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106TH CONGRESS, 1st Session | HOUSE OF REPRESENTATIVES | REPORT 106–355

MAKING APPROPRIATIONS FOR THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2000, AND FOR OTHER PURPOSES

SEPTEMBER 30, 1999.—Ordered to be printed

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

CONFERENCE REPORT

[To accompany H.R. 2084]

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 2084) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes", having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

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

In lieu of the matter stricken and inserted by said amendment, insert:

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

IMMEDIATE OFFICE OF THE SECRETARY

For necessary expenses of the Immediate Office of the Secretary, $1,867,000.

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IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

For necessary expenses of the Immediate Office of the Deputy Secretary, $600,000.

OFFICE OF THE GENERAL COUNSEL

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

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

For necessary expenses of the Office of the Assistant Secretary for Policy, $2,824,000.

OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

For necessary expenses of the Office of the Assistant Secretary for Aviation and International Affairs, $7,650,000: Provided, That notwithstanding any other provision of law, there may be credited to this appropriation up to $1,250,000 in funds received in user fees.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

For necessary expenses of the Office of the Assistant Secretary for Budget and Programs, $6,870,000, including not to exceed $45,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

For necessary expenses of the Office of the Assistant Secretary for Governmental Affairs, $2,039,000.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

For necessary expenses of the Office of the Assistant Secretary for Administration, $17,767,000.

OFFICE OF PUBLIC AFFAIRS

For necessary expenses of the Office of Public Affairs, $1,800,000.

EXECUTIVE SECRETARIAT

For necessary expenses of the Executive Secretariat, $1,102,000.

BOARD OF CONTRACT APPEALS

For necessary expenses of the Board of Contract Appeals, $520,000.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

For necessary expenses of the Office of Small and Disadvantaged Business Utilization, $1,222,000.

OFFICE OF INTELLIGENCE AND SECURITY

For necessary expenses of the Office of Intelligence and Security, $1,454,000.

OFFICE OF THE CHIEF INFORMATION OFFICER

For necessary expenses of the Office of the Chief Information Officer, $5,075,000.

OFFICE OF INTERMODALISM

For necessary expenses of the Office of Intermodalism, $1,062,000.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, $7,200,000.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, $3,300,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed $148,673,000, shall be paid from appropriations made available to the Department of Transportation: Provided, That the preceding limitation shall not apply to activities associated with departmental Year 2000 conversion activities: Provided further, That such services shall be provided on a competitive basis to entities within the Department of Transportation: Provided further, That the above limitation on operating expenses shall not apply to non-DOT entities: Provided further, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: Provided further, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

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

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $2,900,000, of which $2,635,000 shall remain

available until September 30, 2001: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97–377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; $2,781,000,000, of which $300,000,000 shall be available for defense-related activities; and of which $25,000,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That none of the funds appropriated in this or any other Act shall be available for pay for administrative expenses in connection with shipping commissioners in the United States: Provided further, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: Provided further, That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839: Provided further, That up to $615,000 in user fees collected pursuant to section 1111 of Public Law 104–324 shall be credited to this appropriation as offsetting collections in fiscal year 2000: Provided further, That notwithstanding any other provision of law, the Commandant of the Coast Guard may transfer certain parcels of real property located at Sitka, Japonski Island, Alaska to the State of Alaska for the purpose of airport expansion, provided that the Commandant determines that the Coast Guard has been indemnified for any loss, damage, or destruction of any structures or other improvements on the lands to be conveyed. No other provision of law shall otherwise make the real property improvements on Japonski Island ineligible for Federal funding by virtue of any consideration received by the Coast Guard for such improvements: Provided further, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of the enactment of this Act: Provided further, That the Secretary of Transportation may use any surplus funds that are made available to the Secretary, to the maximum extent practicable, for drug interdiction activities of the Coast Guard.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, $389,326,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which $134,560,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2004; $44,210,000

shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2002; $51,626,000 shall be available for other equipment, to remain available until September 30, 2002; $63,800,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2002; $50,930,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2001; and $44,200,000 for the Integrated Deepwater Systems program, to remain available until September 30, 2002: Provided, That the Commandant of the Coast Guard is authorized to dispose of, by sale at fair market value, all rights, title, and interest of any United States entity on behalf of the Coast Guard in HU–25 aircraft and Coast Guard property, and improvements thereto, in South Haven, Michigan; ESMT Manasquan, New Jersey; Petaluma, California; ESMT Portsmouth, New Hampshire; Station Clair Flats, Michigan; and Aids to Navigation Team Huron, Ohio: Provided further, That all proceeds from the sale of properties listed under this heading, and from the sale of HU–25 aircraft, shall be credited to this appropriation as offsetting collections and made available only for the Integrated Deepwater Systems program, to remain available for obligation until September 30, 2002: Provided further, That obligations made pursuant to the provisions of this Act for the Integrated Deepwater Systems program may not exceed $50,000,000 during fiscal year 2000: Provided further, That upon initial submission to the Congress of the fiscal year 2001 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the United States Coast Guard which includes funding for each budget line item for fiscal years 2001 through 2005, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, $17,000,000, to remain available until expended.

ALTERATION OF BRIDGES

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

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), $730,327,000.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; $72,000,000: Provided, That no more than $21,500,000 of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve: Provided further, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, $19,000,000, to remain available until expended, of which $3,500,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104–264, $5,900,000,000 from the Airport and Airway Trust Fund: Provided, That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: Provided further, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair

station certificates, or for tests related thereto, or for processing major repair or alteration forms: Provided further, That of the funds appropriated under this heading, $5,000,000 shall be for the contract tower cost-sharing program and $600,000 shall be for the Centennial of Flight Commission: Provided further, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: Provided further, That none of the funds in this Act shall be available for new applicants for the second career training program: Provided further, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: Provided further, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than 5 years in length or greater than $100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: Provided further, That no more than $24,162,700 of funds appropriated to the Federal Aviation Administration in this Act may be used for activities conducted by, or coordinated through, the Transportation Administrative Service Center: Provided further, That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center: Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration (FAA) to sign a lease for satellite services related to the global positioning system (GPS) wide area augmentation system until the administrator of the FAA certifies in writing to the House and Senate Committees on Appropriations that FAA has conducted a lease versus buy analysis which indicates that such lease will result in the lowest overall cost to the agency.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, $2,075,000,000, of which $1,780,000,000 shall remain available until September 30, 2002, and of which

$295,000,000 shall remain available until September 30, 2000: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: Provided further, That upon initial submission to the Congress of the fiscal year 2001 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2001 through 2005, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a capital lease agreement unless appropriations have been provided to fully cover the Federal Government's contingent liabilities at the time the lease agreement is signed.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION)

Of the amount provided under this heading in Public Law 105–66, $30,000,000 are rescinded.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, $156,495,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2002: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for administration of such programs; for administration of programs under section 40117; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, $1,750,000,000, to be derived from the Airport and Airway Trust

Fund and to remain available until expended: Provided, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of $1,950,000,000 in fiscal year 2000, notwithstanding section 47117(h) of title 49, United States Code: Provided further, That notwithstanding any other provision of law, not more than $45,000,000 of funds limited under this heading shall be obligated for administration : Provided further, That, notwithstanding any other provision of law, in the event of a lapse in authorization of the grants program under this heading, funding available under Federal Aviation Administration, "Operations" may be obligated for administration during the time period of the lapse in authorization, at the rate corresponding to the maximum annual obligation level of $45,000,000: Provided further, That total obligations from all sources in fiscal year 2000 for administration may not exceed $45,000,000.

