

Calendar No. 596

106TH CONGRESS
2D SESSION

S. 2720

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

IN THE SENATE OF THE UNITED STATES

JUNE 13, 2000

Mr. SHELBY, from the Committee on Appropriations, reported the following original bill; which was read twice and placed on the calendar

A BILL

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

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the following sums are appropriated, out of any
4 money in the Treasury not otherwise appropriated, for the
5 Department of Transportation and related agencies for
6 the fiscal year ending September 30, 2001, and for other
7 purposes, namely:

1 TITLE I

2 DEPARTMENT OF TRANSPORTATION

3 OFFICE OF THE SECRETARY

4 IMMEDIATE OFFICE OF THE SECRETARY

5 For necessary expenses of the Immediate Office of
6 the Secretary, \$1,800,000.

7 IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

8 For necessary expenses of the Immediate Office of
9 the Deputy Secretary, \$500,000.

10 OFFICE OF THE GENERAL COUNSEL

11 For necessary expenses of the Office of the General
12 Counsel, \$9,000,000.

13 OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

14 For necessary expenses of the Office of the Assistant
15 Secretary for Policy, \$2,500,000.

16 OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION

17 AND INTERNATIONAL AFFAIRS

18 For necessary expenses of the Office of the Assistant
19 Secretary for Aviation and International Affairs,
20 \$7,000,000: *Provided*, That notwithstanding any other
21 provision of law, there may be credited to this appropria-
22 tion up to \$1,250,000 in funds received in user fees.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET
AND PROGRAMS

3 For necessary expenses of the Office of the Assistant
4 Secretary for Budget and Programs, \$6,500,000, includ-
5 ing not to exceed \$60,000 for allocation within the Depart-
6 ment for official reception and representation expenses as
7 the Secretary may determine: *Provided*, That not more
8 than \$15,000 of the official reception and representation
9 funds shall be available for obligation prior to January 20,
10 2001.

11 OFFICE OF THE ASSISTANT SECRETARY FOR
12 GOVERNMENTAL AFFAIRS

13 For necessary expenses of the Office of the Assistant
14 Secretary for Governmental Affairs, \$2,000,000.

15 OFFICE OF THE ASSISTANT SECRETARY FOR
16 ADMINISTRATION

17 For necessary expenses of the Office of the Assistant
18 Secretary for Administration, \$17,800,000.

19 OFFICE OF PUBLIC AFFAIRS

20 For necessary expenses of the Office of Public Af-
21 fairs, \$1,500,000.

22 EXECUTIVE SECRETARIAT

23 For necessary expenses of the Executive Secretariat,
24 \$1,181,000.

1 BOARD OF CONTRACT APPEALS

2 For necessary expenses of the Board of Contract Ap-
3 peals, \$496,000.

4 OFFICE OF SMALL AND DISADVANTAGED BUSINESS
5 UTILIZATION

6 For necessary expenses of the Office of Small and
7 Disadvantaged Business Utilization, \$1,192,000.

8 OFFICE OF THE CHIEF INFORMATION OFFICER

9 For necessary expenses of the Office of the Chief In-
10 formation Officer, \$6,000,000.

11 OFFICE OF CIVIL RIGHTS

12 For necessary expenses of the Office of Civil Rights,
13 \$8,000,000.

14 TRANSPORTATION PLANNING, RESEARCH, AND
15 DEVELOPMENT

16 For necessary expenses for conducting transportation
17 planning, research, systems development, development ac-
18 tivities, and making grants, to remain available until ex-
19 pended, \$5,300,000, of which \$1,400,000 shall only be
20 available for planning for the 2001 Special Winter Olym-
21 pics; and \$2,000,000 shall only be available for the pur-
22 pose of section 228 of Public Law 106–181.

23 TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

24 Necessary expenses for operating costs and capital
25 outlays of the Transportation Administrative Service Cen-

1 ter, not to exceed \$173,278,000, shall be paid from appro-
2 priations made available to the Department of Transpor-
3 tation: *Provided*, That such services shall be provided on
4 a competitive basis to entities within the Department of
5 Transportation: *Provided further*, That the above limita-
6 tion on operating expenses shall not apply to non-DOT
7 entities: *Provided further*, That no funds appropriated in
8 this Act to an agency of the Department shall be trans-
9 ferred to the Transportation Administrative Service Cen-
10 ter without the approval of the agency modal adminis-
11 trator: *Provided further*, That no assessments may be lev-
12 ied against any program, budget activity, subactivity or
13 project funded by this Act unless notice of such assess-
14 ments and the basis therefor are presented to the House
15 and Senate Committees on Appropriations and are ap-
16 proved by such Committees.

17 MINORITY BUSINESS RESOURCE CENTER PROGRAM

18 For the cost of direct loans, \$1,500,000, as author-
19 ized by 49 U.S.C. 332: *Provided*, That such costs, includ-
20 ing the cost of modifying such loans, shall be as defined
21 in section 502 of the Congressional Budget Act of 1974:
22 *Provided further*, That these funds are available to sub-
23 sidize gross obligations for the principal amount of direct
24 loans not to exceed \$13,775,000. In addition, for adminis-

1 trative expenses to carry out the direct loan program,
 2 \$400,000.

3 MINORITY BUSINESS OUTREACH

4 For necessary expenses of Minority Business Re-
 5 source Center outreach activities, \$3,000,000, of which
 6 \$2,635,000 shall remain available until September 30,
 7 2002: *Provided*, That notwithstanding 49 U.S.C. 332,
 8 these funds may be used for business opportunities related
 9 to any mode of transportation.

10 COAST GUARD

11 OPERATING EXPENSES

12 For necessary expenses for the operation and mainte-
 13 nance of the Coast Guard, not otherwise provided for; pur-
 14 chase of not to exceed five passenger motor vehicles for
 15 replacement only; payments pursuant to section 156 of
 16 Public Law 97–377, as amended (42 U.S.C. 402 note),
 17 and section 229(b) of the Social Security Act (42 U.S.C.
 18 429(b)); and recreation and welfare; \$3,039,460,000, of
 19 which \$641,000,000 shall be available only for defense-
 20 related activities; and of which \$25,000,000 shall be de-
 21 rived from the Oil Spill Liability Trust Fund: *Provided*,
 22 That none of the funds appropriated in this or any other
 23 Act shall be available for pay for administrative expenses
 24 in connection with shipping commissioners in the United
 25 States: *Provided further*, That none of the funds provided

1 in this Act shall be available for expenses incurred for
2 yacht documentation under 46 U.S.C. 12109, except to
3 the extent fees are collected from yacht owners and cred-
4 ited to this appropriation: *Provided further*, That the Com-
5 mandant shall reduce both military and civilian employ-
6 ment levels for the purpose of complying with Executive
7 Order No. 12839: *Provided further*, That up to \$615,000
8 in user fees collected pursuant to section 1111 of Public
9 Law 104–324 shall be credited to this appropriation as
10 offsetting collections in fiscal year 2001: *Provided further*,
11 That none of the funds in this Act shall be available for
12 the Coast Guard to plan, finalize, or implement any regu-
13 lation that would promulgate new maritime user fees not
14 specifically authorized by law after the date of the enact-
15 ment of this Act: *Provided further*, That the Secretary may
16 transfer funds to this account, from Federal Aviation Ad-
17 ministration “Operations”, not to exceed \$100,000,000 in
18 total for the fiscal year, fifteen days after written notifica-
19 tion to the House and Senate Committees on Appropria-
20 tions, for the purpose of providing additional funds for
21 drug interdiction activities and/or the Office of Intelligence
22 and Security activities: *Provided further*, That the United
23 States Coast Guard will reimburse the Department of
24 Transportation Inspector General \$5,000,000 for costs as-

1 sociated with audits and investigations of all Coast Guard-
2 related issues and systems.

3 ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

4 For necessary expenses of acquisition, construction,
5 renovation, and improvement of aids to navigation, shore
6 facilities, vessels, and aircraft, including equipment related
7 thereto, \$407,747,660, of which \$20,000,000 shall be de-
8 rived from the Oil Spill Liability Trust Fund; of which
9 \$145,936,660 shall be available to acquire, repair, ren-
10 ovate or improve vessels, small boats and related equip-
11 ment, to remain available until September 30, 2005;
12 \$41,650,000 shall be available to acquire new aircraft and
13 increase aviation capability, to remain available until Sep-
14 tember 30, 2003; \$54,304,000 shall be available for other
15 equipment, to remain available until September 30, 2003;
16 \$68,406,000 shall be available for shore facilities and aids
17 to navigation facilities, to remain available until Sep-
18 tember 30, 2003; \$55,151,000 shall be available for per-
19 sonnel compensation and benefits and related costs, to re-
20 main available until September 30, 2002; and
21 \$42,300,000 for the Integrated Deepwater Systems pro-
22 gram, to remain available until September 30, 2003: *Pro-*
23 *vided*, That the Commandant may dispose of surplus real
24 property by sale or lease and the proceeds shall be credited
25 to this appropriation and remain available until expended,

1 but shall not be available for obligation until October 1,
2 2001: *Provided further*, That none of the funds provided
3 for the Integrated Deepwater Systems program shall be
4 available for obligation until the submission of a com-
5 prehensive capital investment plan for the United States
6 Coast Guard as required by Public Law 106–69: *Provided*
7 *further*, That the Commandant shall transfer \$5,800,000
8 to the City of Homer, Alaska, for the construction of a
9 municipal pier and other harbor improvements: *Provided*
10 *further*, That the City of Homer enters into an agreement
11 with the United States to accommodate Coast Guard ves-
12 sels and to support Coast Guard operations at Homer,
13 Alaska: *Provided further*, That the Commandant is hereby
14 granted the authority to enter into a contract for the
15 Great Lakes Icebreaker (GLIB) Replacement which shall
16 be funded on an incremental basis: *Provided further*, That
17 upon initial submission to the Congress of the fiscal year
18 2002 President’s budget, the Secretary of Transportation
19 shall transmit to the Congress a comprehensive capital in-
20 vestment plan for the United States Coast Guard which
21 includes funding for each budget line item for fiscal years
22 2002 through 2006, with total funding for each year of
23 the plan constrained to the funding targets for those years
24 as estimated and approved by the Office of Management
25 and Budget.

1 ENVIRONMENTAL COMPLIANCE AND RESTORATION

2 For necessary expenses to carry out the Coast
3 Guard's environmental compliance and restoration func-
4 tions under chapter 19 of title 14, United States Code,
5 \$16,700,000, to remain available until expended.

6 ALTERATION OF BRIDGES

7 (HIGHWAY TRUST FUND)

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

11 RETIRED PAY

12 For retired pay, including the payment of obligations
13 therefor otherwise chargeable to lapsed appropriations for
14 this purpose, and payments under the Retired Service-
15 man's Family Protection and Survivor Benefits Plans, and
16 for payments for medical care of retired personnel and
17 their dependents under the Dependents Medical Care Act
18 (10 U.S.C. ch. 55), \$778,000,000.

19 RESERVE TRAINING

20 (INCLUDING TRANSFER OF FUNDS)

21 For all necessary expenses of the Coast Guard Re-
22 serve, as authorized by law; maintenance and operation
23 of facilities; and supplies, equipment, and services;
24 \$80,371,000: *Provided*, That no more than \$22,000,000
25 of funds made available under this heading may be trans-

1 ferred to Coast Guard “Operating expenses” or otherwise
2 made available to reimburse the Coast Guard for financial
3 support of the Coast Guard Reserve: *Provided further*,
4 That none of the funds in this Act may be used by the
5 Coast Guard to assess direct charges on the Coast Guard
6 Reserves for items or activities which were not so charged
7 during fiscal year 1997.

