triangle and the North Shore wholly within downtown Pittsburgh. The project would extend the existing LRT service from the Gateway center LRT station and the Convention Center. The North Shore Connector LRT project involves the con-

struction of four new stations and modifications of the Gateway Center and Steel Plaza stations, and the acquisition of 10 new light rail vehicles. FTA approval to initiate preliminary engineering was granted in January 2001. Project capital costs are estimated at $389,900,000 (escalated); revenue service start-up is planned in 2006. Through fiscal year 2002, Congress has appropriated $23,670,000 in section 5309 New Starts funds (50 percent) for this effort. The Committee has recommended $4,000,000 in New Starts funding for this project in fiscal year 2003.

Pittsburgh, Pennsylvania Stage II LRT Reconstruction project.—The Port Authority of Allegheny County ("Port Authority") is reconstructing Pittsburgh's old 25-mile trolley lines to modern light rail standards. The reconstruction is taking place in two stages. The Stage I Light Rail Transit (LRT) project, undertaken in the 1980s, included reconstruction of the first segment and construction of Pittsburgh's first subway. Ground was broken on the Stage I LRT project in December 1980, and the reconstruction of this segment was completed in 1987. The Stage II LRT project includes reconstruction of the remaining 12 miles of the system, which consists of the Overbrook, Library and Drake trolley lines, to modern LRT standards. Single-track segments will be double-tracked, the Overbook and Drake lines (which are currently closed) will be reopened, and 28 new light rail vehicles are being purchased. In order to prioritize program needs against financing requirements, Port Authority reconfigured its rail improvement program in 1999. As a result, the Stage II LRT project will itself be undertaken in segments. The revised Stage II LRT Priority Program includes reconstruction of 10.7 miles on both the Overbrook Line and a portion of the Library Line, construction of 2,400 park-and-ride spaces, and the purchase of 28 light rail vehicles. The total capital cost of the Stage II Priority Program is estimated at $386,460,000. The remaining portions of the original Stage II LRT project will be undertaken as local funding becomes available. Section 3030(a)(98) authorizes the "Pittsburgh—Stage II Light Rail" project for final design and construction. In January 2001, FTA issued an FFGA for this project that would commit a total of $100,200,000 in section 5309 New Starts funding. Through fiscal year 2002, a total of $41,530,000 has been appropriated in New Starts funds for this project, and an additional $96,500,000 has been appropriated in section 5309 Fixed Guideway Modernization funds. The Committee has recommended $25,600,000 in New Starts funding for this project in fiscal year 2003.

Portland, Oregon Interstate MAX LRT Extension project.—The Tri-County Metropolitan Transit District of Oregon (Tri-Met) is constructing a 5.8-mile, 10-station extension of the Metropolitan Area Express ("MAX") light rail system, which will connect Portland's central business district with the regional Exposition Center in north Portland. Riders will be able to transfer between the Interstate MAX extension and the existing 33-mile East/West MAX line at the Rose Quarter station. This line will complement regional land use plans by connecting established residential, commercial, entertainment and other major activity centers, and will provide a key transportation link in the region's welfare-to-work programs. The total cost of the Interstate MAX project is estimated at

$350,000,000. Tri-Met estimates that the Interstate MAX extension will serve 18,100 average weekday boardings and 8,400 daily new riders by 2020. On September 20, 2000, FTA and Tri-Met entered into an FFGA that commits a total of $257,500,000 in section 5309 New Starts funds to the Interstate MAX project. This does not include funding appropriated in prior years that were allocated to Portland Metro for the 12-mile South-North light rail line originally proposed for this corridor. The Committee has recommended $70,000,000 in New Starts funding for this project in fiscal year 2003. Through fiscal year 2002, the Committee appropriated $76,750,000 in section 5309 New Starts funds for the Interstate MAX light rail extension. This figure includes $70,000,000 in prior years' section 5309 New Starts funds that are not included in the FFGA commitment.

Puget Sound, Washington, Sounder Commuter Rail project.—Sound Transit, the Central Puget Sound Regional Transit Authority, is implementing commuter rail service along the 82-mile existing rail corridor between Lakewood and Everett, Washington. When the Sound Move enabling legislation is fully implemented, Sounder will serve 13 stations along the corridor, connecting commuters with local and regional bus service, the Washington State ferry system, Amtrak, the Central Link light rail system, and Tacoma Link. Currently, Sounder commuter rail is providing weekday service during peak hours at seven stations between downtown Tacoma and Seattle. Once in full operation, 18 trains will serve the Lakewood-Tacoma-Seattle Sounder segment, and 12 trains will serve the Everett-Seattle segment. By 2020, Sounder is estimated to carry 18,800 daily riders. To date, $79,320,000 has been appropriated for the 82-mile corridor. The Committee has recommended $30,000,000 in New Starts funding for this project in fiscal year 2003.

Raleigh, North Carolina, triangle transit project.—The Phase I Regional Rail project is the first proposed segment of a three-phased regional transit plan for linking the three counties—Wake, Durham, and Orange—in the Triangle Region of North Carolina. In Phase I, the Triangle Transit Authority (TTA) intends to initiate regional rail service from Durham to downtown Raleigh and from downtown Raleigh to North Raleigh. TTA proposes to use Diesel Multiple Unit (DMU) rail vehicles to serve the 16 stations proposed for the Phase I of the project. TTA has proposed that the Phase I Regional Rail Project will use the existing North Carolina Railroad and CSX rail corridors to connect Duke University, downtown Durham, Research Triangle Park, RDU Airport, Morrisville, Cary, North Carolina State University, downtown Raleigh, and North Raleigh. The proposed project is estimated to serve 31,700 average weekday boardings by the year 2025. The most recent capital cost estimate for Phase I is $754,700,000 (escalated dollars). The cost estimate includes final design, acquisition of right-of-way (ROW) and rail vehicles, station construction, park and ride lots, and construction of storage and maintenance facilities. The corridor proposed to be used by TTA for the project is shared among a number of railroads; thus, TTA is considering a number of track realignments to accommodate proposed inter-city and high-speed rail improvements. This project has been authorized in TEA21. Through

fiscal year 2002, $50,550,000 has been appropriated for this project. The Committee has recommended $15,000,000 in New Starts funding for this project in fiscal year 2003.

St. Louis, Missouri, Metrolink St. Clair Extension project.—The Bi-State Development Agency (Bi-State) is developing a 26-mile extension of the Metrolink light rail line from downtown East St. Louis, Illinois to the Mid-America Airport in St. Clair County. A 17.4-mile Minimum Operable Segment (MOS), extending from the current Metrolink terminal in downtown East St. Louis to Belleville Area College (now known as Southwest Illinois College), began revenue service in May 2001. This segment consists of 8 stations, 7 park-and-ride lots, 20 new light rail vehicles, and a new maintenance facility in East St. Louis. The route makes extensive use of abandoned railroad rights-of-way. Right-of-way and real estate acquisition is proceeding as scheduled, and revenue service is scheduled to begin in 2001. The total capital cost of the St. Clair MOS is estimated at $339,200,000. On October 17, 1996, FTA and Bi-State entered into an FFGA that commits a total of $243,930,000 in section 5309 New Starts funding to complete the 17.4-mile MOS to Southwest Illinois College, and provides for extending the system to Mid-America Airport should funding become available at a later date. The funding committed to the MOS does not include $8,490,000 in Federal New Starts funding provided prior to fiscal year 1996, which brings total Federal funding for this project to $252,410,000 under the New Starts program. Through fiscal year 2002, a total of $240,560,000 has been appropriated for this project. The Committee has recommended $3,000,000 in New Starts funding for this project in fiscal year 2003.

Salt Lake City, Utah, CBD to University LRT project.—The Utah Transit Authority (UTA) is implementing a 2.5-mile, 4-station light rail line in eastern Salt Lake City, from the downtown area to Rice-Eccles Stadium on the University of Utah campus. The line would connect with the existing North/South line at Main Street and travel east along 400 South and 500 South to the stadium. Light rail vehicles would operate on city streets and property owned by Salt Lake City, the Utah Department of Transportation, and the University. The line is intended to significantly improve access to jobs, educational opportunities, health care, and housing throughout the 400 South corridor. The CBD to University line is scaled back from the originally proposed 10.9-mile West/East line from the airport to the university. Total capital costs are estimated at $118,500,000. FTA issued an FFGA for the CBD to University LRT project on August 17, 2000, committing a total of $84,600,000 in section 5309 New Starts funds. This does not include $4,960,000 appropriated for the project in prior years, but not included in the FFGA scope. Through fiscal year 2002, $20,800,000 in section 5309 New Starts funds has been appropriated for this project. The Committee has recommended $69,000,000 in New Starts funding for this project in fiscal year 2003.

Salt Lake City, Utah, North-South LRT.—The Utah Transit Authority (UTA) has completed construction of a 15-mile light rail transit (LRT) line from downtown Salt Lake City to the southern suburbs. The line opened for regular weekday service on December 6, 1999. The system operates on city streets downtown for 2 miles

and then follows a lightly-used railroad alignment owned by UTA to the suburban community of Sandy for 13 miles. This project is one component of the Interstate 15 corridor improvement initiative, which includes reconstruction of a parallel segment of I–15. Though original ridership projections for the South LRT system estimated daily ridership at 14,000 daily passengers in 2000 and 23,000 passengers by 2010, current ridership averages 19,000 weekday passengers. Total capital costs for this project were $312,490,000. For the 2002 Winter Olympic and Paralympic Games, this project connected major hotels and local residential areas with the Olympic venues for figure skating, medal rounds for ice hockey, and the International Broadcast Center, and connects with bus service to venues for speed skating, curling, and the Nordic alpine events. On August 2, 1995, FTA issued an FFGA for this project that committed a total of $237,390,000 in Federal New Starts funding. This does not include $6,600,000 in prior year funds that were provided before the FFGA was issued, which brings the total amount of section 5309 New Starts funding to $243,990,000. A total of $236,678,000 has been appropriated through fiscal year 2002; a shortfall remains totaling $718,006. The Committee has recommended $1,000,000 in New Starts funding for this project in fiscal year 2003.