AVIATION INSURANCE REVOLVING FUND

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

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration not to exceed $376,072,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: Provided, That $70,484,000 shall be available to carry out the functions and operations of the Office of Motor Carriers: Provided further, That of the funds available under section 104(a) of title 23, United States Code: $6,000,000 shall be available for Commercial Remote Sensing Products and Spatial Information Technologies under section 5113 of Public Law 105–178, as amended; $5,000,000 shall be available for Nationwide Differential Global Positioning System program, as authorized; $8,000,000 shall be available for National Historic Covered Bridge Preservation Program under section 1224 of Public Law 105–178, as amended; $15,000,000 shall be available to the University of Alabama in Tuscaloosa, Alabama, for research activities at the Transportation Research Institute and to construct a building to house the Institute, and shall remain available until expended; $18,300,000 shall be available for the Indian Reservation Roads Program under section 204 of title 23, United States Code; $16,400,000 shall be available for the Public Lands Highways Program under section 204 of title 23, United States Code; $11,000,000 shall be available for the Park Roads and Parkways Program under section 204 of title 23, United States Code; $1,300,000 shall be available for the Refuge Road Pro-

gram under section 204 of title 23, United States Code; $10,000,000 shall be available for the Transportation and Community and System Preservation pilot program under section 1221 of Public Law 105–178; and $7,500,000 shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of $27,701,350,000 for Federal-aid highways and highway safety construction programs for fiscal year 2000: Provided, That within the $27,701,350,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than $391,450,000 shall be available for the implementation or execution of programs for transportation research (sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and sections 5112 and 5204–5209 of Public Law 105–178) for fiscal year 2000; not more than $20,000,000 shall be available for the implementation or execution of programs for the Magnetic Levitation Transportation Technology Deployment Program (section 1218 of Public Law 105–178) for fiscal year 2000, of which not to exceed $1,000,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance in connection with such program; 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 2000: Provided further, That within the $211,200,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas:

Albuquerque, New Mexico, $2,000,000;
Arapahoe County, Colorado, $1,000,000;
Branson, Missouri, $1,000,000;
Central Pennsylvania, $1,000,000;
Charlotte, North Carolina, $1,000,000;
Chicago, Illinois, $1,000,000;
City of Superior and Douglas County, Wisconsin, $1,000,000;
Clay County, Missouri, $300,000;
Clearwater, Florida, $3,500,000;
College Station, Texas, $1,000,000;
Central Ohio, $1,000,000;
Commonwealth of Virginia, $4,000,000;
Corpus Christi, Texas, $1,500,000;
Delaware River, Pennsylvania, $1,000,000;
Fairfield, California, $750,000;
Fargo, North Dakota, $1,000,000;
Florida Bay County, Florida, $1,000,000;

Fort Worth, Texas, $2,500,000;
Grand Forks, North Dakota, $500,000;
Greater Metropolitan Capital Region, DC, $5,000,000;
Greater Yellowstone, Montana, $1,000,000;
Houma, Louisiana, $1,000,000;
Houston, Texas, $1,500,000;
Huntsville, Alabama, $500,000;
Inglewood, California, $1,000,000;
Jefferson County, Colorado, $1,500,000;
Kansas City, Missouri, $1,000,000;
Las Vegas, Nevada, $2,800,000;
Los Angeles, California, $1,000,000;
Miami, Florida, $1,000,000;
Mission Viejo, California, $1,000,000;
Monroe County, New York, $1,000,000;
Nashville, Tennessee, $1,000,000;
Northeast Florida, $1,000,000;
Oakland, California, $500,000;
Oakland County, Michigan, $1,000,000;
Oxford, Mississippi, $1,500,000;
Pennsylvania Turnpike, Pennsylvania, $2,500,000;
Pueblo, Colorado, $1,000,000;
Puget Sound, Washington, $1,000,000;
Reno/Tahoe, California/Nevada, $500,000;
Rensselaer County, New York, $1,000,000;
Sacramento County, California, $1,000,000;
Salt Lake City, Utah, $3,000,000;
San Francisco, California, $1,000,000;
Santa Clara, California, $1,000,000;
Santa Teresa, New Mexico, $1,000,000;
Seattle, Washington, $2,100,000;
Shenandoah Valley, Virginia, $2,500,000;
Shreveport, Louisiana, $1,000,000;
Silicon Valley, California, $1,000,000;
Southeast Michigan, $2,000,000;
Spokane, Washington, $500,000;
St. Louis, Missouri, $1,000,000;
State of Alabama, $1,300,000;
State of Alaska, $3,000,000;
State of Arizona, $1,000,000;
State of Colorado, $1,500,000;
State of Delaware, $2,000,000;
State of Idaho, $2,000,000;
State of Illinois, $1,500,000;
State of Maryland, $2,000,000;
State of Minnesota, $7,000,000;
State of Montana, $1,000,000;
State of Nebraska, $500,000;
State of Oregon, $1,000,000;
State of Texas, $4,000,000;
State of Vermont rural systems, $1,000,000;
States of New Jersey and New York, $2,000,000;
Statewide Transcom/Transmit upgrades, New Jersey, $4,000,000;

Tacoma Puyallup, Washington, $500,000;
Thurston, Washington, $1,000,000;
Towamencin, Pennsylvania, $600,000;
Wausau-Stevens Point-Wisconsin Rapids, Wisconsin, $1,500,000;
Wayne County, Michigan, $1,000,000:

Provided further, That, notwithstanding Public Law 105–178 as amended, funds authorized under section 110 of title 23, United States Code, for fiscal year 2000 shall be apportioned based on each State's percentage share of funding provided for under section 105 of title 23, United States Code, for fiscal year 2000, except that before such apportionments are made, $90,000,000 shall be set aside for projects authorized under section 1602 of Public Law 105–178 as amended, and $8,000,000 shall be set aside for the Woodrow Wilson Memorial Bridge project authorized by section 404 of the Woodrow Wilson Memorial Bridge Authority Act of 1995 as amended. Of the funds to be apportioned under section 110 for fiscal year 2000, the Secretary shall ensure that such funds are apportioned for the Interstate Maintenance program, the National Highway system program, the bridge program, the surface transportation program, and the congestion mitigation and air quality program in the same ratio that each State is apportioned funds for such program in fiscal year 2000 but for this section: Provided further, That, notwithstanding any other provision of law, the Secretary shall, at the request of the State of Nevada, transfer up to $10,000,000 of Minimum Guarantee apportionments, and an equal amount of obligation authority, to the State of California for use on High Priority Project No. 829 "Widen I–15 in San Bernardino County", section 1602 of Public Law 105–178.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, $26,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, $105,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of $105,000,000 for "Motor Carrier Safety Grants".

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code, $87,400,000 of which $62,928,000 shall remain available until September 30, 2002: Provided, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, $72,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2000 are in excess of $72,000,000 for programs authorized under 23 U.S.C. 403.

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

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

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, $206,800,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2000, are in excess of $206,800,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which $152,800,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, $10,000,000 shall be for "Occupant Protection Incentive

Grants" under 23 U.S.C. 405, $36,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, $8,000,000 shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: Provided further, That not to exceed $7,640,000 of the funds made available for section 402, not to exceed $500,000 of the funds made available for section 405, not to exceed $1,800,000 of the funds made available for section 410, and not to exceed $400,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23, U.S.C.: Provided further, That not to exceed $500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, $94,288,000, of which $6,800,000 shall remain available until expended: Provided, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: Provided further, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, $22,464,000, to remain available until expended.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94–210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: Provided, That pursuant to section 502 of such Act, as amended, no new direct

loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2000.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 U.S.C. 26101 and 26102, $27,200,000, to remain available until expended.