8 RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

9 For necessary expenses, not otherwise provided for,
10 for applied scientific research, development, test, and eval-
11 uation; maintenance, rehabilitation, lease and operation of
12 facilities and equipment, as authorized by law,
13 \$21,320,000, to remain available until expended, of which
14 \$3,500,000 shall be derived from the Oil Spill Liability
15 Trust Fund: *Provided*, That there may be credited to and
16 used for the purposes of this appropriation funds received
17 from State and local governments, other public authori-
18 ties, private sources, and foreign countries, for expenses
19 incurred for research, development, testing, and evalua-
20 tion.

21 FEDERAL AVIATION ADMINISTRATION

22 OPERATIONS

23 For necessary expenses of the Federal Aviation Ad-
24 ministration, not otherwise provided for, including oper-
25 ations and research activities related to commercial space

1 transportation, administrative expenses for research and
2 development, establishment of air navigation facilities, the
3 operation (including leasing) and maintenance of aircraft,
4 subsidizing the cost of aeronautical charts and maps sold
5 to the public, and carrying out the provisions of sub-
6 chapter I of chapter 471 of title 49, United States Code,
7 or other provisions of law authorizing the obligation of
8 funds for similar programs of airport and airway develop-
9 ment or improvement, lease or purchase of passenger
10 motor vehicles for replacement only, in addition to
11 amounts made available by Public Law 104-264,
12 \$6,350,250,000, of which \$4,414,869,000 shall be derived
13 from the Airport and Airway Trust Fund, of which
14 \$5,039,391,000 shall be available for air traffic services
15 program activities; \$691,979,000 shall be available for
16 aviation regulation and certification program activities;
17 \$138,462,000 shall be available for civil aviation security
18 program activities; \$182,401,000 shall be available for re-
19 search and acquisition program activities; \$10,000,000
20 shall be available for commercial space transportation pro-
21 gram activities; \$43,000,000 shall be available for Finan-
22 cial Services program activities; \$49,906,000 shall be
23 available for Human Resources program activities;
24 \$99,347,000 shall be available for Regional Coordination
25 program activities; and \$95,764,000 shall be available for

1 Staff Offices program activities: *Provided*, That none of
2 the funds in this Act shall be available for the Federal
3 Aviation Administration to plan, finalize, or implement
4 any regulation that would promulgate new aviation user
5 fees not specifically authorized by law after the date of
6 the enactment of this Act: *Provided further*, That there
7 may be credited to this appropriation funds received from
8 States, counties, municipalities, foreign authorities, other
9 public authorities, and private sources, for expenses in-
10 curred in the provision of agency services, including re-
11 ceipts for the maintenance and operation of air navigation
12 facilities, and for issuance, renewal or modification of cer-
13 tificates, including airman, aircraft, and repair station cer-
14 tificates, or for tests related thereto, or for processing
15 major repair or alteration forms: *Provided further*, That
16 of the funds appropriated under this heading, not less
17 than \$5,000,000 shall be for the contract tower cost-shar-
18 ing program and not less than \$55,300,000 shall be for
19 the contract tower program within the air traffic services
20 program activities: *Provided further*, That funds may be
21 used to enter into a grant agreement with a nonprofit
22 standard-setting organization to assist in the development
23 of aviation safety standards: *Provided further*, That none
24 of the funds in this Act shall be available for new appli-
25 cants for the second career training program: *Provided*

1 *further*, That none of the funds in this Act shall be avail-
2 able for paying premium pay under 5 U.S.C. 5546(a) to
3 any Federal Aviation Administration employee unless such
4 employee actually performed work during the time cor-
5 responding to such premium pay: *Provided further*, That
6 none of the funds in this Act may be obligated or expended
7 to operate a manned auxiliary flight service station in the
8 contiguous United States: *Provided further*, That none of
9 the funds in this Act may be used for the Federal Aviation
10 Administration to enter into a multiyear lease greater
11 than 5 years in length or greater than \$100,000,000 in
12 value unless such lease is specifically authorized by the
13 Congress and appropriations have been provided to fully
14 cover the Federal Government's contingent liabilities: *Pro-*
15 *vided further*, That none of the funds in this Act may be
16 used for the Federal Aviation Administration (FAA) to
17 sign a lease for satellite services related to the global posi-
18 tioning system (GPS) wide area augmentation system
19 until the administrator of FAA certifies in writing to the
20 House and Senate Committees on Appropriations that
21 FAA has conducted a lease versus buy analysis which indi-
22 cates that such lease will result in the lowest overall cost
23 to the agency: *Provided further*, That notwithstanding any
24 other provision of law, the FAA Administrator may con-
25 tract out the entire function of Oceanic flight services:

1 *Provided further*, That the Secretary may transfer funds
 2 to this account, from Coast Guard “Operating expenses”,
 3 not to exceed \$100,000,000 in total for the fiscal year,
 4 fifteen days after written notification to the House and
 5 Senate Committees on Appropriations, solely for the pur-
 6 pose of providing additional funds for air traffic control
 7 operations and maintenance to enhance aviation safety
 8 and security, and/or the Office of Intelligence and Security
 9 activities: *Provided further*, That the Federal Aviation Ad-
 10 ministration will reimburse the Department of Transpor-
 11 tation Inspector General \$19,000,000 for costs associated
 12 with audits and investigations of all aviation-related issues
 13 and systems.

14 FACILITIES AND EQUIPMENT

15 (AIRPORT AND AIRWAY TRUST FUND)

16 For necessary expenses, not otherwise provided for,
 17 for acquisition, establishment, and improvement by con-
 18 tract or purchase, and hire of air navigation and experi-
 19 mental facilities and equipment as authorized under part
 20 A of subtitle VII of title 49, United States Code, including
 21 initial acquisition of necessary sites by lease or grant; en-
 22 gineering and service testing, including construction of
 23 test facilities and acquisition of necessary sites by lease
 24 or grant; and construction and furnishing of quarters and
 25 related accommodations for officers and employees of the

1 Federal Aviation Administration stationed at remote local-
2 ities where such accommodations are not available; and
3 the purchase, lease, or transfer of aircraft from funds
4 available under this head; to be derived from the Airport
5 and Airway Trust Fund, \$2,656,765,000, of which
6 \$2,334,112,400 shall remain available until September 30,
7 2003, and of which \$322,652,600 shall remain available
8 until September 30, 2001: *Provided*, That there may be
9 credited to this appropriation funds received from States,
10 counties, municipalities, other public authorities, and pri-
11 vate sources, for expenses incurred in the establishment
12 and modernization of air navigation facilities: *Provided*
13 *further*, That upon initial submission to the Congress of
14 the fiscal year 2002 President's budget, the Secretary of
15 Transportation shall transmit to the Congress a com-
16 prehensive capital investment plan for the Federal Avia-
17 tion Administration which includes funding for each budg-
18 et line item for fiscal years 2002 through 2006, with total
19 funding for each year of the plan constrained to the fund-
20 ing targets for those years as estimated and approved by
21 the Office of Management and Budget: *Provided further*,
22 That none of the funds in this Act may be used for the
23 Federal Aviation Administration to enter into a capital
24 lease agreement unless appropriations have been provided

1 to fully cover the Federal Government's contingent liabil-
 2 ities at the time the lease agreement is signed.

3 RESEARCH, ENGINEERING, AND DEVELOPMENT

4 (AIRPORT AND AIRWAY TRUST FUND)

5 For necessary expenses, not otherwise provided for,
 6 for research, engineering, and development, as authorized
 7 under part A of subtitle VII of title 49, United States
 8 Code, including construction of experimental facilities and
 9 acquisition of necessary sites by lease or grant,
 10 \$183,343,000, to be derived from the Airport and Airway
 11 Trust Fund and to remain available until September 30,
 12 2003: *Provided*, That there may be credited to this appro-
 13 priation funds received from States, counties, municipali-
 14 ties, other public authorities, and private sources, for ex-
 15 penses incurred for research, engineering, and develop-
 16 ment.

17 GRANTS-IN-AID FOR AIRPORTS

18 (LIQUIDATION OF CONTRACT AUTHORIZATION)

19 (LIMITATION ON OBLIGATIONS)

20 (AIRPORT AND AIRWAY TRUST FUND)

21 For liquidation of obligations incurred for grants-in-
 22 aid for airport planning and development, and noise com-
 23 patibility planning and programs as authorized under sub-
 24 chapter I of chapter 471 and subchapter I of chapter 475
 25 of title 49, United States Code, and under other law au-
 26 thorizing such obligations; for administration of such pro-

1 grams and air traffic services program activities; for ad-
 2 ministration of programs under section 40117; and for in-
 3 spection activities and administration of airport safety
 4 programs, including those related to airport operating cer-
 5 tificates under section 44706 of title 49, United States
 6 Code, \$3,200,000,000, to be derived from the Airport and
 7 Airway Trust Fund and to remain available until ex-
 8 pended: *Provided*, That none of the funds under this head-
 9 ing shall be available for the planning or execution of pro-
 10 grams the obligations for which are in excess of
 11 \$3,200,000,000 in fiscal year 2001, notwithstanding sec-
 12 tion 47117(h) of title 49, United States Code: *Provided*
 13 *further*, That notwithstanding any other provision of law,
 14 not more than \$173,000,000 of funds limited under this
 15 heading shall be obligated for administration and air traf-
 16 fic services program activities if such funds are necessary
 17 to maintain aviation safety.

18 GRANTS-IN-AID FOR AIRPORTS

19 (AIRPORT AND AIRWAY TRUST FUND)

20 (RESCISSION OF CONTRACT AUTHORIZATION)

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

23 AVIATION INSURANCE REVOLVING FUND

24 The Secretary of Transportation is hereby authorized
 25 to make such expenditures and investments, within the
 26 limits of funds available pursuant to 49 U.S.C. 44307, and

1 in accordance with section 104 of the Government Cor-
2 poration Control Act, as amended (31 U.S.C. 9104), as
3 may be necessary in carrying out the program for aviation
4 insurance activities under chapter 443 of title 49, United
5 States Code.

6 FEDERAL HIGHWAY ADMINISTRATION

7 LIMITATION ON ADMINISTRATIVE EXPENSES

8 Necessary expenses for administration and operation
9 of the Federal Highway Administration not to exceed
10 \$386,657,840 shall be paid in accordance with law from
11 appropriations made available by this Act to the Federal
12 Highway Administration together with advances and reim-
13 bursements received by the Federal Highway Administra-
14 tion: *Provided*, That \$10,000,000 shall be available for
15 National Historic Covered Bridge Preservation Program
16 under section 1224 of Public Law 105–178, as amended,
17 \$33,588,500 shall be available for the Indian Reservation
18 Roads Program under section 204 of title 23, \$30,046,440
19 shall be available for the Public Lands Highway Program
20 under section 204 of title 23, \$20,153,100 shall be avail-
21 able for the Park Roads and Parkways Program under
22 section 204 of title 23, and \$2,442,800 shall be available
23 for the Refuge Roads program under section 204 of title
24 23: *Provided further*, That the Federal Highway Adminis-
25 tration will reimburse the Department of Transportation

1 Inspector General \$10,000,000 from funds available with-
2 in this limitation for costs associated with audits and in-
3 vestigations of all highway-related issues and systems.