Salt Lake City, Utah, University Medical Center LRT extension project.—The Utah Transit Authority (UTA) provides light rail service on two lines: the has completed construction of a 15-mileNorth-South light rail transit (LRT) line from Sandy City to downtown Salt Lake City to the southern suburbs. The line opened for regular weekday service on December 6, 1999. The system operates on city streets downtown (2 miles) and then follows a lightly used railroad alignment owned by UTA to the suburban community of Sandy (13 miles). The University light rail line operates on a A 2.5-mile alignment from downtown Salt Lake City to Rice-Eccles stadium located at the western edge of the University of Utah campus. The University Medical Center and associated facilities constitute one of Utah's largest traffic generation points. Significant ridership will be served by this project, which will add 3 stations and 1.5 miles of track to the existing UTA LRT system, extending from Rice-Eccles stadium to the University Medical Center. Revenue operation date is projected for December 2004. FTA and UTA signed an FFGA in May 2002 for $53,600,000 in section 5309 New Starts funds. The Committee has recommended $12,000,000 in New Starts funding for this project in fiscal year 2003.

Salt Lake City, Utah, Salt Lake City-Ogden-Provo Commuter Rail project.—The Wasatch Front Regional Council (WFRC) and the Moutainlands Association of Governments (MAG) the two metropolitan planning organizations that oversee transportation planning for more than 85 percent of the State of Utah's population, along with the Utah Transit Authority and the Utah Department of Transportation, have completed an Inter-Regional Corridor Alternatives Analysis study to evaluate transportation improvements in a 120-mile corridor from Brigham City to Payson. The corridor encompasses the Ogden, Salt Lake City and Provo/Orem urbanized areas. The study evaluates highway and transit alternatives in the corridor. WFRC and MAG completed a Long-Range Transit Anal-

ysis in 1998, identifying commuter rail as an effective means of serving the transportation demands in the corridor between Brigham City and Payson. A commuter rail line, with 12 stations, has been identified and evaluated and subsequently included in the region's Long Range Transportation Plan. Discussions are underway with the Union-Pacific Railroad concerning the acquisition of railroad right-of-way to implement commuter rail, light rail or other transportation improvements. Total capital costs are estimated at $587,000,000, with $272,000,000 for Ogden to Salt Lake City and $315,000,000 for Salt Lake City to Provo. Through fiscal year 2002, Congress has appropriated $3,900,000 in section 5309 New Starts funds for this effort. The Committee has recommended $6,000,000 in New Starts funding for this project in fiscal year 2003.

San Diego, California, Oceanside-Escondido Rail Corridor project.—The North County Transit District (NCTD) in northern San Diego County, California is planning to convert an existing 22-mile freight railroad corridor between Oceanside and Escondido into a rail transit line. The line would run east from the City of Oceanside through the cities of Vista and San Marcos and unincorporated portions of San Diego County, to the City of Escondido, using diesel multiple unit (DMU) rail vehicles. The alignment also includes 1.7 miles of new right-of-way to serve the campus of California State University San Marcos (CSUSM). The line is located along the State Route 78 corridor, the principal east-west corridor in the county. The complete 23.7-mile system will serve 15 stations, 4 of which would be located at existing transit centers. Passenger rail service would have exclusive use of the rail line during pre-defined hours of operation. An Environmental Impact Report (EIR) for the Oceanside-Escondido project was certified in 1990, and a separate EIR for the CSUSM alignment was certified in 1991. A major investment study was not required under the procedures in effect at the time, based on concurrence from FTA, FHWA, the San Diego Association of Governments, Caltrans, the City of San Marcos, and NCTD. Advance planning was completed in December 1995, and the Environmental Assessment/Supplemental Environmental Impact Report was completed in early 1997. FTA approved NCTD's request to enter final design in February 2000. The total capital cost for this project is estimated at $332,300,000, of which NCTD is seeking $152,100,000 (46 percent) in FTA § 5309 New Starts funds. Ridership is estimated at 15,100 average weekday boardings in 2015, of which 8,600 would be daily new riders. Revenue operations are scheduled to begin in January 2004. This project will help to alleviate the heavy congestion of northern San Diego County along the Route 78 corridor. The project will serve large intermodal transit centers in both Oceanside and Escondido, and the corridor between contains a dispersed mix of commercial, industrial, and single-and multiple-family residential developments. This project is rated "medium-high" for both finance and justification, earning an overall rating of "highly recommended." Section 3030(a)(77) of TEA21 authorized this project for final design and construction. Through fiscal year 2002, Congress has appropriated $24,280,000 in section 5309 New Starts funds for this project. FTA anticipates that NCTD will be ready for an FFGA for

this project by fall fiscal year 2003. The Committee has recommended $20,000,000 in New Starts funding for this project in fiscal year 2003.

San Diego, California, Mission Valley East LRT Extension project.—The Metropolitan Transit Development Board (MTDB) is constructing a 5.9-mile, 4-station light rail extension of its existing Blue Line, from east of Interstate 15 to the City of La Mesa, where it will connect to the existing Orange Line near Baltimore Drive. The Mission Valley East line will serve four new and two existing stations, and would include elevated, at-grade, and tunnel portions. The project includes two park and ride lots and a new access road between Waring Road and the Grantville Station. The corridor runs parallel to Interstate 8 in eastern San Diego and La Mesa, and is characterized by a mix of low- to moderate-density industrial, residential, and commercial uses, but includes several major activity centers such as San Diego State University, the Grossmont regional shopping center, Kaiser Hospital, the Alvarado Medical Center, and the Grantville employment area. Over 24,000 jobs and nearly 10,000 residences are located within walking distance of the proposed stations, and existing zoning is generally supportive of transit. Total capital costs are estimated at $431,000,000. On June 22, 2000, FTA issued an FFGA committing a total of $329,960,000 in section 5309 New Starts funding to this project. Through fiscal year 2002, Congress has appropriated $112,720,000 for this project. The Committee has recommended $65,000,000 in New Starts funding for this project in fiscal year 2003.

San Francisco, California, BART Extension to SFO Airport project.—Bay Area Rapid Transit (BART) in San Francisco and the San Mateo County Transit District (SamTrans) are constructing an 8.7-mile, 4-station extension of the BART rapid transit system to serve San Francisco International Airport (SFO). The project consists of a 7.5-mile mainline extension from the existing BART station at Colma, through Colma, south San Francisco, and San Bruno, terminating at the Millbrae Avenue BART/CalTrain Station. An additional 1.2-mile spur from the main line north of Millbrae will take BART trains directly into the airport, to a station adjoining the new International Terminal. The San Francisco International Airport is a major partner in this project. All structures and facilities to be constructed on airport property, and installation of related equipment, are being funded, designed and constructed by the airport for BART. This project is also part of the FTA Turnkey Demonstration Program to determine if the design/build approach will reduce implementation time and cost. On July 24, 1997, the first contract was awarded for site preparation and utility relocation associated with this project. Bids for the main contract for construction of the line, trackwork and related systems were opened on November 25, 1997. On June 30, 1997, FTA entered into an FFGA for the BART SFO extension, committing a total of $750,000,000 in Federal New Starts funds to the project; total capital costs at that time were estimated at $1,054,000,000. The total cost has since increased to an estimated $1,510,200,000; a recent surge in local construction activity has resulted in higher than estimated costs for construction of this project. Per the terms of the FFGA, any cost increases are the responsibility of the local

project sponsors. Thus, the original Federal commitment is unchanged at $750,000,000. Through fiscal year 2002, a total of $317,370,000 has been appropriated for this project. This project has been authorized in TEA21. The Committee has recommended $100,000,000 in New Starts funding for this project in fiscal year 2003.

San Juan/Tren Urbano.—The Puerto Rico Department of Transportation and Public Works (DTPW) is constructing a 10.7-mile, 16-station rapid rail line between Bayamon Centro and the Sagrado Corazon area of Santurce in the San Juan metropolitan area. The system consists of a double-track line operating over at-grade and elevated rights-of-way with a short below-grade segment, and a maintenance facility. When complete, this system is expected to carry 113,300 riders per day by 2010. This project has been selected as one of FTA's turnkey demonstration projects, which incorporates contracts to design, build, operate, and maintain the system. During 1996 and 1997, seven contracts were awarded under the turnkey procurement. The total capital cost of this project is now estimated at $1,653,600,000. On March 13, 1996, FTA entered into an FFGA committing $307,410,000 in section 5309 New Starts funds to this project, out of a total project cost of $1,250,000,000. This did not include $4,960,000 in Federal New Starts funding provided prior to fiscal year 1996, which brings total Federal New Starts funding for this project to $312,370,000. This FFGA was amended in July 1999 to include 2 additional stations and 10 additional railcars. This amendment included $141,000,000 in section 5307 funds and $259,900,000 in flexible funding; no additional section 5309 New Starts funds were committed. A total of $193,560,000 in section 5309 funds has been allocated to the Tren Urbano project through fiscal year 2002. The Committee has recommended $45,000,000 in New Starts funding for this project in fiscal year 2003.

Scranton, Pennsylvania, rail service to New York City.—Morris, Sussex, and Warren Counties, all located in New Jersey, in cooperation with the New Jersey TRANSIT Corporation (NJ TRANSIT) conducted a Major Investment Study/Environmental Assessment (MIS/EA) to examine the feasibility of re-instituting rail service on the Lackawanna Cut-off Corridor between Scranton, Pennsylvania and Hoboken, New Jersey. In addition, in 1998, a planning study was undertaken by Lackawanna County, Pennsylvania to preliminarily define the State's portion of the project. Commuter rail was selected as the locally preferred alternative. The potential rail service would connect to the NJ TRANSIT Boonton Line at Port Morris in Roxbury, New Jersey. Trains would operate to Hoboken and connect to Midtown Direct trains traveling to New York's Penn Station. The proposed project would include track and signal improvements, new stations, parking facilities, train storage yard, and rail equipment acquisition. Information on mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, transit-supportive land use and other factors are being developed. Through fiscal year 2002, Congress has appropriated $990,000 in section 5309 New Starts funds for this effort. These funds will be used for conceptual design and completion of the EA.