ALASKA RAILROAD REHABILITATION

To enable the Secretary of Transportation to make grants to the Alaska Railroad, $10,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, $10,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended: Provided, That none of the funds made available under this head shall be obligated until the enactment of authorizing legislation for the "Rhode Island Rail Development" program.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), $571,000,000 to remain available until expended: Provided, That the Secretary shall not obligate more than $228,400,000 prior to September 30, 2000.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, $12,000,000: Provided, That no more than $60,000,000 of budget authority shall be available for these purposes: Provided further, That the Federal Transit Administration will reimburse the Department of Transportation Inspector General $1,500,000 for costs associated with the audit and review of new fixed guideway systems.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105–178, $619,600,000, to remain available until expended: Provided, That no more than $3,098,000,000 of budget authority shall be available for these purposes: Provided further, That notwithstanding section 3008 of Public Law 105–178, the $50,000,000 to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replace-

ment, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".

UNIVERSITY TRANSPORTATION RESEARCH

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

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, $21,000,000, to remain available until expended: Provided, That no more than $107,000,000 of budget authority shall be available for these purposes: Provided further, That $5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)); $4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315); $8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)); $49,632,000 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305); $10,368,000 is available for state planning (49 U.S.C. 5313(b)); and $29,500,000 is available for the national planning and research program (49 U.S.C. 5314): Provided further, That of the total budget authority made available for the national planning and research program, the Federal Transit Administration shall provide the following amounts for the projects and activities listed below:

Zinc-air battery bus technology demonstration, $1,000,000;

Electric vehicle information sharing and technology transfer program, $750,000;

Portland, ME independent transportation network, $500,000;

Wheeling, WV mobility study, $250,000;

Project ACTION, $3,000,000;

Washoe County, NV transit technology, $1,250,000;

Massachusetts Bay Transit Authority advanced electric transit buses and related infrastructure, $1,500,000;

Palm Springs, CA fuel cell buses, $1,000,000;

Gloucester, MA intermodal technology center, $1,500,000;

Southeastern Pennsylvania Transit Authority advanced propulsion control system, $3,000,000;

Advanced transportation and alternative fuel technology consortium (CALSTART), $3,250,000;

Safety and security programs, $5,450,000;

International program, $1,000,000;

Santa Barbara Electric Transit Institute, $500,000;

Hennepin County community transportation, Minnesota, $1,000,000;

Pittsfield economic development authority electric bus program, $1,350,000; and

Citizens for Modern Transit, Missouri, $300,000.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105–178, $4,929,270,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: Provided, That $2,478,400,000 shall be paid to the Federal Transit Administration's formula grants account: Provided further, That $86,000,000 shall be paid to the Federal Transit Administration's transit planning and research account: Provided further, That $48,000,000 shall be paid to the Federal Transit Administration's administrative expenses account: Provided further, That $4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: Provided further, That $60,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: Provided further, That $1,960,800,000 shall be paid to the Federal Transit Administration's capital investment grants account.

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, $490,200,000, to remain available until expended: Provided, That no more than $2,451,000,000 of budget authority shall be available for these purposes: Provided further, That notwithstanding any other provision of law, there shall be available for fixed guideway modernization, $980,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, $490,200,000, together with $50,000,000 transferred from "Federal Transit Administration, Formula grants", to be available for the following projects in amounts specified below:

No.	*State*	*Project*	*Conference*
1	Alaska	Anchorage Ship Creek intermodal facility	$4,500,000
2	Alaska	Fairbanks intermodal rail/bus transfer facility	2,000,000
3	Alaska	Juneau downtown mass transit facility	1,500,000
4	Alaska	North Star Borough-Fairbanks intermodal facility	3,000,000
5	Alaska	Wasilla intermodal facility	1,000,000
6	Alaska	Whittier intermodal facility and pedestrian overpass.	1,155,000
7	Alabama	Alabama statewide rural bus needs	2,500,000
8	Alabama	Baldwin Rural Area Transportation System buses	1,000,000
9	Alabama	Birmingham intermodal facility	2,000,000
10	Alabama	Birmingham-Jefferson County buses	1,250,000
11	Alabama	Cullman, buses	500,000
12	Alabama	Dothan Wiregrass Transit Authority vehicles and transit facility.	1,000,000
13	Alabama	Escambia County buses and bus facility	100,000
14	Alabama	Gees Bend Ferry facilities, Wilcox County	100,000
15	Alabama	Marshall County, buses	500,000
16	Alabama	Huntsville Airport international intermodal center	3,500,000
17	Alabama	Huntsville, intermodal facility	1,250,000

No.	State	Project	Conference
18	Alabama	Huntsville Space and Rocket Center intermodal center.	3,500,000
19	Alabama	Jasper buses	50,000
20	Alabama	Jefferson State Community College/University of Montevallo pedestrian walkway.	200,000
21	Alabama	Mobile waterfront terminal complex	5,000,000
22	Alabama	Montgomery Union Station intermodal center and buses.	3,500,000
23	Alabama	Valley bus and bus facilities	110,000
24	Arkansas	Arkansas Highway and Transit Department buses	2,000,000
25	Arkansas	Arkansas state safety and preventative maintenance facility.	800,000
26	Arkansas	Fayetteville, University of Arkansas Transit System buses.	500,000
27	Arkansas	Hot Springs, transportation depot and plaza	1,560,000
28	Arkansas	Little Rock, Central Arkansas Transit buses	300,000
29	Arizona	Phoenix bus and bus facilities	3,750,000
30	Arizona	Phoenix South Central Avenue transit facility	500,000
31	Arizona	San Luis, bus	70,000
32	Arizona	Tucson buses	2,555,000
33	Arizona	Yuma paratransit buses	125,000
34	California	California Mountain Area Regional Transit Authority fueling stations.	80,000
35	California	Culver City, CityBus buses	1,250,000
36	California	Davis, Unitrans transit maintenance facility	625,000
37	California	Healdsburg, intermodal facility	1,000,000
38	California	I–5 Corridor intermodal transit centers	1,250,000
39	California	Livermore automatic vehicle locator program	1,000,000
40	California	Lodi, multimodal facility	850,000
41	California	Los Angeles County Metropolitan transportation authority buses.	3,000,000
42	California	Los Angeles County Foothill Transit buses and HEV vehicles.	1,750,000
43	California	Los Angeles Municipal Transit Operators Coalition	2,250,000
44	California	Los Angeles, Union Station Gateway Intermodal Transit Center.	1,250,000
45	California	Maywood, Commerce, Bell, Cudahy, California buses and bus facilities.	800,000
46	California	Modesto, bus maintenance facility	625,000
47	California	Monterey, Monterey-Salinas buses	625,000
48	California	Orange County, bus and bus facilities	2,000,000
49	California	Perris bus maintenance facility	1,250,000
50	California	Redlands, trolley project	800,000
51	California	Sacramento CNG buses	1,250,000
52	California	San Bernardino Valley, CNG buses	1,000,000
53	California	San Bernardino train station	3,000,000
54	California	San Diego North County buses and CNG fueling station.	3,000,000
55	California	Contra Costa County Connection buses	250,000
56	California	San Francisco, Islais Creek maintenance facility	1,250,000
57	California	Santa Barbara buses and bus facility	1,750,000
58	California	Santa Clarita bus maintenance facility	1,250,000
59	California	Santa Cruz buses and bus facilities	1,755,000
60	California	Santa Maria Valley/Santa Barbara County, buses	240,000
61	California	Santa Rosa/Cotati, Intermodal Transportation Facilities.	750,000
62	California	Westminster senior citizen vans	150,000
63	California	Windsor, Intermodal Facility	750,000
64	California	Woodland Hills, Warner Center Transportation Hub.	625,000
65	Colorado	Boulder/Denver, RTD buses	625,000
66	Colorado	Colorado Association of Transit Agencies	8,000,000
67	Colorado	Denver, Stapleton Intermodal Center	1,250,000
68	Connecticut	New Haven bus facility	2,250,000
69	Connecticut	Norwich buses	2,250,000
70	Connecticut	Waterbury, bus facility	2,250,000