4 FEDERAL-AID HIGHWAYS

5 (LIMITATION ON OBLIGATIONS)

6 (HIGHWAY TRUST FUND)

7 None of the funds in this Act shall be available for
8 the implementation or execution of programs, the obliga-
9 tions for which are in excess of \$29,661,806,000 for Fed-
10 eral-aid highways and highway safety construction pro-
11 grams for fiscal year 2001: *Provided*, That within the
12 \$29,661,806,000 obligation limitation on Federal-aid
13 highways and highway safety construction programs, not
14 more than \$437,250,000 shall be available for the imple-
15 mentation or execution of programs for transportation re-
16 search (sections 502, 503, 504, 506, 507, and 508 of title
17 23, United States Code, as amended; section 5505 of title
18 49, United States Code, as amended; and sections 5112
19 and 5204–5209 of Public Law 105–178) for fiscal year
20 2000; not more than \$25,000,000 shall be available for
21 the implementation or execution of programs for the Mag-
22 netic Levitation Transportation Technology Deployment
23 Program (section 1218 of Public Law 105–178) for fiscal
24 year 2001, of which not to exceed \$1,000,000 shall be
25 available to the Federal Railroad Administration for ad-
26 ministrative expenses and technical assistance in connec-

tion with such program; not more than \$31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (section 111 of title 49, United States Code) for fiscal year 2001: *Provided further*, That within the \$218,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas:

Calhoun County, MI	\$500,000
Wayne County, MI	1,500,000
Southeast Michigan	1,000,000
Indiana Statewide (SAFE-T)	1,500,000
Salt Lake City (Olympic Games)	2,000,000
State of New Mexico	1,500,000
Santa Teresa, NM	1,000,000
State of Missouri (Rural)	1,000,000
Springfield-Branson, MO	1,500,000
Kansas City, MO	2,500,000
Inglewood, CA	1,200,000
Lewis & Clark trail, MT	1,250,000
State of Montana	1,500,000
Fort Collins, CO	2,000,000
Arapahoe County, CO	1,000,000
I-70 West project, CO	1,000,000
I-81 Safety Corridor, VA	1,000,000
Aquidneck Island, RI	750,000
Hattiesburg, MS	1,000,000
Jackson, MS	1,000,000
Fargo, ND	1,000,000
Moscow, ID	1,750,000
State of Ohio	2,500,000
State of Connecticut	3,000,000
Illinois Statewide	2,000,000
Charlotte, NC	1,250,000
Nashville, TN	1,000,000
State of Tennessee	2,600,000
Spokane, WA	1,000,000
Bellingham, WA	700,000
Puget Sound Regional Fare Coordination	2,000,000
Bay County, FL	1,000,000
Iowa statewide (traffic enforcement)	3,000,000
State of Nebraska	2,600,000
State of North Carolina	3,000,000
South Carolina statewide	2,000,000
San Antonio, TX	200,000
Beaumont, TX	300,000

Corpus Christi, TX (vehicle dispatching)	1,500,000
Williamson County/Round Rock, TX	500,000
Austin, TX	500,000
Texas Border Phase I Houston, TX	1,000,000
Oklahoma statewide	2,000,000
Vermont statewide	1,000,000
Vermont rural ITS	1,500,000
State of Wisconsin	3,600,000
Tucson, AZ	2,500,000
Cargo Mate, NJ	1,000,000
New Jersey regional integration/TRANSCOM	4,000,000
State of Kentucky	2,000,000
State of Maryland	4,000,000
Sacramento to Reno, I-80 corridor	200,000
Washoe County, NV	200,000
North Las Vegas, NV	1,800,000
Delaware statewide	1,000,000
North Central Pennsylvania	1,500,000
Delaware River Port Authority	3,500,000
Pennsylvania Turnpike Commission	3,000,000
Huntsville, AL	2,000,000
Tuscaloosa/Muscle Shoals	3,000,000
Automated crash notification system, UAB	2,000,000
Oregon statewide	1,500,000
Alaska statewide	4,200,000
South Dakota commercial vehicle ITS	1,500,000:

1 *Provided further*, That, notwithstanding Public Law 105–
2 178 as amended, funds authorized under section 110 of
3 title 23, United States Code, for fiscal year 2001 shall
4 be apportioned based on each State’s percentage share of
5 funding provided for under section 105 of title 23, United
6 States Code, for fiscal year 2001. Of the funds to be ap-
7 portioned under section 110 for fiscal year 2001, the Sec-
8 retary shall ensure that such funds are apportioned for
9 the Interstate Maintenance program, the National High-
10 way system program, the bridge program, the surface
11 transportation program, and the congestion mitigation
12 and air quality program in the same ratio that each State

1 is apportioned funds for such program in fiscal year 2001
 2 but for this section.

3 FEDERAL-AID HIGHWAYS

4 (LIQUIDATION OF CONTRACT AUTHORIZATION)

5 (HIGHWAY TRUST FUND)

6 For carrying out the provisions of title 23, United
 7 States Code, that are attributable to Federal-aid high-
 8 ways, including the National Scenic and Recreational
 9 Highway as authorized by 23 U.S.C. 148, not otherwise
 10 provided, including reimbursement for sums expended
 11 pursuant to the provisions of 23 U.S.C. 308,
 12 \$28,000,000,000 or so much thereof as may be available
 13 in and derived from the Highway Trust Fund, to remain
 14 available until expended.

15 FEDERAL MOTOR CARRIER SAFETY

16 ADMINISTRATION

17 MOTOR CARRIER SAFETY

18 LIMITATION ON ADMINISTRATIVE EXPENSES

19 For necessary expenses for administration of motor
 20 carrier safety programs and motor carrier safety research,
 21 pursuant to section 104(a) of title 23, United States Code,
 22 not to exceed \$92,194,000 shall be paid in accordance
 23 with law from appropriations made available by this Act
 24 to the Federal Motor Carrier Safety Administration, to-
 25 gether with advances and reimbursements received by the
 26 Federal Motor Carrier Safety Administration: *Provided,*

1 That such amounts shall be available to carry out the
 2 functions and operations of the Federal Motor Carrier
 3 Safety Administration.

4 NATIONAL MOTOR CARRIER SAFETY PROGRAM

5 (LIQUIDATION OF CONTRACT AUTHORIZATION)

6 (LIMITATION ON OBLIGATIONS)

7 (HIGHWAY TRUST FUND)

8 For payment of obligations incurred in carrying out
 9 49 U.S.C. 31102, \$177,000,000, to be derived from the
 10 Highway Trust Fund and to remain available until ex-
 11 pended: *Provided*, That none of the funds in this Act shall
 12 be available for the implementation or execution of pro-
 13 grams the obligations for which are in excess of
 14 \$177,000,000 for “Motor Carrier Safety Grants”.

15 NATIONAL HIGHWAY TRAFFIC SAFETY

16 ADMINISTRATION

17 OPERATIONS AND RESEARCH

18 (HIGHWAY TRUST FUND)

19 For expenses necessary to discharge the functions of
 20 the Secretary, with respect to traffic and highway safety
 21 under chapter 301 of title 49, United States Code, and
 22 part C of subtitle VI of title 49, United States Code,
 23 \$107,876,000 of which \$77,670,000 shall remain available
 24 until September 30, 2003: *Provided*, That none of the
 25 funds appropriated by this Act may be obligated or ex-
 26 pended to plan, finalize, or implement any rulemaking to

1 add to section 575.104 of title 49 of the Code of Federal
2 Regulations any requirement pertaining to a grading
3 standard that is different from the three grading stand-
4 ards (treadwear, traction, and temperature resistance) al-
5 ready in effect: *Provided further*, That none of the funds
6 appropriated in this Act may be obligated or expended to
7 purchase a vehicle to conduct New Car Assessment Pro-
8 gram crash testing at a price that exceeds the manufactur-
9 er's suggested retail price: *Provided further*, That none of
10 the funds appropriated in this Act may be obligated or
11 expended to plan, finalize, or implement regulations that
12 would add the static stability factor to the New Car As-
13 sessment Program until the National Academy of Sciences
14 reports to the House and Senate Committees on Appro-
15 priations not later than nine months after the date of en-
16 actment of this Act that the static stability factor is a sci-
17 entifically valid measurement and presents practical, use-
18 ful information to the public; a comparison of the static
19 stability factor test versus a test with rollover metrics
20 based on dynamic driving conditions that induce rollover
21 events; and the validity of the NHTSA proposed system
22 for placing its rollover rating information on the web com-
23 pared to making rollover information available at the point
24 of sale.

1 OPERATIONS AND RESEARCH
2 (LIQUIDATION OF CONTRACT AUTHORIZATION)
3 (LIMITATION ON OBLIGATIONS)
4 (HIGHWAY TRUST FUND)

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

13 NATIONAL DRIVER REGISTER
14 (HIGHWAY TRUST FUND)

15 For expenses necessary to discharge the functions of
16 the Secretary with respect to the National Driver Register
17 under chapter 303 of title 49, United States Code,
18 \$2,000,000, to be derived from the Highway Trust Fund
19 and to remain available until expended.

20 HIGHWAY TRAFFIC SAFETY GRANTS
21 (LIQUIDATION OF CONTRACT AUTHORIZATION)
22 (LIMITATION ON OBLIGATIONS)
23 (HIGHWAY TRUST FUND)

24 Notwithstanding any other provision of law, for pay-
25 ment of obligations incurred in carrying out the provisions
26 of 23 U.S.C. 402, 405, 410, and 411 to remain available

1 until expended, \$213,000,000, to be derived from the
 2 Highway Trust Fund: *Provided*, That none of the funds
 3 in this Act shall be available for the planning or execution
 4 of programs the total obligations for which, in fiscal year
 5 2001, are in excess of \$213,000,000 for programs author-
 6 ized under 23 U.S.C. 402, 405, 410, and 411 of which
 7 \$155,000,000 shall be for “Highway Safety Programs”
 8 under 23 U.S.C. 402, \$13,000,000 shall be for “Occupant
 9 Protection Incentive Grants” under 23 U.S.C. 405,
 10 \$36,000,000 shall be for “Alcohol-Impaired Driving Coun-
 11 termeasures Grants” under 23 U.S.C. 410, \$9,000,000
 12 shall be for the “State Highway Safety Data Grants”
 13 under 23 U.S.C. 411: *Provided further*, That none of these
 14 funds shall be used for construction, rehabilitation, or re-
 15 modeling costs, or for office furnishings and fixtures for
 16 State, local, or private buildings or structures: *Provided*
 17 *further*, That not to exceed \$7,750,000 of the funds made
 18 available for section 402, not to exceed \$650,000 of the
 19 funds made available for section 405, not to exceed
 20 \$1,800,000 of the funds made available for section 410,
 21 and not to exceed \$450,000 of the funds made available
 22 for section 411 shall be available to NHTSA for admin-
 23 istering highway safety grants under chapter 4 of title 23,
 24 United States Code: *Provided further*, That not to exceed
 25 \$500,000 of the funds made available for section 410 “Al-

1cohol-Impaired Driving Countermeasures Grants” shall be
 2available for technical assistance to the States.