The Committee has recommended $3,000,000 in New Starts funding for this project in fiscal year 2003.

Seattle, Sound Transit Central Link Light Rail.—The Committee takes note of the significant progress made by the Federal Transit Administration and Sound Transit in addressing the concerns about light rail developments in the Puget Sound region raised by the Department of Transportation Inspector General's Interim Report of April, 2001. Since that time, the FTA and regional leaders have worked to make necessary improvements in the project plans and in oversight of the project. Sound Transit's Board of Directors in November, 2001 adopted a new initial segment for Central Link light rail. This 14-mile line will run from downtown Seattle in the north to just north of Sea-Tac Airport. Sound Transit has implemented management improvements which have improved its cost estimation and financial management capabilities. The FTA has stepped-up its oversight of the project as well. The Committee understands that Sound Transit will request a FFGA for the same $500,000,000 granted in 2001, but will seek to apply it to the revised alignment. Through fiscal year 2003, Congress has appropriated $90,970,000 for the project. The Committee encourages the ongoing efforts of Sound Transit and the FTA and looks forward to continuing to work with the FTA and Sound Transit in addressing the Puget Sound region's significant transit needs.

Stamford, Connecticut, urban transitway project.—The City of Stamford, in coordination with the Connecticut Department of Transportation (ConnDOT), and the Southwestern Regional Planning Agency, is proposing to design and construct a 1-mile Urban Transitway. This will consist of a bus lane, shared with high occupancy vehicles, that will provide a direct link from Interstate 95 to the Stamford Intermodal Transportation Center (SITC). The Urban Transitway project will include changes to the bus routes serving the SITC, improved pedestrian access, and the implementation of intelligent transportation systems (ITS). The SITC serves as a major transfer point for local bus and employer shuttle service and provides access to existing Amtrak and Metro-North rail service in the Northeast corridor. Currently, Metro-North operates 190 daily trains that stop at the SITC and approximately 2,500 riders use the service in the peak hours to commute from Stamford to New York City, while 1,500 riders travel inbound to employment opportunities in Stamford. To accommodate additional commuter capacity at the SITC, the City is expanding rail platform capacity and constructing a 1,200-space parking facility. This project has been authorized in TEA21 under section 5309(e)(8)(A). Through fiscal year 2002, Congress has appropriated $14,850,000 for this project. The Committee has recommended $15,000,000 in New Starts funding for this project in fiscal year 2003.

Stockton, California, Altamont Commuter Rail project.—The San Joaquin Regional Rail Commission (SJRRC), the Alameda Congestion Management Agency, and the Santa Clara Valley Transportation Authority have implemented a commuter rail system along an existing Union-Pacific Railroad right-of-way between the three counties. A Joint Powers Board comprised of members from each of the three agencies was also created to operate the proposed Altamont Commuter Express. The SJRRC would be the managing

agency for the initial 36-month term of an agreement executed between the three agencies. In addition to identifying potential sources for capital and operating funds, the member agencies will define the methods for allocating future costs and the shares of future capital improvement contributions from the member agencies. Through fiscal year 2002, Congress has appropriated $6,910,000 in section 5309 New Starts funds for this effort. The Committee has recommended $2,000,000 in New Starts funding for this project in fiscal year 2003.

JOB ACCESS AND REVERSE COMMUTE GRANTS

	General fund	Trust fund	Total
Appropriations, 2002	$25,000,000	$100,000,000	$125,000,000
Budget estimate, 2003	30,000,000	120,000,000	150,000,000
Committee recommendation	30,000,000	120,000,000	150,000,000

The Committee recommends $150,000,000 for the Job Access and Reverse Commute Grants program, the level guaranteed under the TEA21 transit category firewall. This program is meant to help welfare reform efforts succeed by providing enhanced transportation services for low-income individuals, including former welfare recipients, traveling to jobs or training centers.

The program makes competitive grants to qualifying metropolitan planning organizations, local governmental authorities, agencies, and nonprofit organizations. Grants may not be used for planning or coordination activities.

The Committee recommends the following allocations of job access and reverse commute grant program funds in fiscal year 2003:

Project	*Amount*
Alabama Jefferson County, JARC, AL	$4,000,000
Alaska Mobility Coalititon, AK	500,000
Allegheny Port Authority JARC, PA	3,000,000
Austin Capital Metros Access to JARC, TX	3,000,000
CalWORKS Recipient Job Center, CA	750,000
Capital District Transportation Authority, Albany, NY	550,000
Central Ohio, Mobility Management, COTA, OH	600,000
Chatham JARC Program, GA	550,000
Chautauqua Area Rural Transportation System, NY	100,000
Chemung County Transit, NY	150,000
Columbia, Expanded Service to Rural Welfare Recipients, NY	100,000
Connecticut, JARC, CT	3,000,000
Corpus Christi JARC Program, TX	750,000
Delaware Welfare to Work Initiative	750,000
El Paso, JARC Program, TX	500,000
Flint Job Access Program, MI	750,000
Fort Wayne's Hanna Creighton Transit Center, IN	1,500,000
Franklin County Expansion of Hour Service, NY	150,000
Grand Rapids Reverse Commute Program, MI	675,000
Greater Cleveland Regional Transit Authority JARC, OH	1,000,000
Hornell, Trans. Alternatives for Special Needs, NY	100,000
Illinois, Ways To Work	550,000
IndyGo Multi-use Downtown Transit Center, IN	550,000
Iowa Statewide JARC	2,000,000
Jackson-Josephine County JARC Project, OR	325,000
Jacksonville Trans. Authority, Choice Ride Program, FL	750,000
Kenai Peninsula, Transit Planning, AK	500,000
KW, Paratransit Vehicle Replacement, KS	60,000
LA County, UTRANS, CA	1,000,000
Lafayette Ways to Work Program, LA	200,000
Lakeville, MA Smart Growth Planning Initiative, MA	225,000

Project	*Amount*
Lancaster-Littleton Transit Project, NH	100,000
Low-Income LIFT Program, SF MTC, CA	2,000,000
LYNX, Central Florida Regional Transportation Authority, FL	400,000
Macon-Bibb County Reverse Commute Program, GA	550,000
Maricopa County Worklinks Project, AZ	500,000
Maryland Statewide JARC, (Montgomery County—$600,000)	4,000,000
MASCOT Matanuska-Susitna Valley, AK	200,000
Metrolink Corridor Access to Jobs, MO	3,000,000
Missouri Statewide JARC Grants, MO	2,800,000
New Jersey JARC Program	4,000,000
Northwest Ohio Commuter LINK, Toledo, OH	250,000
Oklahoma Statewide Access to Jobs Program	4,000,000
Oregon Ways to Work Loan Program	500,000
Portland Metropolitan Region JARC Program, OR	1,500,000
Rhode Island Deployment of Flexible Services	1,500,000
Rhode Island Statewide JARC	2,000,000
Ride Share Program—MTA, CA	750,000
Rochester-Genesseee Regional Transportation Authority, NY	400,000
SACOG, Sacramento Region JARC Projects, CA	1,500,000
San Antonio, Access to Jobs Program, TX	925,000
Santa Clara Valley, Guaranteed Ride Home Program, CA	350,000
SEPTA JARC, PA	3,500,000
Service for Ithaca, NY	150,000
Anchorage People Mover, AK	200,000
STEP–UP Job Access Project, Dayton, OH	250,000
Valley Metro/RPTA Job Access Program, AZ	1,200,000
Wake County Transportation Services (WCTS) Expansion, NC	550,000
Ways to Work, Missouri	450,000
Ways to Work, Yakima, WA	500,000
West Virginia Statewide, JARC, WV	1,000,000
Wisconsin Statewide JARC	4,000,000
WMATA JARC, VA	1,750,000
WorkFirst transportation initiative, WA	3,500,000
Wyandotte Co. JARC, KS	1,750,000

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation (the Corporation) is a wholly owned Government corporation established by the Saint Lawrence Seaway Act of May 13, 1954. The Corporation is responsible for the operation, maintenance, and development of the United States portion of the Saint Lawrence Seaway between Montreal and Lake Erie. The Corporation's major priorities include: safety, reliability, trade development, and management accountability.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2002 [1]	$13,345,000
Budget estimate, 2003 [2]	14,086,000
Committee recommendation	13,345,000

[1] Does not reflect reduction of $11,000 pursuant to section 349 of Public Law 107–87 or reduction of $10,000 pursuant to section 1106 of Public Law 107–117.
[2] Excludes $702,000 CSRS/FEHB accruals.

Appropriations from the Harbor Maintenance Trust Fund and revenues from non-federal sources finances the operation and maintenance of the Seaway for which the corporation is responsible.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $13,345,000 to fund the operations and maintenance of the Corporation. The Committee recommendation provides sufficient funding for the Corporation's highest capital priorities and the projects recommended by the U.S. Army Corps of Engineers after its survey and evaluation of the Corporation's lock and maintenance practices. Based on independent security assessments, the Corporation plans to implement additional security measures for the Saint Lawrence Seaway in 2003. The Corporation anticipates $820,000 in new and revised security measures.