No.	State	Project	Conference
71	Dist. of Columbia	Fuel cell bus and bus facilities program, Georgetown University.	4,850,000
72	Dist. of Columbia	Washington, D.C. Intermodal Transportation Center, District.	2,500,000
73	Delaware	New Castle County buses and bus facilities	2,000,000
74	Delaware	Delaware buses and bus facility	500,000
75	Florida	Daytona Beach, Intermodal Center	2,500,000
76	Florida	Gainesville hybrid-electric buses and facilities	500,000
77	Florida	Jacksonville buses and bus facilities	1,000,000
78	Florida	Lakeland, Citrus Connection transit vehicles and related equipment.	1,250,000
79	Florida	Miami Beach, electric shuttle service	750,000
80	Florida	Miami-Dade Transit buses	2,750,000
81	Florida	Orlando, Lynx buses and bus facilities	2,000,000
82	Florida	Orlando, Downtown Intermodal Facility	2,500,000
83	Florida	Palm Beach, buses	1,000,000
84	Florida	Tampa HARTline buses	500,000
85	Georgia	Atlanta, MARTA buses	13,500,000
86	Georgia	Chatham Area Transit Bus Transfer Center and buses.	3,500,000
87	Georgia	Georgia Regional Transportation Authority buses	2,000,000
88	Georgia	Georgia statewide buses and bus-related facilities	2,750,000
89	Hawaii	Hawaii buses and bus facilities	2,250,000
90	Hawaii	Honolulu, bus facility and buses	2,000,000
91	Iowa	Ames transit facility expansion	700,000
92	Iowa	Cedar Rapids intermodal facility	3,500,000
93	Iowa	Clinton transit facility expansion	500,000
94	Iowa	Fort Dodge, Intermodal Facility (Phase II)	885,000
95	Iowa	Iowa City intermodal facility	1,500,000
96	Iowa	Iowa statewide buses and bus facilities	2,500,000
97	Iowa	Iowa/Illinois Transit Consortium bus safety and security.	1,000,000
98	Illinois	East Moline transit center	650,000
99	Illinois	Illinois statewide buses and bus-related equipment	8,200,000
100	Indiana	Gary, Transit Consortium buses	1,250,000
101	Indiana	Indianapolis buses	5,000,000
102	Indiana	South Bend Urban Intermodal Transportation Facility.	1,250,000
103	Indiana	West Lafayette bus transfer station/terminal (Wabash Landing).	1,750,000
104	Kansas	Girard, buses and vans	700,000
105	Kansas	Johnson County, farebox equipment	250,000
106	Kansas	Kansas City buses	750,000
107	Kansas	Kansas Public Transit Association buses and bus facilities.	1,500,000
108	Kansas	Girard Southeast Kansas Community Action Agency maintenance facility.	480,000
109	Kansas	Topeka Transit downtown transfer facility	600,000
110	Kansas	Wichita, buses and bus facilities	2,500,000
111	Kentucky	Transit Authority of Northern Kentucky (TANK) buses.	2,500,000
112	Kentucky	Kentucky (southern and eastern) transit vehicles	1,000,000
113	Kentucky	Lexington (LexTran), maintenance facility	1,000,000
114	Kentucky	River City, buses	1,500,000
115	Louisiana	Louisiana statewide buses and bus-related facilities	5,000,000
116	Massachusetts	Attleboro intermodal transit facility	500,000
117	Massachusetts	Brockton intermodal transportation center	1,100,000
118	Massachusetts	Greenfield Montague, buses	500,000
119	Massachusetts	Merrimack Valley Regional Transit Authority bus facilities.	467,500
120	Massachusetts	Montachusett, bus and park-and-ride facilities	1,250,000
121	Massachusetts	Pioneer Valley, alternative fuel and paratransit vehicles.	650,000
122	Massachusetts	Pittsfield intermodal center	3,600,000
123	Massachusetts	Springfield, Union Station	1,250,000
124	Massachusetts	Swampscott, buses	65,000

No.	State	Project	Conference
125	Massachusetts	Westfield, intermodal transportation facility	500,000
126	Massachusetts	Worcester, Union Station Intermodal Transportation Center.	2,500,000
127	Maryland	Maryland statewide bus facilities and buses	11,500,000
128	Michigan	Detroit, transfer terminal facilities	3,963,000
129	Michigan	Detroit, EZ Ride program	287,000
130	Michigan	Menominee-Delta-Schoolcraft buses	250,000
131	Michigan	Michigan statewide buses	22,500,000
132	Michigan	Port Huron, CNG fueling station	500,000
133	Minnesota	Duluth, Transit Authority community circulation vehicles.	1,000,000
134	Minnesota	Duluth, Transit Authority intelligent transportation systems.	500,000
135	Minnesota	Duluth, Transit Authority Transit Hub	500,000
136	Minnesota	Greater Minnesota transit authorities	500,000
137	Minnesota	Northstar Corridor, Intermodal Facilities and buses.	10,000,000
138	Minnesota	Twin Cities metropolitan buses and bus facilities	10,000,000
139	Missouri	Columbia buses and vans	500,000
140	Missouri	Southeast Missouri transportation service rural, elderly, disabled service.	1,250,000
141	Missouri	Franklin County buses and bus facilities	200,000
142	Missouri	Jackson County buses and bus facilities	500,000
143	Missouri	Kansas City Area Transit Authority buses and Troost transit center.	2,500,000
144	Missouri	Missouri statewide bus and bus facilities	3,500,000
145	Missouri	OATS Transit	1,500,000
146	Missouri	St. Joseph buses and vans	500,000
147	Missouri	St. Louis, buses	2,000,000
148	Missouri	St. Louis, Bi-state Intermodal Center	1,250,000
149	Missouri	Southwest Missouri State University park and ride facility.	1,000,000
150	Mississippi	Harrison County multimodal center	3,000,000
151	Mississippi	Jackson, maintenance and administration facility project.	1,000,000
152	Mississippi	North Delta planning and development district, buses and bus facilities.	1,200,000
153	Montana	Missoula urban transportation district buses	600,000
154	North Carolina	Greensboro multimodal center	3,339,000
155	North Carolina	Greensboro, Transit Authority buses	1,500,000
156	North Carolina	North Carolina statewide buses and bus facilities	2,492,000
157	North Dakota	North Dakota statewide buses and bus-related facilities.	1,000,000
158	New Hampshire	New Hampshire statewide transit systems	3,000,000
159	New Jersey	New Jersey Transit alternative fuel buses	5,000,000
160	New Jersey	New Jersey Transit jitney shuttle buses	1,750,000
161	New Jersey	Newark intermodal and arena access improvements.	1,650,000
162	New Jersey	Newark, Morris & Essex Station access and buses	1,250,000
163	New Jersey	South Amboy, Regional Intermodal Transportation Initiative.	1,250,000
164	New Mexico	Albuquerque West Side transit facility	2,000,000
165	New Mexico	Albuquerque, buses	1,250,000
166	New Mexico	Las Cruces buses and bus facilities	750,000
167	New Mexico	Northern New Mexico Transit Express/Park and Ride buses.	2,750,000
168	New Mexico	Santa Fe, buses and bus facilities	2,000,000
169	Nevada	Clark County Regional Transportation Commission buses and bus facilities.	2,500,000
170	Nevada	Lake Tahoe CNG buses	700,000
171	Nevada	Washoe County transit improvements	2,250,000
172	New York	Babylon Intermodal Center	1,250,000
173	New York	Buffalo, Auditorium Intermodal Center	2,000,000
174	New York	Dutchess County, Loop System buses	521,000
175	New York	Ithaca intermodal transportation center	1,125,000
176	New York	Ithaca, TCAT bus technology improvements	1,250,000