3FEDERAL RAILROAD ADMINISTRATION

4SAFETY AND OPERATIONS

5For necessary expenses of the Federal Railroad Ad-
 6ministration, not otherwise provided for, \$99,390,000, of
 7which \$4,957,000 shall remain available until expended:
 8*Provided, That*, as part of the Washington Union Station
 9transaction in which the Secretary assumed the first deed
 10of trust on the property and, where the Union Station Re-
 11development Corporation or any successor is obligated to
 12make payments on such deed of trust on the Secretary’s
 13behalf, including payments on and after September 30,
 141988, the Secretary is authorized to receive such payments
 15directly from the Union Station Redevelopment Corpora-
 16tion, credit them to the appropriation charged for the first
 17deed of trust, and make payments on the first deed of
 18trust with those funds: *Provided further*, That such addi-
 19tional sums as may be necessary for payment on the first
 20deed of trust may be advanced by the Administrator from
 21unobligated balances available to the Federal Railroad Ad-
 22ministration, to be reimbursed from payments received
 23from the Union Station Redevelopment Corporation: *Pro-*
 24*vided further*, That the Federal Railroad Administration
 25will reimburse the Department of Transportation Inspec-

1 tor General \$1,500,000 for costs associated with audits
2 and investigations of all rail-related issues and systems.

3 RAILROAD RESEARCH AND DEVELOPMENT

4 For necessary expenses for railroad research and de-
5 velopment, \$24,725,000, to remain available until ex-
6 pended.

7 RAILROAD REHABILITATION AND IMPROVEMENT

8 PROGRAM

9 The Secretary of Transportation is authorized to
10 issue to the Secretary of the Treasury notes or other obli-
11 gations pursuant to section 512 of the Railroad Revitaliza-
12 tion and Regulatory Reform Act of 1976 (Public Law 94–
13 210), as amended, in such amounts and at such times as
14 may be necessary to pay any amounts required pursuant
15 to the guarantee of the principal amount of obligations
16 under sections 511 through 513 of such Act, such author-
17 ity to exist as long as any such guaranteed obligation is
18 outstanding: *Provided*, That pursuant to section 502 of
19 such Act, as amended, no new direct loans or loan guar-
20 antee commitments shall be made using Federal funds for
21 the credit risk premium during fiscal year 2001.

22 NEXT GENERATION HIGH-SPEED RAIL

23 For necessary expenses for the Next Generation
24 High-Speed Rail program as authorized under 49 U.S.C.

1 26101 and 26102, \$24,900,000, to remain available until
2 expended.

3 ALASKA RAILROAD REHABILITATION

4 To enable the Secretary of Transportation to make
5 grants to the Alaska Railroad, \$20,000,000 shall be for
6 capital rehabilitation and improvements benefiting its pas-
7 senger operations, to remain available until expended.

8 WEST VIRGINIA RAIL DEVELOPMENT

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

13 CAPITAL GRANTS TO THE NATIONAL RAILROAD

14 PASSENGER CORPORATION

15 For necessary expenses of capital improvements of
16 the National Railroad Passenger Corporation as author-
17 ized by 49 U.S.C. 24104(a), \$521,000,000 to remain
18 available until expended: *Provided*, That the Secretary
19 shall not obligate more than \$208,400,000 prior to Sep-
20 tember 30, 2001.

21 FEDERAL TRANSIT ADMINISTRATION

22 ADMINISTRATIVE EXPENSES

23 For necessary administrative expenses of the Federal
24 Transit Administration's programs authorized by chapter
25 53 of title 49, United States Code, \$12,800,000: *Provided*,

1 That no more than \$64,000,000 of budget authority shall
 2 be available for these purposes: *Provided further*, That the
 3 Federal Transit Administration will reimburse the Depart-
 4 ment of Transportation Inspector General \$3,000,000 for
 5 costs associated with audits and investigations of all tran-
 6 sit-related issues and systems

7 FORMULA GRANTS

8 For necessary expenses to carry out 49 U.S.C. 5307,
 9 5308, 5310, 5311, 5327, and section 3038 of Public Law
 10 105–178, \$669,000,000, to remain available until ex-
 11 pended: *Provided*, That no more than \$3,345,000,000 of
 12 budget authority shall be available for these purposes.

13 UNIVERSITY TRANSPORTATION RESEARCH

14 For necessary expenses to carry out 49 U.S.C. 5505,
 15 \$1,200,000, to remain available until expended: *Provided*,
 16 That no more than \$6,000,000 of budget authority shall
 17 be available for these purposes.

18 TRANSIT PLANNING AND RESEARCH

19 For necessary expenses to carry out 49 U.S.C. 5303,
 20 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and
 21 5322, \$22,200,000, to remain available until expended:
 22 *Provided*, That no more than \$110,000,000 of budget au-
 23 thority shall be available for these purposes: *Provided fur-*
 24 *ther*, That \$5,250,000 is available to provide rural trans-
 25 portation assistance (49 U.S.C. 5311(b)(2)); \$4,000,000

1 is available to carry out programs under the National
2 Transit Institute (49 U.S.C. 5315); \$8,250,000 is avail-
3 able to carry out transit cooperative research programs
4 (49 U.S.C. 5313(a)), of which \$3,000,000 is available for
5 transit-related research conducted by the Great Cities
6 Universities research consortia; \$52,113,600 is available
7 for metropolitan planning (49 U.S.C. 5303, 5304, and
8 5305); \$10,886,400 is available for State planning (49
9 U.S.C. 5313(b)); and \$29,500,000 is available for the na-
10 tional planning and research program (49 U.S.C. 5314):
11 *Provided further*, That of the total budget authority made
12 available for the national planning and research program,
13 the Federal Transit Administration shall provide the fol-
14 lowing amounts for the projects and activities listed below:

Mid-America Regional Council coordinated transit planning, Kansas City metro area	\$750,000
Sacramento Area Council of Governments regional air quality planning and coordination study	250,000
Salt Lake Olympics Committee multimodal transportation planning	1,200,000
West Virginia University fuel cell technology institute propul- sion and ITS testing	1,000,000
University of Rhode Island, Kingston traffic congestion study	150,000
Georgia Regional Transportation Authority regional transit study	350,000
Trans-lake Washington land use effectiveness and enhance- ment review	450,000
State of Vermont electric vehicle transit demonstration	500,000
Acadia Island, Maine explorer transit system experimental pilot program	150,000
Center for Composites Manufacturing	950,000
Southern Nevada air quality study	800,000
Southeastern Pennsylvania Transit Authority advanced pro- pulsion control system	3,000,000
Fairbanks extreme temperature clean fuels research	800,000
National Transit Database	2,500,000
Safety and Security	6,100,000
National Rural Transit Assistance Program	750,000

Mississippi State University bus service expansion plan	100,000
Bus Rapid Transit administration, data collection and analysis	1,000,000
Project ACTION	3,000,000

1 TRUST FUND SHARE OF EXPENSES

2 (LIQUIDATION OF CONTRACT AUTHORIZATION)

3 (HIGHWAY TRUST FUND)

4 Notwithstanding any other provision of law, for pay-
5 ment of obligations incurred in carrying out 49 U.S.C.
6 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334,
7 5505, and sections 3037 and 3038 of Public Law 105–
8 178, \$5,016,600,000, to remain available until expended,
9 and to be derived from the Mass Transit Account of the
10 Highway Trust Fund: *Provided*, That \$2,676,000,000
11 shall be paid to the Federal Transit Administration’s for-
12 mula grants account: *Provided further*, That \$87,800,000
13 shall be paid to the Federal Transit Administration’s tran-
14 sit planning and research account: *Provided further*, That
15 \$51,200,000 shall be paid to the Federal Transit Adminis-
16 tration’s administrative expenses account: *Provided fur-*
17 *ther*, That \$4,800,000 shall be paid to the Federal Transit
18 Administration’s university transportation research ac-
19 count: *Provided further*, That \$80,000,000 shall be paid
20 to the Federal Transit Administration’s job access and re-
21 verse commute grants program: *Provided further*, That
22 \$2,116,800,000 shall be paid to the Federal Transit Ad-
23 ministration’s capital investment grants account.

CAPITAL INVESTMENT GRANTS

1 For necessary expenses to carry out 49 U.S.C. 5308,
2 5309, 5318, and 5327, \$529,200,000, to remain available
3 until expended: *Provided*, That no more than
4 \$2,646,000,000 of budget authority shall be available for
5 these purposes: *Provided further*, That notwithstanding
6 any other provision of law, there shall be available for
7 fixed guideway modernization, \$1,058,400,000; there shall
8 be available for the replacement, rehabilitation, and pur-
9 chase of buses and related equipment and the construction
10 of bus-related facilities, \$529,200,000; and there shall be
11 available for new fixed guideway systems \$1,058,400,000:
12 *Provided further*, That, within the total funds provided for
13 buses and bus-related facilities to carry out 49 U.S.C. sec-
14 tion 5309, the following projects shall be considered eligi-
15 ble for these funds: *Provided further*, That the Adminis-
16 trator of the Federal Transit Administration shall, not
17 later than February 1, 2001, individually submit to the
18 House and Senate Committees on Appropriations the rec-
19 ommended grant funding levels for the respective projects,
20 from the bus and bus-related facilities projects listed in
21 the accompanying Senate report: *Provided further*, That
22 within the total funds provided for new fixed guideway
23 systems to carry out 49 U.S.C. section 5309, the following
24 projects shall be considered eligible for these funds: *Pro-*
25

1 *vided further*, That the Administrator of the Federal Tran-
2 sit Administration shall, not later than February 1, 2001,
3 individually submit to the House and Senate Committees
4 on Appropriations the recommended grant funding levels
5 for the respective projects.

6 The following new fixed guideway systems and exten-
7 sions to existing systems are eligible to receive funding for
8 final design and construction:

9 2002 Winter Olympics spectator transportation
10 systems and facilities;

11 Alaska or Hawaii ferry projects;

12 Atlanta-MARTA North Line extension comple-
13 tion;

14 Austin Capital Metro Light Rail;

15 Baltimore Central Light Rail double tracking;

16 Boston North-South Rail Link;

17 Boston-South Boston Piers Transitway;

18 Canton-Akron-Cleveland commuter rail line;

19 Charlotte North-South Transitway project;

20 Chicago METRA commuter rail consolidated
21 request;

22 Chicago Transit Authority Ravenswood Brown
23 Line capacity expansion;

24 Chicago Transit Authority Douglas Blue Line;

- 1 Clark County, Nevada RTC fixed guideway
- 2 project;
- 3 Cleveland Euclid Corridor improvement project;
- 4 Dallas Area Rapid Transit North Central light
- 5 rail;
- 6 Denver Southeast corridor project;
- 7 Denver Southwest corridor project;
- 8 Fort Lauderdale Tri-County commuter rail
- 9 project;
- 10 Fort Worth Railtran corridor commuter rail
- 11 project;
- 12 Galveston Rail Trolley extension;
- 13 Girdwood to Wasilla, Alaska commuter rail
- 14 project;
- 15 Houston Metro Regional Bus Plan;
- 16 Kansas City Southtown corridor;
- 17 Little Rock, Arkansas River Rail project;
- 18 Long Island Rail Road East Side access
- 19 project;
- 20 Los Angeles Mid-city and Eastside corridors;
- 21 Los Angeles North Hollywood extension;
- 22 MARC expansion projects—Penn-Camden lines
- 23 connector and midday storage facility;
- 24 MARC-Brunswick line in West Virginia, signal
- 25 and crossover improvements;