The Committee notes the efforts made by the Saint Lawrence Seaway Development Corporation to enhance the security of Seaway infrastructure and maintain an open, yet secure waterway. Following the events of September 11, 2001, the SLSDC developed new security protocols that enhanced the security of the locks and other critical infrastructure along the Seaway. Additionally, in coordination with their Canadian counterparts, the SLSDC conducted a vulnerability assessment and developed a new Risk Assessment Inspection for certain high risk foreign-flag vessels that met the needs of the United States but was conducted while the vessel was in Canadian waters. The Committee applauds these efforts and directs the SLSDC to translate this information to the Transportation Security Administration and provide a report to both the House and Senate Appropriations Committees on the status of these initiatives and any further recommendations that the TSA may have to ensure consistent security initiatives are present to protect and secure the nation's borders and waterways. Any such recommendations should be appropriately noted the subsequent fiscal year 2004 budget request.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The Research and Special Programs Administration [RSPA] was established by the Secretary of Transportation's organizational changes dated July 20, 1977, and serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to pipeline transportation and the transportation of hazardous cargo by all modes. In 2003, resources are requested for the management and execution of the Offices of Hazardous Materials Safety, Emergency Transportation, Pipeline Safety, and program and administrative support. Funds are also requested for the emergency preparedness grants program. RSPA's two reimbursable programs—Transportation Safety Institute [TSI] and the Volpe National Transportation Systems Center [VNTSC]—support research safety and security programs for all modes of transportation.

RESEARCH AND SPECIAL PROGRAMS

Appropriations, 2002 [1] [2]	$37,279,000
Budget estimate, 2003 [3] [4]	38,391,000
Committee recommendation	43,725,000

[1] Does not reflect rescissions of $113,000 pursuant to Public Law 107–87 and $97,000 pursuant to Public Law 107–117.
[2] Does not reflect emergency supplemental funding of $2,500,000 pursuant to Public Law 107–117.
[3] Does not include $5,987,000 in proposed new user fees.
[4] Excludes CSRS/FEHB accruals of $1,316,000.

The Committee has provided a total of $44,378,000 for the "Research and special programs" account, which is the same as the budget request.

The following table summarizes the Committee recommendations:

	Fiscal year 2002 enacted [1]	Fiscal year 2003 estimate	Committee recommendation
Hazardous materials safety	$21,217,000	$23,079,000	$23,079,000
New hazardous materials user fees		$5,987,000	
(FTE)	(132)	(136)	(136)
Emergency transportation	$1,897,000	$2,058,000	$2,058,000
(FTE)	(9)	(10)	(10)
Research and technology	$2,784,000	$2,854,000	$2,854,000
(FTE)	(9)	(9)	(9)
Program and administrative support	$11,381,000	$16,387,000	$15,734,000
(FTE)	(50)	(60)	(59)
Total, research and special programs	$37,279,000	$38,391,000	$43,725,000

[1] Does not reflect rescissions of $113,000 pursuant to Public Law 107–87 and $97,000 pursuant to Public Law 107–117.
[2] Does not reflect emergency supplemental funding of $2,500,000 pursuant to Public Law 107–117.

HAZARDOUS MATERIALS SAFETY

The Office of Hazardous Materials Safety [OHMS] administers a nationwide program of safety regulations to fulfill the Secretary's duty to protect the Nation from the risks to life, health, and property that are inherent in the transportation of hazardous materials by water, air, highway, and railroad. OHMS plans, implements, and manages the hazardous materials transportation program consisting of information systems, research and analysis, inspection and enforcement, rulemaking support, training and information dissemination, and emergency procedures.

The Committee recommends $23,079,000 for hazardous materials safety, which is the same as the budget request.

Hazardous Materials Registration Fee Increase.—The Committee does not support the requested bill language to increase the Hazardous Materials Registration Fee that would result in an estimated additional collection of $6,000,000 in fiscal year 2003. The intended purpose of this increase is to finance part of the Hazardous Materials Safety Program. The Committee has denied the use of industry assessed fees to fund the Hazardous Materials Safety Program in the past and again denies this request.

EMERGENCY TRANSPORTATION

Emergency transportation (ET) programs provide support to the Secretary of Transportation for his statutory and administrative responsibilities in the area of transportation civil emergency pre-

paredness and response. This program develops and coordinates the Department's policies, plans, and programs, in headquarters and the field to provide for emergency preparedness.

ET is responsible for implementing the Transportation Department's National Security Program initiatives, including an assessment of the transportation implications of the changing global threat. The Office also coordinates civil emergency preparedness and response for transportation services during national and regional emergencies, across the entire continuum of crises, including natural catastrophes such as earthquakes, hurricanes and tornados, and international and domestic terrorism. The Office of Emergency Transportation develops crisis management plans to mitigate disasters and implements these plans nationally and regionally in an emergency.

The Committee recommends $2,058,000 for emergency transportation, which is the same as the budget request.

RESEARCH AND TECHNOLOGY

The Committee recommends $2,854,000 for the Office of Research and Technology, which is the same as the budget request. The funds provided will help the Department coordinate and strengthen its responsibilities under TEA21, and will help support the R&T organizational excellence strategy specified in the Department's strategic plan, allow RSPA to support the intergovernmental transportation research coordination responsibilities of the National Science and Technology Council, and support a limited intermodal research program.

The Committee supports the request for R&D planning. These funds are used to conduct a diversity of activities of fundamental importance to the Department and to help coordinate transportation-related research throughout the Government. For example, these funds are used to support technology transfer and in particular to ensure that R&T advances made in the international arena are made available to various modes within the Department. These planning funds are the sole source for longer-term, visionary R&T planning in the Department. In addition, these funds are used to support research and education planning that applies to all of the modes. Most importantly, one of the key purposes of these funds is to eliminate any duplication of research within the DOT.

PROGRAM AND ADMINISTRATIVE SUPPORT

The program support function provides legal, financial, management, and administrative support to the operating offices within RSPA. These support activities include executive direction (Office of the Administrator), program and policy support, civil rights and special programs, legal services and support, and management and administration.

The Committee has provided $15,734,000 for program and administrative support, which is consistent with the budget request.

RESEARCH AND SPECIAL PROGRAMS

Business Modernization.—Public Law 107–87 directed RSPA to develop an Information Technology Strategic Plan outlining im-

provements in information technology and business modernization. In advance of this plan, the administration requested $3,616,000 for IT infrastructure improvements and identified RSPA's need to remedy its weak IT infrastructure as its number one priority for fiscal year 2003. The Committee supports the need to overhaul RSPA's Information Management Program but remains exceedingly concerned by RSPA's inability to develop a true Information Technology Strategic Plan that identifies what RSPA's information needs are, identifies who needs access to the information, and identifies the resulting system infrastructure requirements.

The Strategic Plan, dated February 1, 2002, does none of these things. It does, however, call for an additional $3,500,000 dollars for further IT consulting expenses. The plan also identifies $9,100,000 that will be necessary for software development and hardware acquisition. The Committee disagrees that this level of funding is necessary for either the consulting costs or the IT infrastructure development. As such, the Committee directs that no additional funds shall be expended for consulting costs for this initiative and directs RSPA to proceed with the hiring of their IT personnel. The Committee approves the request for 10 positions and 7 FTEs for information technology support. It is essential that RSPA hire the appropriate technical expertise to allow them to develop a true Strategic Information Technology Plan in house. The Committee approves the request for $3,600,000 but directs RSPA to provide a Strategic Information Technology Plan, of no more than 15 pages, to both the House and Senate Committees on Appropriations by December 31, 2002. The Strategic Plan shall be submitted prior to any IT expenditure beyond the hiring of Information Technology Specialists. Within this Strategic Plan RSPA should identify their infrastructure spending plan and address information security.

New Full Time Equivalent Positions Request.—Within the Administration's Personnel Compensation and Benefits request, 17 positions and 12 FTE's are requested. Of those personnel requested, one position and one FTE is for an emergency transportation military liaison position. This position is currently filled with a military fellow provided by the Department of Defense. While the Committee believes that a military liaison is beneficial to the Office of Emergency Transportation, funding should continue to be provided by the Department of Defense.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OILSPILL LIABILITY TRUST FUND)

	Pipeline safety fund	Trust fund	Total
Appropriations, 2002 [1]	$50,386,000	$7,864,000	$58,250,000
Budget estimate, 2003 [2]	56,385,000	7,472,000	63,857,000
Committee recommendation	56,385,000	7,472,000	63,857,000

[1] Does not reflect rescissions of $74,000 pursuant to Public Law 107–87 and $64,000 pursuant to Public Law 107–117.
[2] Excludes CSRS/FEHB accruals of $653,000.

The Research and Special Programs Administration is responsible for the Department's Pipeline Safety Program. Funding for

the Office of Pipeline Safety is made available from two primary sources: the pipeline safety fund, comprised of user fees assessed on interstate pipeline operators; and the oil spill liability trust fund, a revolving fund comprised of an environmental tax on petroleum and oil spill damage recovery payments. The Pipeline Safety Program promotes the safe, reliable, and environmentally sound transportation of natural gas and hazardous liquids by pipeline. This national program regulates the design, construction, operation, maintenance, and emergency response procedures pertaining to gas and hazardous liquids pipeline systems and liquefied natural gas facilities. Also included is research and development to support the Pipeline Safety Program and grants-in-aid to State agencies that conduct a qualified pipeline safety program and to others who operate one-call programs.

The Committee's recommendation for the Federal pipeline safety program generally supports, and is consistent with, the key provisions of the Senate-passed version of the pipeline safety reauthorization bill. The Committee recommends $63,857,000 for the Department's Pipeline Safety Program, which is consistent with the budget estimate. The bill specifies that, of the total appropriation, $56,385,000 shall be from the pipeline safety fund and $7,472,000 shall be from the oil spill liability trust fund.

Enforcement of Consensus Guidelines.—The Office of Pipeline Safety, the pipeline industry and various Federal agencies are working to finalize consensus guidelines and regulatory standards on the different security measures that should be taken by critical pipeline facilities. The Committee maintains that it is essential that OPS has sufficient legal authorities to ensure compliance with either these guidelines or standards. To that end, the Department's General Counsel shall submit a report to the House and Senate Committees on Appropriations before January 1, 2003, specifying the legal authorities that OPS will use to bring either enforcement actions or issue facility orders against any operator of a critical pipeline facility that fails to comply with the OPS-endorsed guidelines or consensus standards relevant to pipeline security at different threat levels. The Counsel will also assess the need for regulatory action in this area.