No.	State	Project	Conference
177	New York	Long Island, CNG transit vehicles and facilities and bus replacement.	1,250,000
178	New York	Mineola/Hicksville, LIRR intermodal centers	1,250,000
179	New York	New York City Midtown West 38th Street ferry terminal.	1,000,000
180	New York	New York, West 72nd St. Intermodal Station	1,750,000
181	New York	Putnam County, vans	470,000
182	New York	Rensselaer intermodal bus facility	6,000,000
183	New York	Rochester buses and bus facility	1,000,000
184	New York	Syracuse, buses	3,000,000
185	New York	Utica Union Station	2,100,000
186	New York	Westchester County DOT, articulated buses	1,250,000
187	New York	Westchester County, Bee-Line transit system fareboxes.	979,000
188	New York	Westchester County, Bee-Line transit system shuttle buses.	1,000,000
189	Ohio	Cleveland, Triskett Garage bus maintenance facility.	625,000
190	Ohio	Dayton, Multimodal Transportation Center	4,125,000
191	Ohio	Ohio statewide buses and bus facilities	9,010,250
192	Oklahoma	Oklahoma statewide bus facilities and buses	5,000,000
193	Oregon	Corvallis buses and automated passenger information system.	300,000
194	Oregon	Lane County, Bus Rapid Transit, buses and facilities.	4,400,000
195	Oregon	Lincoln County Transit District buses	250,000
196	Oregon	Portland, Tri-Met bus maintenance facility	650,000
197	Oregon	Portland, Tri-Met buses	1,750,000
198	Oregon	Salem Area Mass Transit District natural gas buses.	500,000
199	Oregon	Sandy buses	100,000
200	Oregon	South Metro Area Rapid Transit (SMART) maintenance facility.	200,000
201	Oregon	Sunset Empire Transit District intermodal transit facility.	300,000
202	Pennsylvania	Allegheny County buses	1,500,000
203	Pennsylvania	Altoona bus testing	3,000,000
204	Pennsylvania	Altoona, Metro Transit Authority buses and transit system improvements.	842,000
205	Pennsylvania	Armstrong County-Mid-County, bus facilities and buses.	150,000
206	Pennsylvania	Bethlehem, intermodal facility	1,000,000
207	Pennsylvania	Cambria County, bus facilities and buses	575,000
208	Pennsylvania	Centre Area Transportation Authority buses	1,250,000
209	Pennsylvania	Chester County, Paoli Transportation Center	1,000,000
210	Pennsylvania	Erie, Metropolitan Transit Authority buses	1,000,000
211	Pennsylvania	Fayette County, intermodal facilities and buses	1,270,000
212	Pennsylvania	Lackawanna County Transit System buses	600,000
213	Pennsylvania	Lackawanna County, intermodal bus facility	1,000,000
214	Pennsylvania	Mid-Mon Valley buses and bus facilities	250,000
215	Pennsylvania	Norristown, parking garage (SEPTA)	1,000,000
216	Pennsylvania	Philadelphia, Frankford Transportation Center	5,000,000
217	Pennsylvania	Philadelphia, Intermodal 30th Street Station	1,250,000
218	Pennsylvania	Reading, BARTA Intermodal Transportation Facility.	1,750,000
219	Pennsylvania	Robinson, Towne Center Intermodal Facility	1,500,000
220	Pennsylvania	Somerset County bus facilities and buses	175,000
221	Pennsylvania	Towamencin Township, Intermodal Bus Transportation Center.	1,500,000
222	Pennsylvania	Washington County intermodal facilities	630,000
223	Pennsylvania	Westmoreland County, Intermodal Facility	200,000
224	Pennsylvania	Wilkes-Barre, Intermodal Facility	1,250,000
225	Pennsylvania	Williamsport bus facility	1,200,000
226	Puerto Rico	San Juan Intermodal access	600,000
227	Rhode Island	Providence, buses and bus maintenance facility	3,294,000
228	South Carolina	Central Midlands COG/Columbia transit system	2,700,000

No.	State	Project	Conference
229	South Carolina	Charleston Area regional transportation authority	1,900,000
230	South Carolina	Clemson Area Transit buses and bus equipment	550,000
231	South Carolina	Greenville transit authority	500,000
232	South Carolina	Pee Dee buses and facilities	900,000
233	South Carolina	Santee-Wateree regional transportation authority	400,000
234	South Carolina	South Carolina Statewide Virtual Transit Enterprise.	1,220,000
235	South Carolina	Transit Management of Spartanburg, Incorporated (SPARTA).	600,000
236	South Dakota	South Dakota statewide bus facilities and buses	1,500,000
237	Tennessee	Southern Coalition for Advanced Transportation (SCAT) (TN, GA, FL, AL) electric buses.	3,500,000
238	Texas	Austin buses	1,750,000
239	Texas	Beaumont Municipal Transit System buses and bus facilities.	1,000,000
240	Texas	Brazos Transit Authority buses and bus facilities	1,000,000
241	Texas	El Paso Sun Metro buses	1,000,000
242	Texas	Fort Worth bus replacement (including CNG vehicles) and paratransit vehicles.	2,500,000
243	Texas	Forth Worth intermodal transportation center	3,100,000
244	Texas	Galveston buses and bus facilities	1,000,000
245	Texas	Texas statewide small urban and rural buses	5,000,000
246	Utah	Ogden Intermodal Center	800,000
247	Utah	Salt Lake City Olympics bus facilities	2,500,000
248	Utah	Salt Lake City Olympics regional park and ride lots.	2,500,000
249	Utah	Salt Lake City Olympics transit bus loan project	500,000
250	Utah	Utah Transit Authority, intermodal facilities	1,500,000
251	Utah	Utah Transit Authority/Park City Transit, buses	6,500,000
252	Virginia	Alexandria, bus maintenance facility	1,000,000
253	Virginia	Richmond, GRTC bus maintenance facility	1,250,000
254	Virginia	Statewide buses and bus facilities	8,435,000
255	Vermont	Burlington multimodal center	2,700,000
256	Vermont	Chittenden County Transportation Authority buses	800,000
257	Vermont	Essex Junction multimodal station rehabilitation	500,000
258	Vermont	Killington-Sherburne satellite bus facility	250,000
259	Washington	Bremerton multimodal center—Sinclair's Landing	750,000
260	Washington	Sequim Clallam Transit multimodal center	1,000,000
261	Washington	Everett, Multimodal Transportation Center	1,950,000
262	Washington	Grant County, Grant Transit Authority	500,000
263	Washington	Grays Harbor County, buses and equipment	1,250,000
264	Washington	King County Metro King Street Station	2,000,000
265	Washington	King County Metro Atlantic and Central buses	1,500,000
266	Washington	King County park and ride expansion	1,350,000
267	Washington	Mount Vernon, buses and bus related facilities	1,750,000
268	Washington	Pierce County Transit buses and bus facilities	500,000
269	Washington	Seattle, intermodal transportation terminal	1,250,000
270	Washington	Snohomish County, Community Transit buses, equipment and facilities.	1,250,000
271	Washington	Spokane, HEV buses	1,500,000
272	Washington	Tacoma Dome Station	250,000
273	Washington	Vancouver Clark County (C–TRAN) bus facilities	1,000,000
274	Washington	Washington State DOT combined small transit system buses and bus facilities.	2,000,000
275	Wisconsin	Milwaukee County, buses	6,000,000
276	Wisconsin	Wisconsin statewide bus facilities and buses	14,250,000
277	West Virginia	Huntington intermodal facility	12,000,000
278	West Virginia	Parkersburg, intermodal transportation facility	4,500,000
279	West Virginia	West Virginia Statewide Intermodal Facility and buses.	5,000,000;

and there shall be available for new fixed guideway systems $980,400,000, to be available as follows:

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

$45,142,000 for the Atlanta, Georgia, North line extension project;

$1,000,000 for the Austin, Texas capital metro northwest/north central corridor project;

$4,750,000 for the Baltimore central LRT double track project;

$3,000,000 for the Birmingham, Alabama transit corridor;

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

$500,000 for the Calais, Maine branch rail line regional transit program;

$2,500,000 for the Canton-Akron-Cleveland commuter rail project;

$2,500,000 for the Charleston, South Carolina Monobeam corridor project;

$4,000,000 for the Charlotte, North Carolina, north-south corridor transitway project;

$25,000,000 for the Chicago METRA commuter rail project;

$3,500,000 for the Chicago Transit Authority Douglas branch line project;

$3,500,000 for the Chicago Transit Authority Ravenswood branch line project;

$1,000,000 for the Cincinnati northeast/northern Kentucky corridor project;

$3,500,000 for the Clark County, Nevada, fixed guideway project, together with unobligated funds provided in Public Law 103–331 for the "Burlington to Gloucester, New Jersey line";

$1,000,000 for the Cleveland Euclid corridor improvement project;

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

$50,000,000 for the Dallas north central light rail extension project;

$1,000,000 for the Dayton, Ohio, light rail study;

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

$35,000,000 for the Denver Southwest corridor project;

$25,000,000 for the Dulles corridor project;

$10,000,000 for the Fort Lauderdale, Florida Tri-County commuter rail project;

$1,500,000 for the Galveston, Texas rail trolley extension project;

$10,000,000 for the Girdwood, Alaska commuter rail project;

$7,000,000 for the Greater Albuquerque mass transit project;

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

$3,000,000 for the Houston advanced transit program;

$52,770,000 for the Houston regional bus project;

$1,000,000 for the Indianapolis, Indiana Northeast Downtown corridor project;

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

$1,000,000 for the Kenosha-Racine-Milwaukee rail extension project;

$500,000 for the Knoxville-Memphis commuter rail feasibility study;

$2,000,000 for the Long Island Railroad East Side access project;

$1,000,000 for the Los Angeles-San Diego LOSSAN corridor project;

$4,000,000 for the Los Angeles Mid-City and East Side corridors projects;

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

$1,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail project;

$703,000 for the MARC commuter rail project;

$1,500,000 for MARC expansion projects—Silver Spring intermodal and Penn-Camden rail connection;

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

$2,500,000 for the Memphis, Tennessee, Medical Center rail extension project;

$1,500,000 for the Miami-Dade Transit east-west multimodal corridor project;

$1,000,000 for the Nashville, Tennessee, commuter rail project;

$99,000,000 for the New Jersey Hudson Bergen project;

$5,000,000 for the New Jersey/New York Trans-Hudson Midtown corridor;

$1,000,000 for the New Orleans Canal Street corridor project;

$12,000,000 for the Newark rail link MOS–1 project;

$1,000,000 for the Norfolk-Virginia Beach corridor project;

$4,000,000 for the Northern Indiana south shore commuter rail project;

$2,000,000 for the Oceanside-Escondido, California light rail system;

$10,000,000 for temporary and permanent Olympic transportation infrastructure investments: Provided, That these funds shall be allocated by the Secretary based on the approved transportation management plan for the Salt Lake City 2002 Winter Olympic Games: Provided further, That none of these funds shall be available for rail extensions;

$1,000,000 for the Orange County, California, transitway project;

$5,000,000 for the Orlando Lynx light rail project (phase 1);

$500,000 for the Palm Beach, Broward and Miami-Dade counties rail corridor;

$4,000,000 for the Philadelphia-Reading SETPA Schuylkill Valley metro project;

$1,000,000 for the Philadelphia SEPTA cross-county metro;

$5,000,000 for the Phoenix metropolitan area transit project;

$2,500,000 for the Pinellas County, Florida, mobility initiative project;

$10,000,000 for the Pittsburgh North Shore-central business district corridor project;

$8,000,000 for the Pittsburgh stage II light rail project;

$11,062,000 for the Portland Westside light rail transit project;

$25,000,000 for the Puget Sound RTA Link light rail project;

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

$8,000,000 for the Raleigh-Durham-Chapel Hill Triangle transit project;

$25,000,000 for the Sacramento south corridor LRT project;

$37,928,000 for the Utah north/south light rail project;

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

$5,000,000 for the San Diego Mid Coast corridor project;

$20,000,000 for the San Diego Mission Valley East light rail transit project;

$65,000,000 for the San Francisco BART extension to the airport project;

$20,000,000 for the San Jose Tasman West light rail project;

$32,000,000 for the San Juan Tren Urbano project;

$3,000,000 for the Santa Fe/El Dorado, New Mexico rail link;

$53,895,000 for the South Boston piers transitway;

$1,000,000 for the South Dekalb-Lindbergh, Georgia, corridor project;

$2,000,000 for the Spokane, Washington, South Valley corridor light rail project;

$2,500,000 for the St. Louis, Missouri, MetroLink cross county corridor project;

$50,000,000 for the St. Louis-St. Clair County MetroLink light rail (phase II) extension project;

$1,000,000 for the Stamford, Connecticut fixed guideway connector;

$1,000,000 for the Stockton, California Altamont commuter rail project;

$1,000,000 for the Tampa Bay regional rail project;

$3,000,000 for the Twin Cities Transitways projects;

$42,800,000 for the Twin Cities Transitways—Hiawatha corridor project;

$2,200,000 for the Virginia Railway Express commuter rail project;

$4,750,000 for the Washington Metro-Blue Line extension-Addison Road (Largo) project;

$1,000,000 for the West Trenton, New Jersey, rail project;

$2,000,000 for the Whitehall ferry terminal reconstruction project;

$1,000,000 for the Wilmington, Delaware downtown transit connector; and

$500,000 for the Wilsonville to Washington County, Oregon connection to Westside.

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), $1,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund.