- 1 Memphis Medical Center extension project;
- 2 Minneapolis-Twin Cities Transitways corridor
- 3 projects;
- 4 Nashua, New Hampshire to Lowell, Massachu-
- 5 setts commuter rail;
- 6 Nashville regional commuter rail;
- 7 New Jersey Hudson-Bergen Light Rail;
- 8 New Orleans Canal Street Streetcar corridor
- 9 project;
- 10 New Orleans Desire Street corridor project;
- 11 Newark-Elizabeth rail link;
- 12 Oceanside-Escondido, California light rail;
- 13 Orange County, California transitway project;
- 14 Philadelphia-Reading SEPTA Schuylkill Valley
- 15 metro project;
- 16 Phoenix metropolitan area transit project;
- 17 Pittsburgh North Shore-central business dis-
- 18 trict corridor project;
- 19 Pittsburgh Stage II Light Rail transit;
- 20 Portland Interstate MAX light rail transit;
- 21 Raleigh, Durham and Chapel Hill regional rail
- 22 service;
- 23 Rhode Island-Pawtucket and T.F. Green com-
- 24 muter rail and maintenance facility;
- 25 Sacramento south corridor light rail extension;

- 1 Salt Lake City-University light rail line;
- 2 Salt Lake City North/South light rail project;
- 3 Salt Lake-Ogden-Provo regional commuter rail;
- 4 San Bernardino MetroLink;
- 5 San Diego Mission Valley East light rail;
- 6 San Francisco BART extension to the airport
- 7 project;
- 8 San Jose Tasman West light rail project;
- 9 San Juan-Tren Urbano;
- 10 Seattle-Sound Transit Central Link light rail
- 11 project;
- 12 Seattle-Puget Sound RTA Sounder commuter
- 13 rail project;
- 14 Spokane-South Valley Corridor light rail
- 15 project;
- 16 St. Louis Metrolink Cross County connector;
- 17 St. Louis/St. Clair County Metrolink light rail
- 18 extension;
- 19 Stamford Urban Transitway, Connecticut;
- 20 Tampa Bay regional rail project;
- 21 Washington Metro Blue Line-Largo extension;
- 22 West Trenton, New Jersey rail project.
- 23 The following new fixed guideway systems and exten-
- 24 sions to existing systems are eligible to receive funding for
- 25 alternatives analysis and preliminary engineering:

- 1 Albuquerque/Greater Albuquerque mass transit
- 2 project;
- 3 Atlanta-MARTA West Line extension study;
- 4 Ballston, Virginia Metro access improvements;
- 5 Baltimore regional rail transit system;
- 6 Birmingham, Alabama transit corridor;
- 7 Boston Urban Ring;
- 8 Burlington-Bennington, Vermont commuter rail
- 9 project;
- 10 Calais, Maine Branch Line regional transit pro-
- 11 gram;
- 12 Colorado/Eagle Airport to Avon light rail sys-
- 13 tem;
- 14 Colorado/Roaring Fork Valley rail project;
- 15 Columbus-Central Ohio Transit Authority north
- 16 corridor;
- 17 Dallas Area Rapid Transit Southeast Corridor
- 18 Light Rail;
- 19 Des Moines commuter rail;
- 20 Detroit Metropolitan Airport light rail project;
- 21 Draper, West Jordan, West Valley City and
- 22 Sandy City, Utah light rail extensions;
- 23 Dulles Corridor, Virginia innovative intermodal
- 24 system;
- 25 El Paso/Juarez People mover system;

- 1 Fort Worth trolley system;
- 2 Harrisburg-Lancaster capital area transit cor-
- 3 ridor 1 regional light rail;
- 4 Hollister/Gilroy Branch Line extension;
- 5 Honolulu bus rapid transit;
- 6 Houston advanced transit program;
- 7 Indianapolis Northeast-Downtown corridor
- 8 project;
- 9 Johnson County, Kansas I-35 Commuter Rail
- 10 Project;
- 11 Kenosha-Racine-Milwaukee commuter rail ex-
- 12 tension;
- 13 Los Angeles San Fernando Valley Corridor;
- 14 Los Angeles San Diego LOSSAN corridor
- 15 project;
- 16 Massachusetts North Shore Corridor project;
- 17 Miami south busway extension;
- 18 New Orleans commuter rail from Airport to
- 19 downtown;
- 20 New York City 2nd Avenue Subway study;
- 21 Northern Indiana south shore commuter rail;
- 22 Northwest New Jersey-Northeast Pennsylvania
- 23 passenger rail project;
- 24 Potomac Yards, Virginia transit study;
- 25 Philadelphia SEPTA Cross County Metro;

1 Portland, Maine marine highway program;
2 San Francisco BART to Livermore extension;
3 San Francisco MUNI 3rd Street light rail ex-
4 tension;
5 Santa Fe-Eldorado rail link project;
6 Stockton, California Altamont commuter rail
7 project;
8 Vasona light rail corridor;
9 Virginia Railway Express commuter rail;
10 Whitehall ferry terminal project;
11 Wilmington, Delaware downtown transit con-
12 nector; and
13 Wilsonville to Beaverton commuter rail:
14 *Provided further,* That funds made available under the
15 heading “Capital Investment Grants” in Division A, Sec-
16 tion 101(g) of Public Law 105–277 for the “Colorado-
17 North Front Range corridor feasibility study” are to be
18 made available for “Colorado-Eagle Airport to Avon light
19 rail system feasibility study”; and that funds made avail-
20 able in Public Law 106–69 under “Capital Investment
21 Grants” for buses and bus-related facilities that were des-
22 ignated for projects numbered 14 and 20 shall be made
23 available to the State of Alabama for buses and bus-re-
24 lated facilities.

1 necessary in carrying out the programs set forth in the
 2 Corporation's budget for the current fiscal year.

3 OPERATIONS AND MAINTENANCE

4 (HARBOR MAINTENANCE TRUST FUND)

5 For necessary expenses for operations and mainte-
 6 nance of those portions of the Saint Lawrence Seaway op-
 7 erated and maintained by the Saint Lawrence Seaway De-
 8 velopment Corporation, \$12,400,000, to be derived from
 9 the Harbor Maintenance Trust Fund, pursuant to Public
 10 Law 99-662.

11 RESEARCH AND SPECIAL PROGRAMS

12 ADMINISTRATION

13 RESEARCH AND SPECIAL PROGRAMS

14 For expenses necessary to discharge the functions of
 15 the Research and Special Programs Administration,
 16 \$34,370,000, of which \$645,000 shall be derived from the
 17 Pipeline Safety Fund, and of which \$4,201,000 shall re-
 18 main available until September 30, 2003: *Provided*, That
 19 up to \$1,200,000 in fees collected under 49 U.S.C.
 20 5108(g) shall be deposited in the general fund of the
 21 Treasury as offsetting receipts: *Provided further*, That
 22 there may be credited to this appropriation, to be available
 23 until expended, funds received from States, counties, mu-
 24 nicipalities, other public authorities, and private sources
 25 for expenses incurred for training, for reports publication

1 and dissemination, and for travel expenses incurred in per-
 2 formance of hazardous materials exemptions and approv-
 3 als functions.

4 PIPELINE SAFETY

5 (PIPELINE SAFETY FUND)

6 (OIL SPILL LIABILITY TRUST FUND)

7 For expenses necessary to conduct the functions of
 8 the pipeline safety program, for grants-in-aid to carry out
 9 a pipeline safety program, as authorized by 49 U.S.C.
 10 60107, and to discharge the pipeline program responsibil-
 11 ities of the Oil Pollution Act of 1990, \$43,144,000, of
 12 which \$8,750,000 shall be derived from the Oil Spill Li-
 13 ability Trust Fund and shall remain available until Sep-
 14 tember 30, 2003; of which \$31,894,000 shall be derived
 15 from the Pipeline Safety Fund, of which \$24,432,000
 16 shall remain available until September 30, 2003; and of
 17 which \$2,500,000 shall be derived from amounts pre-
 18 viously collected under 49 U.S.C. 60301: *Provided*, That
 19 amounts previously collected under 49 U.S.C. 60301 shall
 20 be available for damage prevention grants to States.

21 EMERGENCY PREPAREDNESS GRANTS

22 (EMERGENCY PREPAREDNESS FUND)

23 For necessary expenses to carry out 49 U.S.C.
 24 5127(c), \$200,000, to be derived from the Emergency
 25 Preparedness Fund, to remain available until September
 26 30, 2003: *Provided*, That not more than \$13,227,000 shall

1 be made available for obligation in fiscal year 2001 from
 2 amounts made available by 49 U.S.C. 5116(i) and
 3 5127(d): *Provided further*, That none of the funds made
 4 available by 49 U.S.C. 5116(i) and 5127(d) shall be made
 5 available for obligation by individuals other than the Sec-
 6 retary of Transportation, or his designee: *Provided further*,
 7 That the deadline for the submission of registration state-
 8 ments and the accompanying registration and processing
 9 fees for the July 1, 2000 to June 30, 2001 registration
 10 year described under sections 107.608, 107.612, and
 11 107.616 of the Department of Transportation's final rule
 12 docket number RSPA-99-5137 is amended to not later
 13 than September 30.

14 OFFICE OF INSPECTOR GENERAL

15 SALARIES AND EXPENSES

16 For necessary expenses of the Office of Inspector
 17 General to carry out the provisions of the Inspector Gen-
 18 eral Act of 1978, as amended, \$49,000,000 of which
 19 \$38,500,000 shall be derived from transfers of funds from
 20 the United States Coast Guard, the Federal Aviation Ad-
 21 ministration, the Federal Highway Administration, the
 22 Federal Railroad Administration, and the Federal Transit
 23 Administration.

1 SURFACE TRANSPORTATION BOARD

2 SALARIES AND EXPENSES

3 For necessary expenses of the Surface Transpor-
4 tation Board, including services authorized by 5 U.S.C.
5 3109, \$17,000,000: *Provided*, That notwithstanding any
6 other provision of law, not to exceed \$954,000 from fees
7 established by the Chairman of the Surface Transpor-
8 tation Board shall be credited to this appropriation as off-
9 setting collections and used for necessary and authorized
10 expenses under this heading.

11 TITLE II

12 RELATED AGENCIES

13 ARCHITECTURAL AND TRANSPORTATION

14 BARRIERS COMPLIANCE BOARD

15 SALARIES AND EXPENSES

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

1 NATIONAL TRANSPORTATION SAFETY BOARD

2 SALARIES AND EXPENSES

3 For necessary expenses of the National Transpor-
4 tation Safety Board, including hire of passenger motor ve-
5 hicles and aircraft; services as authorized by 5 U.S.C.
6 3109, but at rates for individuals not to exceed the per
7 diem rate equivalent to the rate for a GS-15; uniforms,
8 or allowances therefor, as authorized by law (5 U.S.C.
9 5901-5902) \$59,000,000, of which not to exceed \$2,000
10 may be used for official reception and representation ex-
11 penses.

12 TITLE III

13 GENERAL PROVISIONS

14 (INCLUDING TRANSFERS OF FUNDS)

15 SEC. 301. During the current fiscal year applicable
16 appropriations to the Department of Transportation shall
17 be available for maintenance and operation of aircraft;
18 hire of passenger motor vehicles and aircraft; purchase of
19 liability insurance for motor vehicles operating in foreign
20 countries on official department business; and uniforms,
21 or allowances therefor, as authorized by law (5 U.S.C.
22 5901-5902).

23 SEC. 302. Such sums as may be necessary for fiscal
24 year 2001 pay raises for programs funded in this Act shall

1 be absorbed within the levels appropriated in this Act or
2 previous appropriations Acts.