National Pipeline Safety and Operations Research Consortium.—Within the funds provided for research and development, the Committee encourages the administrator to support the creation of a National Pipeline Safety and Operations Research Consortium to increase the operational efficiency and system safety of pipeline transportation for both liquid and gas commodities. The Center will apply emerging technologies to the pipeline industry to benefit both carriers and pipeline customers to increase the physical safety and integrity and productivity of the nation's pipeline network.

Research and development.—The Committee recommends $3,970,000 for pipeline safety research, which is consistent with the amount requested. Within the funds provided, $600,000 shall be used for airborne environmental laser mapping technology research and engineering to support improved leak detection, analysis, and response by Federal, State, and industry pipeline safety officials.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2002	$200,000
Budget estimate, 2003	200,000
Committee recommendation	200,000

The hazardous materials transportation law (title 49 U.S.C. 5101 et seq.) requires RSPA to: (1) develop and implement a reimbursable emergency preparedness grants program; (2) monitor public sector emergency response training and planning and provide technical assistance to States, territories, and Indian tribes; and (3) develop and update periodically a national training curriculum for emergency responders. These activities are financed by receipts received from the hazardous materials shipper and carrier registration fees, which are placed in the emergency preparedness fund. The hazardous materials transportation law provides permanent authorization for the emergency preparedness fund for planning and training grants, monitoring and technical assistance, and for administrative expenses. An appropriation of $200,000 in budget authority, also from the emergency preparedness fund, provides for the training curriculum for emergency responders.

LIMITATION ON OBLIGATIONS

Bill language is included that limits the obligation of emergency preparedness training grants to $14,300,000 in fiscal year 2003.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2002 [1] [2]	$50,614,000
Budget estimate, 2003 [2] [3]	57,421,000
Committee recommendation	57,421,000

[1] Does not reflect reductions of $108,000 pursuant to section 349 of Public Law 107–87 and $93,000 pursuant to section 1106 of Public Law 107–117. Does not reflect emergency supplemental funding of $1,300,000 pursuant to Public Law 107–117.

[2] Does not include reimbursements of $3,524,000 from FHWA, $2,000,000 from FTA, $2,000,000 from FAA; and $100,000 from NTSB.

[3] Excludes CSRS/FEHB accruals of $2,532,000.

The Inspector General Act of 1978 established the Office of Inspector General [OIG] as an independent and objective organization, with a mission to: (1) conduct and supervise audits and investigations relating to the programs and operations of the Department; (2) provide leadership and recommend policies designed to promote economy, efficiency, and effectiveness in the administration of programs and operations; (3) prevent and detect fraud, waste, and abuse; and (4) keep the Secretary and Congress currently informed regarding problems and deficiencies.

OIG is divided into two major functional units: the Office of Assistant Inspector General for Auditing and the Office of Assistant Inspector General for Investigations. The assistant inspectors general for auditing and investigations are supported by headquarters and regional staff.

The Committee recommends $57,421,000.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2002 [1]	$18,457,000	$950,000
Budget estimate, 2003 [2]	19,459,000	1,000,000
Committee recommendation	19,459,000	1,000,000

[1] Does not reflect reductions of $5,000 pursuant to section 349 of Public Law 107–87 and $4,000 pursuant to section 1106 of Public Law 107–117.
[2] Excludes $1,192,300 in CSRS retirement and FEHB accruals.

The Surface Transportation Board was created on January 1, 1996, by Public Law 104–88, the Interstate Commerce Commission Termination Act of 1995 (ICCTA) . Consistent with the continued trend toward less regulation of the surface transportation industry, the ICCTA abolished the ICC, eliminated certain functions that had previously been implemented by the ICC, transferred core rail and certain other functions to the Board, and transferred motor licensing and certain other motor functions to DOT and are now being administered by FMCSA. The Board is specifically responsible for the regulation of the rail and pipeline industries and certain nonlicensing regulation of motor carriers and water carriers. Moreover, the Board, through its exemption authority, is able to promote deregulation administratively on a case-by-case basis. Rail reforms made by the Staggers Rail Act of 1980 also have been continued.

The Committee has provided $19,459,000 for activities of the Board. Included in the recommended amount is an estimated $1,000,000 in fees to be collected, which will offset the appropriated funding. The Board is authorized to credit the fees collected to the appropriated amount as offsetting collections reducing the general funds appropriation on a dollar-for-dollar basis as the fees are received and collected.

The Committee's recommendation will fund a total of 145 full-time staff equivalent (FTE) positions, if the Board collects the full $1,000,000 in user fees. Between now and September 30, 2003, 46 percent of the Board's employees will be eligible for voluntary retirement. The Committee encourages the Board to move expeditiously in filling vacancies as retirements occur in order to ensure that the oversight functions of the Board are not compromised.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Appropriations, 2002 [1]	$5,015,000
Budget estimate, 2003	5,194,000
Committee recommendation	5,194,000

[1] Does not include reduction of $146,000 pursuant to section 301 of Public Law 106–113.

The Committee recommends $5,194,000 for the operations of the Architectural and Transportation Barriers Compliance Board, the funding level requested by the administration.

The Architectural and Transportation Barriers Compliance Board (the Access Board) is the lead Federal Agency promoting accessibility for all handicapped persons. The Access Board was reauthorized in the Rehabilitation Act Amendments of 1992, Public Law 102–569. Under this authorization, the Access Board's functions are to ensure compliance with the Architectural Barriers Act of 1968, and to develop guidelines for and technical assistance to individuals and entities with rights or duties under titles II and III of the Americans with Disabilities Act. The Access Board establishes minimum accessibility guidelines and requirements for public accommodations and commercial facilities, transit facilities and vehicles, State and local government facilities, children's environments, and recreational facilities. The Access Board also provides technical assistance to Government agencies, public and private organizations, individuals, and businesses on the removal of accessibility barriers.

The Committee's recommendation provides adequate funding to support 32.8 FTE, 2 FTE more than the fiscal year 2000 staffing level, consistent with the Board's budget request.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2002	$68,650,000
Budget estimate, 2003	70,480,000
Committee recommendation	72,500,000

The Independent Safety Board Act of 1974 established the National Transportation Safety Board [NTSB] as an independent Federal agency to promote transportation safety by conducting independent accident investigations. In addition, the act authorizes the Board to make safety recommendations, conduct safety studies, and oversee safety activities of other Government agencies involved in transportation. The Board also reviews appeals of adverse actions

by the Department of Transportation with respect to airmen and seamen certificates and licenses.

The Board has no regulatory authority over the transportation industry. Thus, its effectiveness depends on its reputation for impartial and accurate accident reports, realistic and feasible safety recommendations, and on public confidence in its commitment to improving transportation safety.

COMMITTEE RECOMMENDATION

The bill includes $72,500,000 for the National Transportation Safety Board. The Committee recommendation is $3,850,000 above the amount provided in fiscal year 2002 and $2,020,000 more than the budget request. The Committee notes that the National Transportation Safety Board Amendments Act of 2000 (Public Law 106–424) requires the Board, among other things, to provide the payment of true overtime for investigators and to implement the financial management control initiatives that were recommended by a private sector audit firm last year. The Committee's recommendation includes additional funding to annualize 25 new positions; provide true overtime payment costs; to provide 24 additional FTE's; and, to implement financial management programs. This is 13 more FTE's than requested by the administration for the enhancement of investigative staff.

TITLE III—GENERAL PROVISIONS

The Committee concurs with the general provisions that apply to the Department of Transportation and related agencies as proposed in the budget, with some changes, deletions, and additions. These are noted below:

SEC. 304. Modifies a requested provision to prohibit the use of funds for the salaries and expenses to no more than 100 political and presidential appointees to the Department of Transportation.

SEC. 316. Modifies a provision regarding the funding of administrative expenses for the Federal Motor Carrier Safety Administration and the Federal Highway Administration.

SEC. 318. Modifies a provision regarding funds made available to Alaska or Hawaii for ferry boats, ferry terminals and ferry passenger service.

SEC. 320. Includes a provision exempting a general aviation airport with more than 300,000 annual operations from having to accept scheduled passenger service provided that airport meets specific conditions.

SEC. 322. Includes a provision permitting funds from Public Law 106–69 and Public Law 106–346 for the Wilmington, Delaware downtown corridor project shall be available for the Wilmington, Delaware commuter rail improvements.

SEC. 324. Includes a provision transferring the operation and maintenance of the instrument landing system at the Walnut Ridge Regional Airport, Arkansas to the Federal Aviation Administration.

SEC. 325. Includes a provision transferring the operation and maintenance of the air traffic control tower at Williams Gateway Airport, Arizona to the Federal Aviation Administration.

SEC. 327. Includes a provision regarding a highway in Alaska.

SEC. 329. Includes a provision which modifies section 1211(i) of Public Law 105–178 to define the Alameda Corridor East and Southwest Passage, California high priority corridor.