JOB ACCESS AND REVERSE COMMUTE GRANTS

For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, $15,000,000, to remain available until expended: Provided, That no more than $75,000,000 of budget authority shall be available for these purposes.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

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

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, $12,042,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99–662.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, $32,061,000, of which $645,000 shall be derived from the Pipeline Safety Fund, and of which $3,704,000 shall remain available until September 30, 2002: Provided, That up to $1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, $36,879,000, of which $5,479,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2002; of which $30,000,000 shall be derived from the Pipeline Safety Fund, of which $17,394,000 shall remain available until September 30, 2002; and of which $1,400,000 shall be derived from amounts previously collected under 49 U.S.C. 60301: Provided, That amounts previously collected under 49 U.S.C. 60301 shall be available for damage prevention grants to States and public education activities.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), $200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, 2002: Provided, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, $44,840,000: Provided, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: Provided further, That the funds made available under this heading shall be used to investigate pursuant to section 41712 of title 49, United States Code, relating to unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents: Provided further, That it is the sense of the Senate, that for purposes of the preceding proviso, the terms "unfair or deceptive practices" and "unfair methods of competition" include the failure to disclose to a passenger or a ticket agent whether the flight on which the passenger is ticketed or has requested to purchase a ticket is overbooked, unless the Secretary certifies such disclosure by a carrier is technologically infeasible: Provided further, That the funds made available under this heading shall be used: (1) to investigate pursuant to section 41712 of title 49, United States Code, relating to unfair or deceptive practices and unfair methods of competition by air carriers and foreign

air carriers; (2) for monitoring by the Inspector General of the compliance of domestic and foreign air carriers with respect to paragraph (1) of this proviso; and (3) for the submission to the appropriate committees of Congress by the Inspector General, not later than July 15, 2000, of a report on the extent to which actual or potential barriers exist to consumer access to comparative price and service information from independent sources on the purchase of passenger air transportation: Provided further, That it is the sense of the Senate, that for purposes of the preceding proviso, the terms "unfair or deceptive practices" and "unfair methods of competition" mean the offering for sale to the public for any route, class, and time of service through any technology or means of communication a fare that is different than that offered through other technology or means of communication: Provided further, That it is the sense of the Senate that funds made available under this heading shall be used for the submission to the appropriate committees of Congress by the Inspector General a report on the extent to which air carriers and foreign air carriers deny travel to airline consumers with nonrefundable tickets from one carrier to another.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $17,000,000: Provided, That notwithstanding any other provision of law, not to exceed $1,600,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: Provided further, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year 2000, to result in a final appropriation from the general fund estimated at no more than $15,400,000.

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

For expenses necessary for the Architectural and Transportation Barriers Compliance Board, as authorized by section 502 of the Rehabilitation Act of 1973, as amended, $4,633,000: Provided, That, notwithstanding any other provision of law, there may be credited to this appropriation funds received for publications and training expenses.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

For necessary expenses of the National Transportation Safety Board, including hire of passenger motor vehicles and aircraft; services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS–15; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901–5902) $57,000,000, of which not to exceed $2,000 may be used for official reception and representation expenses.

TITLE III

GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

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

SEC. 302. Such sums as may be necessary for fiscal year 2000 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

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

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

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than 100 political and Presidential appointees in the Department of Transportation: Provided, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

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

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

SEC. 308. The Secretary of Transportation may enter into grants, cooperative agreements, and other transactions with any person, agency, or instrumentality of the United States, any unit of State or local government, any educational institution, and any other entity in execution of the Technology Reinvestment Project authorized under the Defense Conversion, Reinvestment and Transition Assistance Act of 1992 and related legislation: Provided, That the authority provided in this section may be exercised without regard to section 3324 of title 31, United States Code.

SEC. 309. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 310. (a) For fiscal year 2000, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid Highways amounts authorized for administrative expenses and programs funded from the administrative takedown authorized by section 104(a) of title 23, United States Code, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, and for the Bureau of Transportation Statistics.

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

(3) determine the ratio that—

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

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

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) for section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and

$2,000,000,000 for such fiscal year under section 105 of title 23, United States Code (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, $2,000,000,000) for such fiscal year;

(5) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; and

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

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

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

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

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds appor-

tioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

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

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

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

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

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

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

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

SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end items that: (1) includes economic order quantity or long lead time material procurement in excess of $10,000,000 in any 1 year of the contract; (2) includes a cancellation charge greater than $10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: Provided, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.

SEC. 316. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under "Federal Transit Administration, Capital investment grants" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2002, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 317. Notwithstanding any other provision of law, any funds appropriated before October 1, 1999, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 318. None of the funds in this Act may be used to compensate in excess of 320 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2000.

SEC. 319. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by $15,000,000, which limits fiscal year 2000 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than $133,673,000: Provided, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.

SEC. 320. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's "Transit Planning and Research" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 321. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901 et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that dif-

fers from standards promulgated for such automobiles prior to the enactment of this section.

SEC. 322. TEMPORARY AIR SERVICE INTERRUPTIONS. (a) AVAILABILITY OF FUNDS.—Funds appropriated or otherwise made available by this Act to carry out section 47114(c)(1) of title 49, United States Code, may be available for apportionment to an airport sponsor described in subsection (b) in fiscal year 2000 in an amount equal to the amount apportioned to that sponsor in fiscal year 1999.

(b) COVERED AIRPORT SPONSORS.—An airport sponsor referred to in subsection (a) is an airport sponsor with respect to whose primary airport the Secretary of Transportation found that—

(1) passenger boardings at the airport fell below 10,000 in the calendar year used to calculate the apportionment;

(2) the airport had at least 10,000 passenger boardings in the calendar year prior to the calendar year used to calculate apportionments to airport sponsors in a fiscal year; and

(3) the cause of the shortfall in passenger boardings was a temporary but significant interruption in service by an air carrier to that airport due to an employment action, natural disaster, or other event unrelated to the demand for air transportation at the affected airport.

SEC. 323. Section 3021 of Public Law 105–178 is amended in subsection (a)—

(1) in the first sentence, by striking "single-State";

(2) in the second sentence, by striking "Any" and all that follows through "United States Code" and inserting "The funds made available to the State of Oklahoma and the State of Vermont to carry out sections 5307 and 5311 of title 49, United States Code".

SEC. 324. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: Provided, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.

SEC. 325. None of the funds in this Act may be obligated or expended for employee training which: (a) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (b) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (c) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (d) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N–915.022, dated September 2, 1988; (e) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace; or (f) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.

SEC. 326. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegraph, telephone, letter, printed or written material, radio, television, video presentation, electronic communications, or other device, intended or designed to influence in any manner a Member of Congress or of a State legislature to favor or oppose by vote or otherwise, any legislation or appropriation by Congress or a State legislature after the introduction of any bill or resolution in Congress proposing such legislation or appropriation, or after the introduction of any bill or resolution in a State legislature proposing such legislation or appropriation: Provided, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress or to Congress, on the request of any Member, or to members of State legislature, or to a State legislature, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of business.

SEC. 327. (a) IN GENERAL.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).

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

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

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

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

SEC. 328. Not to exceed $1,000,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees: Provided, That this limitation shall not apply to advisory committees established for the purpose of conducting negotiated rulemaking in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561–570a, or the Coast Guard's advisory council on roles and missions.

SEC. 329. Hereafter, notwithstanding any other provision of law, receipts, in amounts determined by the Secretary, collected from users of fitness centers operated by or for the Department of Transportation shall be available to support the operation and maintenance of those facilities.

SEC. 330. None of the funds in this Act shall be available to implement or enforce regulations that would result in the withdrawal of a slot from an air carrier at O'Hare International Airport under section 93.223 of title 14 of the Code of Federal Regulations in excess of the total slots withdrawn from that air carrier as of October 31, 1993 if such additional slot is to be allocated to an air carrier or foreign air carrier under section 93.217 of title 14 of the Code of Federal Regulations.

SEC. 331. Notwithstanding any other provision of law, funds made available under this Act, and any prior year unobligated funds, for the Charleston, South Carolina Monobeam Corridor Project shall be transferred to and administered under the Transit Planning and Research account, subject to such terms and conditions as the Secretary deems appropriate.