3 SEC. 303. Funds appropriated under this Act for ex-
4 penditures by the Federal Aviation Administration shall
5 be available: (1) except as otherwise authorized by title
6 VIII of the Elementary and Secondary Education Act of
7 1965 (20 U.S.C. 7701 et seq.), for expenses of primary
8 and secondary schooling for dependents of Federal Avia-
9 tion Administration personnel stationed outside the conti-
10 nental United States at costs for any given area not in
11 excess of those of the Department of Defense for the same
12 area, when it is determined by the Secretary that the
13 schools, if any, available in the locality are unable to pro-
14 vide adequately for the education of such dependents; and
15 (2) for transportation of said dependents between schools
16 serving the area that they attend and their places of resi-
17 dence when the Secretary, under such regulations as may
18 be prescribed, determines that such schools are not acces-
19 sible by public means of transportation on a regular basis.

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

1 SEC. 305. None of the funds in this Act shall be avail-
2 able for salaries and expenses of more than 104 political
3 and Presidential appointees in the Department of Trans-
4 portation: *Provided*, That none of the personnel covered
5 by this provision or political and Presidential appointees
6 in an independent agency funded in this Act may be as-
7 signed on temporary detail outside the Department of
8 Transportation or such independent agency.

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

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

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

1 SEC. 309. (a) No recipient of funds made available
2 in this Act shall disseminate driver's license personal in-
3 formation as defined in 18 U.S.C. 2725(3) except as pro-
4 vided in subsection (b) of this section or motor vehicle
5 records as defined in 18 U.S.C. 2725(1) for any use not
6 permitted under 18 U.S.C. 2721.

7 (b) No recipient of funds made available in this Act
8 shall disseminate a person's driver's license photograph,
9 social security number, and medical or disability informa-
10 tion from a motor vehicle record as defined in 18 U.S.C.
11 2725(1) without the express consent of the person to
12 whom such information pertains, except for uses permitted
13 under 18 U.S.C. 2721(1), 2721(4), 2721(6), and 2721(9):
14 *Provided*, That subsection (b) shall not in any way affect
15 the use of organ donation information on an individual's
16 driver's license or affect the administration of organ dona-
17 tion initiatives in the States.

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

20 (1) not distribute from the obligation limitation
21 for Federal-aid Highways amounts authorized for
22 administrative expenses and programs funded from
23 the administrative takedown authorized by section
24 104(a) of title 23, United States Code, for the high-
25 way use tax evasion program, and amounts provided

1 under section 110 of title 23, United States Code,
2 excluding \$128,752,000 pursuant to subsection (e)
3 of section 110 of title 23, as amended, and for the
4 Bureau of Transportation Statistics;

5 (2) not distribute an amount from the obliga-
6 tion limitation for Federal-aid Highways that is
7 equal to the unobligated balance of amounts made
8 available from the Highway Trust Fund (other than
9 the Mass Transit Account) for Federal-aid highways
10 and highway safety programs for the previous fiscal
11 year the funds for which are allocated by the Sec-
12 retary;

13 (3) determine the ratio that—

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

18 (B) the total of the sums authorized to be
19 appropriated for Federal-aid highways and
20 highway safety construction programs (other
21 than sums authorized to be appropriated for
22 sections set forth in paragraphs (1) through (7)
23 of subsection (b) and sums authorized to be ap-
24 propriated for section 105 of title 23, United
25 States Code, equal to the amount referred to in

1 subsection (b)(8)) for such fiscal year less the
2 aggregate of the amounts not distributed under
3 paragraph (1) of this subsection;

4 (4) distribute the obligation limitation for Fed-
5 eral-aid Highways less the aggregate amounts not
6 distributed under paragraphs (1) and (2) of section
7 117 of title 23, United States Code (relating to high
8 priority projects program), section 201 of the Appa-
9 lachian Regional Development Act of 1965, the
10 Woodrow Wilson Memorial Bridge Authority Act of
11 1995, and \$2,000,000,000 for such fiscal year under
12 section 105 of title 23, United States Code (relating
13 to minimum guarantee) so that the amount of obli-
14 gation authority available for each of such sections
15 is equal to the amount determined by multiplying
16 the ratio determined under paragraph (3) by the
17 sums authorized to be appropriated for such section
18 (except in the case of section 105, \$2,000,000,000)
19 for such fiscal year;

20 (5) distribute the obligation limitation provided
21 for Federal-aid Highways less the aggregate
22 amounts not distributed under paragraphs (1) and
23 (2) and amounts distributed under paragraph (4)
24 for each of the programs that are allocated by the
25 Secretary under title 23, United States Code (other

1 than activities to which paragraph (1) applies and
 2 programs to which paragraph (4) applies) by multi-
 3 plying the ratio determined under paragraph (3) by
 4 the sums authorized to be appropriated for such pro-
 5 gram for such fiscal year; and

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

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

22 (B) the total of the sums authorized to be
 23 appropriated for such programs that are appor-
 24 tioned to all States for such fiscal year.

1 (b) EXCEPTIONS FROM OBLIGATION LIMITATION.—

2 The obligation limitation for Federal-aid Highways shall
3 not apply to obligations: (1) under section 125 of title 23,
4 United States Code; (2) under section 147 of the Surface
5 Transportation Assistance Act of 1978; (3) under section
6 9 of the Federal-Aid Highway Act of 1981; (4) under sec-
7 tions 131(b) and 131(j) of the Surface Transportation As-
8 sistance Act of 1982; (5) under sections 149(b) and
9 149(c) of the Surface Transportation and Uniform Relo-
10 cation Assistance Act of 1987; (6) under sections 1103
11 through 1108 of the Intermodal Surface Transportation
12 Efficiency Act of 1991; (7) under section 157 of title 23,
13 United States Code, as in effect on the day before the date
14 of the enactment of the Transportation Equity Act for the
15 21st Century; and (8) under section 105 of title 23,
16 United States Code (but, only in an amount equal to
17 \$639,000,000 for such fiscal year).

18 (c) REDISTRIBUTION OF UNUSED OBLIGATION AU-

19 THORITY.—Notwithstanding subsection (a), the Secretary
20 shall after August 1 for such fiscal year revise a distribu-
21 tion of the obligation limitation made available under sub-
22 section (a) if a State will not obligate the amount distrib-
23 uted during that fiscal year and redistribute sufficient
24 amounts to those States able to obligate amounts in addi-
25 tion to those previously distributed during that fiscal year

1 giving priority to those States having large unobligated
2 balances of funds apportioned under sections 104 and 144
3 of title 23, United States Code, section 160 (as in effect
4 on the day before the enactment of the Transportation Eq-
5 uity Act for the 21st Century) of title 23, United States
6 Code, and under section 1015 of the Intermodal Surface
7 Transportation Act of 1991 (105 Stat. 1943–1945).

8 (d) APPLICABILITY OF OBLIGATION LIMITATIONS TO
9 TRANSPORTATION RESEARCH PROGRAMS.—The obliga-
10 tion limitation shall apply to transportation research pro-
11 grams carried out under chapter 5 of title 23, United
12 States Code, except that obligation authority made avail-
13 able for such programs under such limitation shall remain
14 available for a period of 3 fiscal years.

15 (e) REDISTRIBUTION OF CERTAIN AUTHORIZED
16 FUNDS.—Not later than 30 days after the date of the dis-
17 tribution of obligation limitation under subsection (a), the
18 Secretary shall distribute to the States any funds: (1) that
19 are authorized to be appropriated for such fiscal year for
20 Federal-aid highways programs (other than the program
21 under section 160 of title 23, United States Code) and
22 for carrying out subchapter I of chapter 311 of title 49,
23 United States Code, and highway-related programs under
24 chapter 4 of title 23, United States Code; and (2) that
25 the Secretary determines will not be allocated to the

1 States, and will not be available for obligation, in such
2 fiscal year due to the imposition of any obligation limita-
3 tion for such fiscal year. Such distribution to the States
4 shall be made in the same ratio as the distribution of obli-
5 gation authority under subsection (a)(6). The funds so
6 distributed shall be available for any purposes described
7 in section 133(b) of title 23, United States Code.

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

15 SEC. 311. The limitations on obligations for the pro-
16 grams of the Federal Transit Administration shall not
17 apply to any authority under 49 U.S.C. 5338, previously
18 made available for obligation, or to any other authority
19 previously made available for obligation.

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

22 SEC. 313. None of the funds in this Act shall be avail-
23 able to plan, finalize, or implement regulations that would
24 establish a vessel traffic safety fairway less than five miles
25 wide between the Santa Barbara Traffic Separation

1 Scheme and the San Francisco Traffic Separation
2 Scheme.

3 SEC. 314. Notwithstanding any other provision of
4 law, airports may transfer, without consideration, to the
5 Federal Aviation Administration (FAA) instrument land-
6 ing systems (along with associated approach lighting
7 equipment and runway visual range equipment) which
8 conform to FAA design and performance specifications,
9 the purchase of which was assisted by a Federal airport-
10 aid program, airport development aid program or airport
11 improvement program grant. The Federal Aviation Ad-
12 ministration shall accept such equipment, which shall
13 thereafter be operated and maintained by FAA in accord-
14 ance with agency criteria.

15 SEC. 315. None of the funds in this Act shall be avail-
16 able to award a multiyear contract for production end
17 items that: (1) includes economic order quantity or long
18 lead time material procurement in excess of \$10,000,000
19 in any 1 year of the contract; (2) includes a cancellation
20 charge greater than \$10,000,000 which at the time of obli-
21 gation has not been appropriated to the limits of the Gov-
22 ernment's liability; or (3) includes a requirement that per-
23 mits performance under the contract during the second
24 and subsequent years of the contract without conditioning
25 such performance upon the appropriation of funds: *Pro-*

1 *vided*, That this limitation does not apply to a contract
2 in which the Federal Government incurs no financial li-
3 ability from not buying additional systems, subsystems, or
4 components beyond the basic contract requirements.

5 SEC. 316. Notwithstanding any other provision of
6 law, and except for fixed guideway modernization projects,
7 funds made available by this Act under “Federal Transit
8 Administration, Capital investment grants” for projects
9 specified in this Act or identified in reports accompanying
10 this Act not obligated by September 30, 2003, and other
11 recoveries, shall be made available for other projects under
12 49 U.S.C. 5309.

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

19 SEC. 318. None of the funds in this Act may be used
20 to compensate in excess of 320 technical staff-years under
21 the federally funded research and development center con-
22 tract between the Federal Aviation Administration and the
23 Center for Advanced Aviation Systems Development dur-
24 ing fiscal year 2001.

1 SEC. 319. Funds provided in this Act for the Trans-
2 portation Administrative Service Center (TASC) shall be
3 reduced by \$53,430,000, which limits fiscal year 2001
4 TASC obligational authority for elements of the Depart-
5 ment of Transportation funded in this Act to no more
6 than \$119,848,000: *Provided*, That such reductions from
7 the budget request shall be allocated by the Department
8 of Transportation to each appropriations account in pro-
9 portion to the amount included in each account for the
10 Transportation Administrative Service Center. In addition
11 to the funds limited in this Act, \$54,963,000 shall be
12 available for section 1069(y) of Public Law 102–240.

13 SEC. 320. Funds received by the Federal Highway
14 Administration, Federal Transit Administration, and Fed-
15 eral Railroad Administration from States, counties, mu-
16 nicipalities, other public authorities, and private sources
17 for expenses incurred for training may be credited respec-
18 tively to the Federal Highway Administration’s “Federal-
19 Aid Highways” account, the Federal Transit Administra-
20 tion’s “Transit Planning and Research” account, and to
21 the Federal Railroad Administration’s “Safety and Oper-
22 ations” account, except for State rail safety inspectors
23 participating in training pursuant to 49 U.S.C. 20105.