SEC. 330. Provides $160,000,000 to the Secretary of Transportation to make grants for surface transportation projects. The Committee's recommendation represents a $16,000,000 increase over the amount that was appropriated in fiscal year 2002. Funds provided for this program for fiscal year 2003 shall be available for the following activities:

Project	*Amount*
Aberdeen, SD to Geneseo, ND Rail Repair Project	$650,000
Adrian's Landing Urban Development Roadway Reallignment Project, Hartford, CT	5,000,000
Arkwright Connector, Spartanburg SC	1,200,000
Aroostook County North-South Highways, ME	5,000,000
Baseline Road, Isabella, Nottawa, Deerfield, Union, MI	1,000,000
Bowling Green Riverfront Project, KY	4,000,000
Bremerton, Ferry Exit Tunnel, WA	3,000,000

Project	*Amount*
Broomsfield Wadsworth Interchange, CO	4,000,000
Caraway Road Overpass Project, Jonesboro AR	3,000,000
Cedar Ave. Bus Rapid Transit Project, MN	3,000,000
Council Bluffs US–6 Study/Preliminary Design, IA	2,000,000
David L. Lawrence Convention Center, Riverfront Park, Pittsburgh, PA	1,400,000
Dubuque Southwest Arterial, IA	3,000,000
East Chicago, Railroad Ave. Grade Crossing Separation, IN	3,000,000
Elkhart Underpass, IN	4,000,000
Farrington Highway, HI	1,000,000
General Mitchell International Airport Passenger Rail Station, WI	5,000,000
Hana Highway, HI	1,000,000
I–405 Corridor Tukwila to Lynnwood, WA	2,500,000
John Wright Drive—Huntsville, AL	6,600,000
Juneau Heliport, AK	2,000,000
Lenexa Prairie Star Expressway, KS	3,000,000
Matanuska-Susitna Borough road improvements, AK	5,000,000
Main Ave. Bridge & Pedestrian/Bicycle Amenities, Fargo ND	3,000,000
Martin Luther King, Jr. Parkway, Des Moines, IA	5,000,000
Missouri River Trail, ND	2,000,000
Montpelier Downtown Redevelopment Project, VT	2,500,000
Old Dominion University Maglev Project, Norfolk, VA	2,000,000
Olympic Discovery Trail, WA	1,000,000
Phalen Blvd. Project, St. Paul, MN	5,000,000
Pierre Rail Bypass, SD	6,000,000
Portland, Safety Enhancement, ME	1,000,000
Route 14 Truck Bypass Project, Huron, SD	2,350,000
Saddle Road improvements, HI	4,000,000
South & East Beltway System Construction, NE	5,000,000
SR 67/605 in Saucier, MS	5,000,000
SR–104/Hood Canal Bridge East Half Replacement, WA	2,000,000
SR–99/Alaskan Way Viaduct & Seattle Seawall Replacement, WA	2,500,000
St. Louis Major Arterial Road Improvement/Renovation, MO	4,000,000
Trunk Highway 610/10, Twin Cities, MN	3,000,000
Tucson Railroad Grade Crossing Project, AZ	1,500,000
Tuscaloosa Downtown Revitalization Project, AL	5,000,000
Umatilla Intermodal Facility, OR	3,800,000
US–14 Expansion and Improvements, MN	2,000,000
US–81 & Highway 30 Arterial Improvements, Columbus, NE	2,500,000
US–93, Westside Kalispell Bypass Project, MT	2,500,000
US–95, Worley to Mica, stage 2, ID	7,000,000
WSU Composite Applications for Ferries, WA	1,000,000
WV Route 9, Jefferson and Berkeley Counties, WV	10,000,000

SEC. 331. Includes a provision directing the Secretary of Transportation to approve the use of national highway system and surface transportation funds for construction of noise barriers in Georgia.

SEC. 332. Modifies a provision from the fiscal year 2000 appropriations act which prohibits the use of funds in this Act unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any discretionary grant award is made under section 1221 of Public Law 107–178 as amended, and before any award totaling $500,000 or more is announced by the Department or its modal administrations. The administration proposed deleting this provision.

SEC. 333. Includes a provision naming buildings at the William J. Hughes Technical Center as the "Frank R. Lautenberg Aviation Security Complex."

SEC. 334. Includes a provision requiring a National Academy of Sciences study regarding the shipment of spent nuclear fuel from research nuclear reactors.

SEC. 336. Includes a provision which would reimburse the city of Escanaba, Michigan for the costs incurred for repairing a municipal dock that is utilized by the United States Coast Guard.

SEC. 337. Includes a provision permitting newly designated urbanized areas as a result of the 2000 decennial census to use FTA funds for operating costs in the same amount that was provided in fiscal year 2002. This provision applies for fiscal year 2003 only.

SEC. 339. Includes a provision allowing grants for the construction of an air traffic control tower at Double Eagle II Airport, New Mexico.

SEC. 340. Modifies a provision from a previous appropriations act permitting Section 402 funds to be used to produce and place highway safety messages on paid media outlets and designating certain Section 157 and Section 410 funds for paid media to support national law enforcement mobilizations on seat belt use and impaired driving.

SEC. 341. Modifies a provision from the fiscal year 2002 appropriations act regarding Coast Guard Yard in Curtis Bay, Maryland and other Coast Guard specialized facilities. The administration proposed deleting this provision.

SEC. 342. Retains a provision prohibiting funds for the Office of the Secretary of Transportation to be reprogrammed without Congressional notification. The administration proposed deleting this provision.

SEC. 343. Includes a provision regarding Federal share for certain highway funds.

SEC. 344. Includes a provision regarding the Hoover Dam Bypass Bridge.

SEC. 346. Retains a provision allowing discretionary bridge funding to be used for historic covered bridges. The administration proposed deleting this provision.

SEC. 347. Modifies a provision requiring quarterly reports on major Coast Guard acquisition and mission hour emphasis. The administration proposed deleting this provision.

SEC. 348. Includes a provision amending Section 1503 and Section 1101(a)(9) of Public Law 105–178.

SEC. 349. Includes a provision regarding safety which the administration had requested be deleted that reduces the funds provided for the Transportation Administrative Service Center.

SEC. 350. Extends a provision from the fiscal year 2002 appropriations act regarding the safety of cross-border trucking between the United States and Mexico. The administration proposed deleting this provision.

SEC. 351. Includes a provision making capital funds available for FAA facilities and equipment.

SEC. 352. Includes a provision which expands the exemption from Federal axle weight restrictions presently applicable only to public transit buses to all over-the-road buses.

SEC. 353. Includes a provision regarding funds for the construction of roads and bridges in Lake Charles, Louisiana.

SEC. 354. Includes a provision regarding a rescission in the Fiscal Year 2002 Supplemental Appropriations Act for Further Recovery From and Response To Terrorist Attacks on the United States.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports accompanying general appropriations bills identify each recommended amendment which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session.

Coast Guard
- Operating Expenses
- Acquisition, Construction, and Improvements
- Environmental Compliance and Restoration
- Alteration of Bridges
- Reserve Training
- Research, Development, Testing, and Evaluation

Federal Aviation Administration
- Office of Commercial Space Transportation
- Research, Engineering, and Development

Federal Highway Administration
- Child Passenger Protection Education Grants

Federal Railroad Administration
- Safety and Operations

National Railroad Passenger Corporation (AMTRAK)

National Transportation Safety Board

COMPLIANCE WITH PARAGRAPH 7(C), RULE XXVI, OF THE STANDING RULES OF THE SENATE

Pursuant to paragraph 7(c) of rule XXVI, on July 25, 2002, the Committee ordered reported en bloc, S. 2801, an original Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Programs Appropriations bill, 2003; S. 2809, an original District of Columbia Appropriations bill, 2003; S. 2808, an original Transportation and Related Agencies Appropriations bill, 2003; and S. 2797, an original Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations bill, 2003, each subject to amendment and each subject to the budget allocations, by a recorded vote of 29–0, a quorum being present. The vote was as follows:

Yeas	Nays
Chairman Byrd	
Mr. Inouye	
Mr. Hollings	
Mr. Leahy	
Mr. Harkin	
Ms. Mikulski	
Mr. Reid	

Mr. Kohl
Mrs. Murray
Mr. Dorgan
Mrs. Feinstein
Mr. Durbin
Mr. Johnson
Ms. Landrieu
Mr. Reed
Mr. Stevens
Mr. Cochran
Mr. Specter
Mr. Domenici
Mr. Bond
Mr. McConnell
Mr. Burns
Mr. Shelby
Mr. Gregg
Mr. Bennett
Mr. Campbell
Mr. Craig
Mrs. Hutchison
Mr. DeWine

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI OF THE STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include "(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the committee."

In compliance with this rule, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

With respect to this bill, it is the opinion of the Committee that it is necessary to dispense with these requirements in order to expedite the business of the Senate.

BUDGETARY IMPACT OF BILL

PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93–344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation [1]	Amount of bill	Committee allocation [1]	Amount of bill
Comparison of amounts in the bill with Committee allocations to its subcommittees, fiscal year 2003: Subcommittee on Transportation and Related Agencies:				
Discretionary	21,300	21,300	62,101	[2] 59,879
Mandatory	NA	−117	NA	854
Projections of outlays associated with the recommendation:				
2003				[3] 23,449
2004				21,362
2005				8,579
2006				3,817
2007 and future year				4,979
Financial assistance to State and local governments for 2003	NA	1,978	NA	9,995

[1] Levels approved by the Committee on June 27, as modified on July 25, 2002.
[2] Includes outlays from prior-year budget authority.
[3] Excludes outlays from prior-year budget authority.

NA: Not applicable.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2002 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2003

[In thousands of dollars]

Item	2002 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2002 appropriation	Budget estimate
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	67,778	92,460	73,069	+5,291	−19,391
Immediate Office of the Secretary	(1,929)		(2,034)	(+105)	(+2,034)
Immediate Office of the Deputy Secretary	(619)		(619)		(+619)
Immediate Office of the Secretary and Deputy Secretary		(4,411)			(−4,411)
Office of the General Counsel	(13,355)	(15,657)	(13,828)	(+473)	(−1,829)
Office of the Assistant Secretary for Policy	(3,058)		(3,058)		(+3,058)
Office of the Assistant Secretary for Aviation and International Affairs	(7,421)		(7,471)	(+50)	(+7,471)
Office of the Under Secretary for Transportation Policy		(12,453)			(−12,453)
Office of the Assistant Secretary for Budget and Programs	(7,728)	(8,375)	(7,668)	(−60)	(−707)
Office of the Assistant Secretary for Governmental Affairs	(2,282)	(2,453)	(2,282)		(−171)
Office of the Assistant Secretary for Administration	(19,250)	(29,285)	(20,380)	(+1,130)	(−8,905)
Office of Public Affairs	(1,723)	(1,926)	(1,723)		(−203)
Executive Secretariat	(1,204)		(1,204)		(+1,204)
Board of Contract Appeals	(507)	(611)	(507)		(−104)
Office of Small and Disadvantaged Business Utilization	(1,240)	(1,304)	(1,304)	(+64)	
Office of Intelligence and Security	(1,321)			(−1,321)	
Office of the Chief Information Officer	(6,141)	(15,987)	(10,991)	(+4,850)	(−4,996)
Subtotal	(67,778)	(92,462)	(73,069)	(+5,291)	(−19,393)
Office of Civil Rights	8,500	8,700	8,700	+200	
Transportation Security Administration	1,250,000			−1,250,000	
Offsetting collections	−1,250,000			+1,250,000	
Transportation planning, research, and development	11,993	10,700	21,000	+9,007	+10,300
Transportation Administrative Service Center	(125,323)	(131,779)	(131,779)	(+6,456)	
Minority business resource center program	900	900	900		
(Limitation on guaranteed loans)	(18,367)	(18,367)	(18,367)		
Minority business outreach	3,000	3,000	3,000		