24 SEC. 321. Funds made available for Alaska or Hawaii
25 ferry boats or ferry terminal facilities pursuant to 49

1 U.S.C. 5309(m)(2)(B) may be used to construct new ves-
2 sels and facilities, to provide passenger ferryboat service,
3 or to improve existing vessels and facilities, including both
4 the passenger and vehicle-related elements of such vessels
5 and facilities, and for repair facilities.

6 SEC. 322. Notwithstanding 31 U.S.C. 3302, funds re-
7 ceived by the Bureau of Transportation Statistics from the
8 sale of data products, for necessary expenses incurred pur-
9 suant to 49 U.S.C. 111 may be credited to the Federal-
10 aid highways account for the purpose of reimbursing the
11 Bureau for such expenses: *Provided*, That such funds shall
12 be subject to the obligation limitation for Federal-aid
13 highways and highway safety construction.

14 SEC. 323. None of the funds in this Act shall, in the
15 absence of express authorization by Congress, be used di-
16 rectly or indirectly to pay for any personal service, adver-
17 tisement, telegraph, telephone, letter, printed or written
18 material, radio, television, video presentation, electronic
19 communications, or other device, intended or designed to
20 influence in any manner a Member of Congress or of a
21 State legislature to favor or oppose by vote or otherwise,
22 any legislation or appropriation by Congress or a State
23 legislature after the introduction of any bill or resolution
24 in Congress proposing such legislation or appropriation,
25 or after the introduction of any bill or resolution in a State

1 legislature proposing such legislation or appropriation:
2 *Provided*, That this shall not prevent officers or employees
3 of the Department of Transportation or related agencies
4 funded in this Act from communicating to Members of
5 Congress or to Congress, on the request of any Member,
6 or to members of State legislature, or to a State legisla-
7 ture, through the proper official channels, requests for leg-
8 islation or appropriations which they deem necessary for
9 the efficient conduct of business.

10 SEC. 324. (a) IN GENERAL.—None of the funds
11 made available in this Act may be expended by an entity
12 unless the entity agrees that in expending the funds the
13 entity will comply with the Buy American Act (41 U.S.C.
14 10a–10c).

15 (b) SENSE OF THE CONGRESS; REQUIREMENT RE-
16 GARDING NOTICE.—

17 (1) PURCHASE OF AMERICAN-MADE EQUIPMENT
18 AND PRODUCTS.—In the case of any equipment or
19 product that may be authorized to be purchased
20 with financial assistance provided using funds made
21 available in this Act, it is the sense of the Congress
22 that entities receiving the assistance should, in ex-
23 pending the assistance, purchase only American-
24 made equipment and products to the greatest extent
25 practicable.

1 (2) NOTICE TO RECIPIENTS OF ASSISTANCE.—

2 In providing financial assistance using funds made
3 available in this Act, the head of each Federal agen-
4 cy shall provide to each recipient of the assistance
5 a notice describing the statement made in paragraph
6 (1) by the Congress.

7 (c) PROHIBITION OF CONTRACTS WITH PERSONS
8 FALSELY LABELING PRODUCTS AS MADE IN AMERICA.—

9 If it has been finally determined by a court or Federal
10 agency that any person intentionally affixed a label bear-
11 ing a “Made in America” inscription, or any inscription
12 with the same meaning, to any product sold in or shipped
13 to the United States that is not made in the United
14 States, the person shall be ineligible to receive any con-
15 tract or subcontract made with funds made available in
16 this Act, pursuant to the debarment, suspension, and ineli-
17 gibility procedures described in sections 9.400 through
18 9.409 of title 48, Code of Federal Regulations.

19 SEC. 325. Not to exceed \$1,500,000 of the funds pro-
20 vided in this Act for the Department of Transportation
21 shall be available for the necessary expenses of advisory
22 committees: *Provided*, That this limitation shall not apply
23 to advisory committees established for the purpose of con-
24 ducting negotiated rulemaking in accordance with the Ne-

1 gotiated Rulemaking Act, 5 U.S.C. 561–570a, or the
2 Coast Guard’s advisory council on roles and missions.

3 SEC. 326. Rebates, refunds, incentive payments,
4 minor fees and other funds received by the Department
5 from travel management centers, charge card programs,
6 the subleasing of building space, and miscellaneous
7 sources are to be credited to appropriations of the Depart-
8 ment and allocated to elements of the Department using
9 fair and equitable criteria and such funds shall be avail-
10 able until December 31, 2001.

11 SEC. 327. Notwithstanding any other provision of
12 law, rule or regulation, the Secretary of Transportation
13 is authorized to allow the issuer of any preferred stock
14 heretofore sold to the Department to redeem or repur-
15 chase such stock upon the payment to the Department of
16 an amount determined by the Secretary.

17 SEC. 328. For necessary expenses of the Amtrak Re-
18 form Council authorized under section 203 of Public Law
19 105–134, \$495,000, to remain available until September
20 30, 2002: *Provided*, That the duties of the Amtrak Reform
21 Council described in section 203(g)(1) of Public Law 105–
22 134 shall include the identification of Amtrak routes
23 which are candidates for closure or realignment, based on
24 performance rankings developed by Amtrak which incor-
25 porate information on each route’s fully allocated costs

1 and ridership on core intercity passenger service, and
2 which assume, for purposes of closure or realignment can-
3 didate identification, that Federal subsidies for Amtrak
4 will decline over the 4-year period from fiscal year 1999
5 to fiscal year 2002: *Provided further*, That these closure
6 or realignment recommendations shall be included in the
7 Amtrak Reform Council's annual report to the Congress
8 required by section 203(h) of Public Law 105–134.

9 SEC. 329. The Secretary of Transportation is author-
10 ized to transfer funds appropriated for any office of the
11 Office of the Secretary to any other office of the Office
12 of the Secretary: *Provided*, That no appropriation shall be
13 increased or decreased by more than 12 percent by all
14 such transfers: *Provided further*, That any such transfer
15 shall be submitted for approval to the House and Senate
16 Committees on Appropriations.

17 SEC. 330. None of the funds in this Act shall be avail-
18 able for activities under the Aircraft Purchase Loan Guar-
19 antee Program during fiscal year 2001.

20 SEC. 331. Section 3038(e) of Public Law 105–178
21 is amended by striking “50” and inserting “90”.

22 SEC. 332. The Secretary of Transportation shall exe-
23 cute a demonstration program, to be conducted for a pe-
24 riod not to exceed eighteen months, of the “fractional own-
25 ership” concept in performing administrative support

1 flight missions, the purpose of which would be to deter-
2 mine whether cost savings, as well as increased operational
3 flexibility and aircraft availability, can be realized through
4 the use by the government of the commercial fractional
5 ownership concept or report to the Committee the reason
6 for not conducting such an evaluation: *Provided*, That the
7 Secretary shall ensure the competitive selection for this
8 demonstration of a fractional ownership concept which
9 provides a suite of aircraft capable of meeting the Depart-
10 ment's varied needs, and that the Secretary shall ensure
11 the demonstration program encompasses a significant and
12 representative portion of the Department's administrative
13 support missions (to include those performed by the Coast
14 Guard, the Federal Aviation Administration, and the Na-
15 tional Aeronautics and Space Administration, whose air-
16 craft are currently operated by the FAA): *Provided fur-*
17 *ther*, That the Secretary shall report to the House and
18 Senate Committees on Appropriations on results of this
19 evaluation of the fractional ownership concept in the per-
20 formance of the administrative support mission no later
21 than twelve months after final passage of this Act or with-
22 in 60 days of enactment of this Act if the Secretary de-
23 cides not to conduct such a demonstration for evaluation
24 including an explanation for such a decision and proposed
25 statutory language to exempt the Department of Trans-

1 portation from Office of Management and Budget guide-
2 lines regarding the use of aircraft.

3 SEC. 333. None of the funds in this Act may be used
4 to make a grant unless the Secretary of Transportation
5 notifies the House and Senate Committees on Appropria-
6 tions not less than three full business days before any dis-
7 cretionary grant award, letter of intent, or full funding
8 grant agreement totaling \$1,000,000 or more is an-
9 nounced by the department or its modal administrations
10 from: (1) any discretionary grant program of the Federal
11 Highway Administration other than the emergency relief
12 program; (2) the airport improvement program of the
13 Federal Aviation Administration; or (3) any program of
14 the Federal Transit Administration other than the for-
15 mula grants and fixed guideway modernization programs:
16 *Provided*, That no notification shall involve funds that are
17 not available for obligation.

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

21 “(72) Wilmington Downtown transit corridor.

22 “(73) Honolulu Bus Rapid Transit project.”.

23 SEC. 335. None of the funds appropriated or made
24 available by this Act or any other Act or hereafter shall
25 be used (1) to consider or adopt any proposed rule or pro-

1 posed amendment to a rule contained in the Notice of Pro-
 2 posed Rulemaking issued on April 24, 2000 (Docket No.
 3 FMCSA-97-2350-953), (2) to consider or adopt any rule
 4 or amendment to a rule similar in substance to a proposed
 5 rule or proposed amendment to a rule contained in such
 6 Notice, or (3) if any such proposed rule or proposed
 7 amendment to a rule has been adopted prior to enactment
 8 of this Section, to enforce such rule or amendment to a
 9 rule.

10 SEC. 336. Section 1023(h) of the Intermodal Surface
 11 Transportation Efficiency Act of 1991 (23 U.S.C. 127
 12 note) is amended—

13 (1) in the subsection heading, by inserting
 14 “OVER-THE-ROAD BUSES AND” before “PUBLIC”;

15 (2) in paragraph (1), by striking “to any vehi-
 16 cle which” and inserting the following: “to—

17 “(A) any over-the-road bus; or

18 “(B) any vehicle that”; and

19 (3) by striking paragraphs (2) and (3) and in-
 20 serting the following:

21 “(2) STUDY AND REPORT CONCERNING APPLI-
 22 CABILITY OF MAXIMUM AXLE WEIGHT LIMITATIONS
 23 TO OVER-THE-ROAD BUSES AND PUBLIC TRANSIT
 24 VEHICLES.—

“(A) STUDY AND REPORT.—Not later than July 31, 2002, the Secretary shall conduct a study of, and submit to Congress a report on, the maximum axle weight limitations applicable to vehicles using the Dwight D. Eisenhower National System of Interstate and Defense Highways established under section 127 of title 23, United States Code, or under State law, as the limitations apply to over-the-road buses and public transit vehicles.

“(B) DETERMINATION OF APPLICABILITY OF VEHICLE WEIGHT LIMITATIONS.—

“(i) IN GENERAL.—The report shall include—

“(I) a determination concerning how the requirements of section 127 of that title should be applied to over-the-road buses and public transit vehicles; and

“(II) short-term and long-term recommendations concerning the applicability of those requirements.

“(ii) CONSIDERATIONS.—In making the determination described in clause (i)(I), the Secretary shall consider—

1 “(I) vehicle design standards;

2 “(II) statutory and regulatory re-
3 quirements, including—

4 “(aa) the Clean Air Act (42
5 U.S.C. 7401 et seq.);

6 “(bb) the Americans with
7 Disabilities Act of 1990 (42
8 U.S.C. 12101 et seq.); and

9 “(cc) motor vehicle safety
10 standards prescribed under chap-
11 ter 301 of title 49, United States
12 Code; and

13 “(III)(aa) the availability of
14 lightweight materials suitable for use
15 in the manufacture of over-the-road
16 buses;

17 “(bb) the cost of those light-
18 weight materials relative to the cost of
19 heavier materials in use as of the date
20 of the determination; and

21 “(cc) any safety or design consid-
22 erations relating to the use of those
23 materials.