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2002 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2003—Continued

[In thousands of dollars]

Item	2002 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2002 appropriation	Budget estimate
New headquarters building		25,000			−25,000
Small community air service development pilot program	20,000			−20,000	
Payments to air carriers (Airport & Airway Trust Fund)	13,000		65,000	+52,000	+65,000
Emergency supplemental	50,000			−50,000	
Total, Office of the Secretary	1,425,171	140,760	171,669	−1,253,502	+30,909
Rescission					
Offsetting collections	−1,250,000			+1,250,000	
Net total	175,171	140,760	171,669	−3,502	+30,909
Transportation Security Administration					
Salaries and expenses		4,800,000	4,950,000	+4,950,000	+150,000
Offsetting collections		−2,774,000	−2,774,000	−2,774,000	
Emergency supplemental	94,800			−94,800	
Total	94,800	2,026,000	2,176,000	+2,081,200	+150,000
Coast Guard					
Operating expenses	2,942,000	3,978,456	3,678,456	+736,456	−300,000
(By transfer)					
Defense function	440,000	340,000	340,000	−100,000	
Offset for new user fees		−165,000			+165,000
Emergency supplemental	209,150			−209,150	
Subtotal	3,591,150	4,153,456	4,018,456	+427,306	−135,000
Acquisition, construction, and improvements	636,354	725,000	725,000	+88,646	
Vessels	(89,640)	(13,600)	(13,600)	(−76,040)	
Aircraft	(9,500)			(−9,500)	
Other equipment	(79,293)	(117,700)	(117,700)	(+38,407)	

Shore facilities & aids to navigation facilities	(73,100)	(28,700)	(48,700)	(−24,400)	(+20,000)
Personnel and related support	(64,631)	(65,000)	(65,000)	(+369)	.....
Integrated Deepwater Systems	(320,190)	(500,000)	(480,000)	(+159,810)	(−20,000)
Subtotal, AC&I	(636,354)	(725,000)	(725,000)	(+88,646)	.....
Environmental compliance and restoration	16,927	17,000	17,000	+73	.....
Alteration of bridges	15,466	.....	14,000	−1,466	+14,000
Retired pay	876,346	889,000	889,000	+12,654	.....
Reserve training	83,194	86,522	86,522	+3,328	.....
Research, development, test, and evaluation	20,222	22,000	22,000	+1,778	.....
Total, Coast Guard	5,239,659	6,057,978	5,771,978	+532,319	−286,000
(By transfer)	.....	.....	.....	.....	.....
Offset for new user fees	.....	−165,000	.....	.....	+165,000
Net total	5,239,659	5,892,978	5,771,978	+532,319	−121,000
Federal Aviation Administration					
Operations	6,886,000	7,077,203	7,081,203	+195,203	+4,000
Air traffic services	(5,452,871)	.....	(5,696,037)	(+243,166)	(+5,696,037)
Aviation regulation and certification	(768,769)	.....	(839,467)	(+70,698)	(+839,467)
Civil aviation security	(150,154)	.....	.....	(−150,154)	.....
Research and acquisition	(195,799)	.....	(207,600)	(+11,801)	(+207,600)
Commercial space transportation	(12,456)	.....	(12,325)	(−131)	(+12,325)
Financial services	(50,284)	.....	(48,782)	(−1,502)	(+48,782)
Human resources	(69,516)	.....	(80,260)	(+10,744)	(+80,260)
Regional coordination	(85,943)	.....	(82,192)	(−3,751)	(+82,192)
Staff offices	(109,208)	.....	(114,540)	(+5,332)	(+114,540)
Undistributed	(−9,000)	.....	.....	(+9,000)	.....
Subtotal	(6,886,000)	.....	(7,081,203)	(+195,203)	(+7,081,203)
Emergency supplemental	200,000	.....	.....	−200,000	.....
Facilities & equipment (Airport & Airway Trust Fund)	2,914,000	2,981,022	2,981,022	+67,022	.....
Rescission (Airport and Airway Trust Fund)	−15,000	.....	.....	+15,000	.....
Emergency supplemental	108,500	.....	.....	−108,500	.....
Research, engineering, and development (Airport and Airway Trust Fund)	195,000	124,000	124,000	−71,000	.....
Emergency supplemental	50,000	.....	.....	−50,000	.....
Grants-in-aid for airports (Airport and Airway Trust Fund):					
(Liquidation of contract authorization)	(1,800,000)	(3,100,000)	(3,100,000)	(+1,300,000)	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2002 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2003—Continued

[In thousands of dollars]

Item	2002 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2002 appropriation	Budget estimate
(Limitation on obligations)	(3,300,000)	(3,400,000)	(3,400,000)	(+100,000)	
Rescission of contract authorization	−301,720			+301,720	
Emergency supplemental	175,000			−175,000	
Small community air service pilot program(non-add)	(20,000)		(20,000)		(+20,000)
Net subtotal	(3,173,280)	(3,400,000)	(3,400,000)	(+226,720)	
Aviation insurance revolving fund					
Essential air service (by transfer)					
Total, Federal Aviation Administration	10,528,500	10,182,225	10,186,225	−342,275	+4,000
(Limitations on obligations)	(3,300,000)	(3,400,000)	(3,400,000)	(+100,000)	
Total budgetary resources	(13,828,500)	(13,582,225)	(13,586,225)	(−242,275)	(+4,000)
Rescissions	−316,720			+316,720	
Net total	(13,511,780)	(13,582,225)	(13,586,225)	(+74,445)	(+4,000)
Federal Highway Administration					
Limitation on administrative expenses	(311,000)	(317,732)	(317,732)	(+6,732)	
Federal-aid highways (Highway Trust Fund): [1]					
(Limitation on obligations)	(27,280,000)	(27,537,787)	(31,800,000)	(+4,520,000)	(+4,262,213)
Revenue aligned budget authority (RABA)	(4,543,000)	(−4,369,000)		(−4,543,000)	(+4,369,000)
RABA transfer to FMCSA	(−23,896)			(+23,896)	
Border enforcement program (non-add)			(106,967)	(+106,967)	(+106,967)
Subtotal, limitation on obligations	(31,799,104)	(23,168,787)	(31,800,000)	(+896)	(+8,631,213)
(Exempt obligations)	(965,308)	(892,767)	(892,767)	(−72,541)	
(Liquidation of contract authorization)	(30,000,000)	(29,000,000)	(32,000,000)	(+2,000,000)	(+3,000,000)
Appalachian development highway system	200,000		200,000		+200,000

State infrastructure banks (rescission)	−5,750	.....	.....	+5,750	.....
Value pricing project (rescission) (Highway Trust Fund) (sec. 318)	−9,231	.....	.....	+9,231	.....
TIFIA (rescission) (Highway Trust Fund) (sec. 318)	−43,742	.....	.....	+43,742	.....
Miscellaneous appropriations (Highway Trust Fund) (emergency supplemental)	100,000	.....	.....	−100,000	.....
Emergency relief program (emergency supplemental)	75,000	.....	.....	−75,000	.....
Total, Federal Highway Administration	375,000	.....	200,000	−175,000	+200,000
(Limitations on obligations)	(31,799,104)	(23,168,787)	(31,800,000)	(+896)	(+8,631,213)
(Exempt obligations)	(965,308)	(892,767)	(892,767)	(−72,541)	.....
Total budgetary resources	(33,139,412)	(24,061,554)	(32,892,767)	(−246,645)	(+8,831,213)
Rescissions	−58,723	.....	.....	+58,723	.....
Net total	(33,080,689)	(24,061,554)	(32,892,767)	(−187,922)	(+8,831,213)
Federal Motor Carrier Safety Administration					
Motor carrier safety (limitation on administrative expenses) (limitation on obligations)	(110,000)	(114,464)	(114,464)	(+4,464)	.....
Rescission	−6,665	.....	.....	+6,665	.....
National motor carrier safety program (Highway Trust Fund):					
(Liquidation of contract authorization)	(205,896)	(190,000)	(190,000)	(−15,896)	.....
(Limitation on obligations)	(182,000)	(190,000)	(190,000)	(+8,000)	.....
RABA transfer from FHWA:					
Border-State grants	(18,000)	.....	.....	(−18,000)	.....
State commercial driver's license	(5,896)	.....	.....	(−5,896)	.....
Motor carrier safety assistance grants	.....	.....	.....	.....	.....
Subtotal, RABA	(23,896)	.....	.....	(−23,896)	.....
Subtotal, limitation on obligations	(205,896)	(190,000)	(190,000)	(−15,896)	.....
Border enforcement program (Highway Trust Fund)	25,866	59,967	.....	−25,866	−59,967
Total, Federal Motor Carrier Safety Admin	25,866	59,967	.....	−25,866	−59,967
(Limitations on obligations)	(315,896)	(304,464)	(304,464)	(−11,432)	.....
Total budgetary resources	(341,762)	(364,431)	(304,464)	(−37,298)	(−59,967)
Rescissions	−6,665	.....	.....	+6,665	.....
Net total	(335,097)	(364,431)	(304,464)	(−30,633)	(−59,967)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2002 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2003—Continued

[In thousands of dollars]

Item	2002 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2002 appropriation	Budget estimate
National Highway Traffic Safety Administration					
Operations and research	127,780	126,445	141,000	+13,220	+14,555
Operations and research (Highway trust fund):					
(Liquidation of contract authorization)	(72,000)	(72,000)	(72,000)		
(Limitation on obligations)	(72,000)	(72,000)	(72,000)		
Rescission of contract authority	−1,516			+1,516	
National Driver Register (Highway trust fund)	2,000	2,000	2,000		
Subtotal, Operations and research	(200,264)	(200,445)	(215,000)	(+14,736)	(+14,555)
Highway traffic safety grants (Highway Trust Fund):					
(Liquidation of contract authorization)	(223,000)	(225,000)	(225,000)	(+2,000)	
(Limitation on obligations):					
Highway safety programs (Sec. 402)	(160,000)	(165,000)	(165,000)	(+5,000)	
Occupant protection incentive grants (Sec. 405)	(15,000)	(20,000)	(20,000)	(+5,000)	
Alcohol-impaired driving countermeasures grants (Sec. 410)	(38,000)	(40,000)	(40,000)	(+2,000)	
State highway safety data grants (Sec. 411)	(10,000)			(−10,000)	
Subtotal, limitation on obligations	(223,000)	(225,000)	(225,000)	(+2,000)	
Total, National Highway Traffic Safety Admin	129,780	128,445	143,000	+13,220	+14,555
(Limitations on obligations)	(295,000)	(297,000)	(297,000)	(+2,000)	
Total budgetary resources	(424,780)	(425,445)	(440,000)	(+15,220)	(+14,555)
Rescissions	−1,516			+1,516	
Net total	(423,264)	(425,445)	(440,000)	(+16,736)	(+14,555)
Federal Railroad Administration					
Safety and operations	110,857	118,264	118,264	+7,407	

Offset for new user fees	.....	−45,000	.....	.....	+45,000
Emergency supplemental	6,000	.....	.....	−6,000	.....
Railroad research and development	29,000	28,325	29,325	+325	+1,000
Offset for new user fees	.....	−14,000	.....	.....	+14,000
Pennsylvania Station Redevelopment project (advance appropriations, fiscal year 2001, fiscal year 2002, fiscal year 2003)	20,000	20,000	20,000	.....	.....
Next generation high-speed rail	32,300	23,200	30,000	−2,300	+6,800
Alaska Railroad rehabilitation	20,000	.....	25,000	+5,000	+25,000
Grants to the National Railroad Passenger Corporation	521,476	521,476	1,200,000	+678,524	+678,524
Emergency supplemental	100,000	.....	.....	−100,000	.....
Total, Federal Railroad Administration	839,633	711,265	1,422,589	+582,956	+711,324
Offset for new user fees	.....	−59,000	.....	.....	+59,000
Net total	839,633	652,265	1,422,589	+582,956	+770,324
Federal Transit Administration					
Administrative expenses	13,400	14,600	14,600	+1,200	.....
Administrative expenses (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(53,600)	(58,400)	(58,400)	(+4,800)	.....
Subtotal, Administrative expenses	(67,000)	(73,000)	(73,000)	(+6,000)	.....
Formula grants	718,400	767,800	767,800	+49,400	.....
Emergency supplemental	23,500	.....	.....	−23,500	.....
Formula grants (Highway Trust Fund) (limitation on obligations)	(2,873,600)	(3,071,200)	(3,071,200)	(+197,600)	.....
Subtotal, Formula grants	(3,615,500)	(3,839,000)	(3,839,000)	(+223,500)	.....
University transportation research	1,200	1,200	1,200	.....	.....
University transportation research (Highway Trust Fund, Mass Transit Acct) (limitation on obligations)	(4,800)	(4,800)	(4,800)	.....	.....
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)	.....	.....
Transit planning and research	23,000	24,200	24,200	+1,200	.....
Transit planning and research (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(93,000)	(97,800)	(97,800)	(+4,800)	.....
Flexible funding	.....	.....	.....	.....	.....
Subtotal, Transit planning and research	(116,000)	(122,000)	(122,000)	(+6,000)	.....
Rural transportation assistance	(5,250)	(5,250)	(5,250)	.....	.....
National Transit Institute	(4,000)	(4,000)	(4,000)	.....	.....
Transit cooperative research	(8,250)	(8,250)	(8,250)	.....	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2002 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2003—Continued

[In thousands of dollars]

Item	2002 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2002 appropriation	Budget estimate
Metropolitan planning	(55,422)	(60,386)	(60,386)	(+4,964)	
State planning	(11,578)	(12,614)	(12,614)	(+1,036)	
National planning and research	(31,500)	(31,500)	(31,500)		
Subtotal	(116,000)	(122,000)	(122,000)	(+6,000)	
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(5,397,800)	(5,781,000)	(5,781,000)	(+383,200)	
Capital investment grants	568,200	607,200	607,200	+39,000	
Capital investment grants (General purpose)			100,000	+100,000	+100,000
Emergency supplemental	100,000			−100,000	
Capital investment grants (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(2,272,800)	(2,428,800)	(2,428,800)	(+156,000)	
Flexible funding					
Subtotal, Capital investment grants	(2,941,000)	(3,036,000)	(3,136,000)	(+195,000)	(+100,000)
Fixed guideway modernization	(1,136,400)	(1,214,400)	(1,214,400)	(+78,000)	
Buses and bus-related facilities	(568,200)	(607,200)	(607,200)	(+39,000)	
New starts	(1,136,400)	(1,214,400)	(1,214,400)	(+78,000)	
Subtotal	(2,841,000)	(3,036,000)	(3,036,000)	(+195,000)	
Job access and reverse commute grants	25,000	30,000	30,000	+5,000	
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(100,000)	(120,000)	(120,000)	(+20,000)	
Subtotal, Job access and reverse commute grants	(125,000)	(150,000)	(150,000)	(+25,000)	
Total, Federal Transit Administration	1,472,700	1,445,000	1,545,000	+72,300	+100,000
(Limitations on obligations)	(5,397,800)	(5,781,000)	(5,781,000)	(+383,200)	
Total budgetary resources	(6,870,500)	(7,226,000)	(7,326,000)	(+455,500)	(+100,000)

Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance Trust Fund)	13,345	14,086	13,345	.....	−741
Research and Special Programs Administration					
Research and special programs:					
Hazardous materials safety	21,217	23,079	23,079	+1,862	.....
Offset for new user fees	.....	−6,000	.....	.....	+6,000
Emergency transportation	1,897	2,058	2,058	+161	.....
Research and technology	2,784	2,854	2,854	+70	.....
Program and administrative support	11,381	16,387	15,734	+4,353	−653
Subtotal, research and special programs	37,279	38,378	43,725	+6,446	+5,347
Emergency supplemental (emergency trans)	2,500	.....	.....	−2,500	.....
Pipeline safety:					
Pipeline Safety Fund	50,386	56,385	56,385	+5,999	.....
Oil Spill Liability Trust Fund	7,864	7,472	7,472	−392	.....
Pipeline safety reserve	.....	.....	.....	.....	.....
Subtotal, Pipeline safety program (incl reserve)	58,250	63,857	63,857	+5,607	.....
Emergency preparedness grants:					
Emergency preparedness fund	200	200	200	.....	.....
Limitation on emergency preparedness fund	(14,300)	(14,300)	(14,300)	.....	.....
Total, Research and Special Programs Admin	98,229	108,435	107,782	+9,553	−653
Rescission	.....	.....	.....	.....	.....
Net total	98,229	108,435	107,782	+9,553	−653
Office of Inspector General					
Salaries and expenses	50,614	57,421	57,421	+6,807	.....
Emergency supplemental	1,300	.....	.....	−1,300	.....
Total	51,914	57,421	57,421	+5,507	.....
Surface Transportation Board					
Salaries and expenses	18,457	19,459	19,459	+1,002	.....
Offsetting collections	−950	−1,000	−1,000	−50	.....
Total	17,507	18,459	18,459	+952	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2002 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2003—Continued

[In thousands of dollars]

Item	2002 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2002 appropriation	Budget estimate
Bureau of Transportation Statistics					
Office of Airline Information (Airport & Airway Trust Fund)	.....	3,965	.....	.....	−3,965
General Provisions					
Amtrak Reform Council (Sec. 329)	225	.....	.....	−225	.....
Alaska highway obligation adjustment	.....	.....	.....	.....	.....
Surface transportation projects (sec. 330) (sec. 1106)	148,300	.....	160,000	+11,700	+160,000
Restoration of contract authorization (Sec. ____)	.....	.....	200,000	+200,000	+200,000
Total, General provisions	148,525	.....	360,000	+211,475	+360,000
Net total, title I, Department of Transportation	18,827,005	20,724,006	22,173,468	+3,346,463	+1,449,462
Appropriations	(17,914,879)	(20,724,006)	(22,173,468)	(+4,258,589)	(+1,449,462)
Emergency	(1,295,750)	.....	.....	(−1,295,750)	.....
Offset for new user fees	(−1,250,000)	(−230,000)	.....	(+1,250,000)	(+230,000)
Rescission of contract authority	(−303,236)	.....	.....	(+303,236)	.....
(By transfer)	.....	.....	.....	.....	.....
(Limitations on obligations)	(41,107,800)	(32,951,251)	(41,582,464)	(+474,664)	(+8,631,213)
(Exempt obligations)	(965,308)	(892,767)	(892,767)	(−72,541)	.....
Net total budgetary resources	(60,900,113)	(54,568,024)	(64,648,699)	(+3,748,586)	(+10,080,675)
TITLE II—RELATED AGENCIES					
Architectural and Transportation Barriers Compliance Board					
Salaries and expenses	5,015	5,194	5,194	+179	.....

National Transportation Safety Board					
Salaries and expenses	68,000	70,480	72,500	+4,500	+2,020
Emergency supplemental	650	.....	.....	−650	.....
Total	68,650	70,480	72,500	+3,850	+2,020
Total, title II, Related Agencies	73,665	75,674	77,694	+4,029	+2,020

[1] Reflects pending amendment.

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