24 “(C) ANALYSIS OF MEANS OF ENCOUR-
25 AGING DEVELOPMENT AND MANUFACTURE OF

1 LIGHTWEIGHT BUSES.—The report shall include
2 an analysis of, and recommendations con-
3 cerning, means to be considered to encourage
4 the development and manufacture of light-
5 weight buses, including an analysis of—

6 “(i) potential procurement incentives
7 for public transit authorities to encourage
8 the purchase of lightweight public transit
9 vehicles using grants from the Federal
10 Transit Administration; and

11 “(ii) potential tax incentives for man-
12 ufacturers and private operators to encour-
13 age the purchase of lightweight over-the-
14 road buses.

15 “(D) ANALYSIS OF CONSIDERATION IN
16 RULEMAKINGS OF ADDITIONAL VEHICLE
17 WEIGHT.—The report shall include an analysis
18 of, and recommendations concerning, whether
19 Congress should require that each rulemaking
20 by an agency of the Federal Government that
21 affects the design or manufacture of motor ve-
22 hicles consider—

23 “(i) the weight that would be added to
24 the vehicle by implementation of the pro-
25 posed rule;

1 “(ii) the effect that the added weight
2 would have on pavement wear; and

3 “(iii) the resulting cost to the Federal
4 Government and State and local govern-
5 ments.

6 “(E) COST-BENEFIT ANALYSIS.—The re-
7 port shall include an analysis relating to the
8 axle weight of over-the-road buses that
9 compares—

10 “(i) the costs of the pavement wear
11 caused by over-the-road buses; with

12 “(ii) the benefits of the over-the-road
13 bus industry to the environment, the econ-
14 omy, and the transportation system of the
15 United States.

16 “(3) DEFINITIONS.—In this subsection:

17 “(A) OVER-THE-ROAD BUS.—The term
18 ‘over-the-road bus’ has the meaning given the
19 term in section 301 of the Americans with Dis-
20 abilities Act of 1990 (42 U.S.C. 12181).

21 “(B) PUBLIC TRANSIT VEHICLE.—The
22 term ‘public transit vehicle’ means a vehicle de-
23 scribed in paragraph (1)(B).”.

24 SEC. 337. None of the funds appropriated by this Act
25 shall be used to propose or issue rules, regulations, de-

1 crees, or orders for the purpose of implementation, or in
2 preparation for implementation, of the Kyoto Protocol
3 which was adopted on December 11, 1997, in Kyoto,
4 Japan at the Third Conference of the Parties to the
5 United Nations Framework Convention on Climate
6 Change, which has not been submitted to the Senate for
7 advice and consent to ratification pursuant to article II,
8 section 2, clause 2, of the United States Constitution, and
9 which has not entered into force pursuant to article 25
10 of the Protocol.

11 SEC. 338. None of the funds appropriated by this Act
12 or any other Act shall be used to pay the salaries and
13 expenses of personnel who prepare or submit appropria-
14 tions language as part of the President's Budget submis-
15 sion to the Congress of the United States for programs
16 under the jurisdiction of the Appropriations Subcommit-
17 tees on Department of Transportation and Related Agen-
18 cies that assumes revenues or reflects a reduction from
19 the previous year due to user fees proposals that have not
20 been enacted into law prior to the submission of the Budg-
21 et unless such Budget submission identifies which addi-
22 tional spending reductions should occur in the event the
23 users fees proposals are not enacted prior to the date of
24 the convening of a committee of conference for the fiscal
25 year 2001 appropriations Act.

1 SEC. 339. In addition to the authority provided in
2 section 636 of the Treasury, Postal Service, and General
3 Government Appropriations Act, 1997, as included in
4 Public Law 104–208, title I, section 101(f), as amended,
5 beginning in fiscal year 2001 and thereafter, amounts ap-
6 propriated for salaries and expenses for the Department
7 of Transportation may be used to reimburse an employee
8 whose position is that of safety inspector for not to exceed
9 one-half the costs incurred by such employee for profes-
10 sional liability insurance. Any payment under this section
11 shall be contingent upon the submission of such informa-
12 tion or documentation as the Department may require.

13 SEC. 340. None of the funds in this Act shall be used
14 to pursue or adopt guidelines or regulations requiring air-
15 port sponsors to provide to the Federal Aviation Adminis-
16 tration without cost building construction, maintenance,
17 utilities and expenses, or space in airport sponsor-owned
18 buildings for services relating to air traffic control, air
19 navigation or weather reporting. The prohibition of funds
20 in this section does not apply to negotiations between the
21 Agency and airport sponsors to achieve agreement on
22 “below-market” rates for these items or to grant assur-
23 ances that require airport sponsors to provide land without
24 cost to the FAA for ATC facilities.

1 SEC. 341. None of the funds provided in this Act or
2 prior Appropriations Acts for Coast Guard Acquisition,
3 Construction, and Improvements shall be available after
4 the fifteenth day of any quarter of any fiscal year begin-
5 ning after December 31, 1999, unless the Commandant
6 of the Coast Guard first submits a quarterly report to the
7 House and Senate Committees on Appropriations on all
8 major Coast Guard acquisition projects including projects
9 executed for the Coast Guard by the United States Navy
10 and vessel traffic service projects: *Provided*, That such re-
11 ports shall include an acquisition schedule, estimated cur-
12 rent and year funding requirements, and a schedule of an-
13 ticipated obligations and outlays for each major acquisi-
14 tion project: *Provided further*, That such reports shall rate
15 on a relative scale the cost risk, schedule risk, and tech-
16 nical risk associated with each acquisition project and in-
17 clude a table detailing unobligated balances to date and
18 anticipated unobligated balances at the close of the fiscal
19 year and the close of the following fiscal year should the
20 Administration's pending budget request for the acquisi-
21 tion, construction, and improvements account be fully
22 funded: *Provided further*, That such reports shall also pro-
23 vide abbreviated information on the status of shore facility
24 construction and renovation projects: *Provided further*,

1 That all information submitted in such reports shall be
2 current as of the last day of the preceding quarter.

3 SEC. 342. Notwithstanding any other provision of
4 law, beginning in fiscal year 2004, the Secretary shall
5 withhold 5 percent of the amount required to be appor-
6 tioned for Federal-aid highways to any State under each
7 of paragraphs (1), (3), and (4) of section 104(b) of title
8 23, United States Code, if a State is not eligible for assist-
9 ance under section 163(a) of chapter 1 of title 23, United
10 States Code, and beginning in fiscal year 2005, and in
11 each fiscal year thereafter, the Secretary shall withhold
12 10 percent of the amount required to be apportioned for
13 Federal-aid highways to any State under each of para-
14 graphs (1), (3), and (4) of section 104(b) of title 23,
15 United States Code, if a State is not eligible for assistance
16 under section 163(a) of title 23, United States Code. If
17 within three years from the date that the apportionment
18 for any State is reduced in accordance with this subsection
19 the Secretary determines that such State is eligible for as-
20 sistance under section 163(a) of chapter 1 of title 23,
21 United States Code, the apportionment of such State shall
22 be increased by an amount equal to such reduction. If at
23 the end of such three-year period, any State remains ineli-
24 gible for assistance under section 163(a) of title 23,
25 United States Code, any amounts so withheld shall lapse.

1 SEC. 343. CONVEYANCE OF AIRPORT PROPERTY TO
2 AN INSTITUTION OF HIGHER EDUCATION IN OKLAHOMA.

3 (a) IN GENERAL.—Notwithstanding any other provision
4 of law, including the Surplus Property Act of 1944 (58
5 Stat. 765, chapter 479; 50 U.S.C. App. 1622 et seq.), and
6 subject to the requirements of this section, the Secretary
7 (or the appropriate Federal officer) may waive, without
8 charge, any of the terms contained in any deed of convey-
9 ance described in subsection (b) that restrict the use of
10 any land described in such a deed that, as of the date
11 of enactment of this Act, is not being used for the oper-
12 ation of an airport or for air traffic. A waiver made under
13 the preceding sentence shall be deemed to be consistent
14 with the requirements of section 47153 of title 49, United
15 States Code.

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

21 (c) USE OF LANDS SUBJECT TO WAIVER.—

22 (1) IN GENERAL.—Notwithstanding any other
23 provision of law, the lands subject to a waiver under
24 subsection (a) shall not be subject to any term, con-
25 dition, reservation, or restriction that would other-

1 wise apply to that land as a result of the conveyance
2 of that land by the United States to the institution
3 of higher education.

4 (2) USE OF REVENUES.—An institution of
5 higher education that is issued a waiver under sub-
6 section (a) shall use revenues derived from the use,
7 operation, or disposal of that land—

8 (A) for the airport; and

9 (B) to the extent that funds remain avail-
10 able, for weather-related and educational pur-
11 poses that primarily benefit aviation.

12 (d) CONDITION.—An institution of higher education
13 that is issued a waiver under subsection (a), shall agree
14 that, in leasing or conveying any interest in land to which
15 the deed of conveyance described in subsection (b) relates,
16 the institution will receive an amount that is equal to the
17 fair lease value or the fair market value, as the case may
18 be, as determined pursuant to regulations issued by the
19 Secretary.

20 (e) GRANTS.—

21 (1) IN GENERAL.—Notwithstanding any other
22 provision of law, if an institution of higher education
23 that is subject to a waiver under subsection (a) re-
24 ceived financial assistance in the form of a grant
25 from the Federal Aviation Administration or a pred-

cessor agency before the date of enactment of this Act, then the Secretary may waive the repayment of the outstanding amount of any grant that the institution of higher education would otherwise be required to pay.

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

SEC. 344. Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032–2033) is amended by striking paragraph (38) and replacing it with the following—

“(38) The Ports-to-Plains Corridor from Laredo, Texas to Denver, Colorado as follows:

“(A) In the State of Texas the Ports-to-Plains Corridor shall generally follow—

“(i) I–35 from Laredo to United States Route 83 at Exit 18;

“(ii) United States Route 83 from Exit 18 to Carrizo Springs;

1 “(iii) United States Route 277 from
2 Carrizo Springs to San Angelo;

3 “(iv) United States Route 87 from
4 San Angelo to Sterling City;

5 “(v) From Sterling City to Lamesa,
6 the Corridor shall follow United States
7 Route 87 and, the corridor shall also follow
8 Texas Route 158 from Sterling City to I–
9 20, then via I–20 West to Texas Route
10 349 and, Texas Route 349 from Midland
11 to Lamesa;

12 “(vi) United States Route 87 from
13 Lamesa to Lubbock;

14 “(vii) I–27 from Lubbock to Amarillo;
15 and

16 “(viii) United States Route 287 from
17 Amarillo to the Oklahoma border.

18 “(B) In the State of Oklahoma, the Ports-
19 to-Plains Corridor shall generally follow United
20 States Route 287 from the Texas border to the
21 Colorado border. The Corridor shall then pro-
22 ceed into Colorado.”.

23 This Act may be cited as the “Department of Trans-
24 portation and Related Agencies Appropriations Act,
25 2001”.

Calendar No. 596

106TH CONGRESS
2D SESSION

S. 2720

A BILL

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

JUNE 13, 2000

Read twice and placed on the calendar