SEC. 332. Hereafter, notwithstanding 49 U.S.C. 41742, no essential air service subsidies shall be provided to communities in the 48 contiguous States that are located fewer than 70 highway miles from the nearest large or medium hub airport, or that require a rate of subsidy per passenger in excess of $200 unless such point is greater than 210 miles from the nearest large or medium hub airport.

SEC. 333. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 2000.

SEC. 334. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 335. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, $750,000, to remain available until September 30, 2001: Provided, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105–134 shall include the identification of Amtrak routes which are candidates for closure or realignment, based on performance rankings developed by Amtrak which incorporate information on each route's fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identification, that federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: Provided further, That these closure or realignment recommendations shall be included in the Amtrak Reform Council's annual report to the Congress required by section 203(h) of Public Law 105–134.

SEC. 336. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: Provided, That no appropriation shall be increased or decreased by more than 12 percent by all such transfers: Provided further, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.

SEC. 337. None of the funds in this Act shall be available for activities under the Aircraft Purchase Loan Guarantee Program during fiscal year 2000.

SEC. 338. None of the funds appropriated or limited in this Act may be used to carry out the functions and operations of the Office of Motor Carriers within the Federal Highway Administration: Provided, That funds available to the Federal Highway Administration shall be transferred with the functions and operations of the Office of Motor Carriers should any of the functions and operations of that office be delegated by the Secretary outside of the Federal Highway Administration: Provided further, That notwithstanding section 104(c)(2) of title 49, United States Code, the Federal Highway Administrator shall not carry out the duties and functions vested in the Secretary under 49 U.S.C. 521(b)(5).

SEC. 339. Section 3027 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 336) is amended by adding at the end the following:

"(e) GOVERNMENT SHARE FOR OPERATING ASSISTANCE TO CERTAIN SMALLER URBANIZED AREAS.—Notwithstanding 49 U.S.C. 5307(e), a grant of the Government for operating expenses of a project under 49 U.S.C. 5307(b) in fiscal years 1999 and 2000 to any recipient that is providing transit services in an urbanized area with a population between 128,000 and 128,200, as determined in the 1990 census, and that had adopted a 5-year transit plan before September 1, 1998, may not be more than 80 percent of the net project cost.".

SEC. 340. Funds provided in Public Law 104–205 for the Griffin light rail project shall be available for alternative analysis and environmental impact studies for other transit alternatives in the Griffin corridor from Hartford to Bradley International Airport.

SEC. 341. Section 3030(c)(1)(A)(v) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by deleting "Light Rail".

SEC. 342. Notwithstanding any other provision of law, the Federal share of projects funded under section 3038(g)(1)(B) of Public Law 105–178 shall not exceed 90 percent of the project cost.

SEC. 343. Of the funds made available to the Coast Guard in this Act under "Acquisition, construction, and improvements", $10,000,000 is only for necessary expenses to support a portion of the acquisition costs, currently estimated at $128,000,000, of a multi-mission vessel to replace the Mackinaw icebreaker in the Great Lakes, to remain available until September 30, 2005.

SEC. 344. None of the funds made available in this Act may be obligated or expended to extend a single hull tank vessel's double hull compliance date under the Oil Pollution Act of 1990 due to conversion of the vessel's single hull design by adding a double bottom

or double side after August 18, 1990, unless specifically authorized by 46 U.S.C. 3703a(e).

SEC. 345. None of the funds in this Act may be used for the planning or development of the California State Route 710 Freeway extension project through South Pasadena, California (as approved in the Record of Decision on State Route 710 Freeway, issued by the United States Department of Transportation, Federal Highway Administration, on April 13, 1998).

SEC. 346. Hereafter, none of the funds made available under this Act or any other Act, may be used to implement, carry out, or enforce any regulation issued under section 41705 of title 49, United States Code, including any regulation contained in part 382 of title 14, Code of Federal Regulations, or any other provision of law (including any Act of Congress, regulation, or Executive order or any official guidance or correspondence thereto), that requires or encourages an air carrier (as that term is defined in section 40102 of title 49, United States Code) to, on intrastate or interstate air transportation (as those terms are defined in section 40102 of title 49, United States Code)—

(1) provide a peanut-free buffer zone or any other related peanut-restricted area; or

(2) restrict the distribution of peanuts,

until 90 days after submission to the Congress and the Secretary of a peer-reviewed scientific study that determines that there are severe reactions by passengers to peanuts as a result of contact with very small airborne peanut particles of the kind that passengers might encounter in an aircraft.

SEC. 347. Section 5309(g)(1)(B) of title 49, United States Code, is amended by inserting after "Committee on Banking, Housing, and Urban Affairs of the Senate" the following: "and the House and Senate Committees on Appropriations".

SEC. 348. Section 1212(g) of the Transportation Equity Act for the 21st Century (Public Law 105–178), as amended, is amended—

(1) in the subsection heading, by inserting "and New Jersey" after "Minnesota"; and

(2) by inserting "or the State of New Jersey" after "Minnesota".

SEC. 349. (a) REQUIREMENT TO CONVEY.—The Commandant of the Coast Guard shall convey, without consideration, to the University of New Hampshire (in this section referred to as the "University") all right, title, and interest of the United States in and to a parcel of real property (including any improvements thereon) located in New Castle, New Hampshire, consisting of approximately five acres and including a pier.

(b) IDENTIFICATION OF PROPERTY.—The Commandant shall determine, identify, and describe the property to be conveyed under this section.

(c) EASEMENTS, RIGHTS-OF-WAY, AND RIGHTS.—(1) The Commandant shall, in connection with the conveyance required by subsection (a), grant to the University such easements and rights-of-way as the Commandant considers necessary to permit access to the property conveyed under that subsection.

(2) The Commandant shall, in connection with such conveyance, reserve in favor of the United States such easements and

rights as the Commandant considers necessary to protect the interests of the United States, including easements or rights regarding access to property and utilities.

(d) CONDITIONS OF CONVEYANCE.—The conveyance required by subsection (a) shall be subject to the following conditions:

(1) That the University not convey, assign, exchange, or encumber the property conveyed, or any part thereof, unless such conveyance, assignment, exchange, or encumbrance—

(A) is made without consideration; or

(B) is otherwise approved by the Commandant.

(2) That the University not interfere or allow interference in any manner with the maintenance or operation of Coast Guard Station Portsmouth Harbor, New Hampshire, without the express written permission of the Commandant.

(3) That the University use the property for educational, research, or other public purposes.

(e) MAINTENANCE OF PROPERTY.—The University, or any subsequent owner of the property conveyed under subsection (a) pursuant to a conveyance, assignment, or exchange referred to in subsection (d)(1), shall maintain the property in a proper, substantial, and workmanlike manner, and in accordance with any conditions established by the Commandant, pursuant to the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), and other applicable laws.

(f) REVERSIONARY INTEREST.—All right, title, and interest in and to the property conveyed under this section (including any improvements thereon) shall revert to the United States, and the United States shall have the right of immediate entry thereon, if—

(1) the property, or any part thereof, ceases to be used for educational, research, or other public purposes by the University;

(2) the University conveys, assigns, exchanges, or encumbers the property conveyed, or part thereof, for consideration or without the approval of the Commandant;

(3) the Commandant notifies the owner of the property that the property is needed for national security purposes and a period of 30 days elapses after such notice; or

(4) any other term or condition established by the Commandant under this section with respect to the property is violated.

SEC. 350. (a) No recipient of funds made available in this Act shall disseminate driver's license personal information as defined in 18 U.S.C. 2725(3) except as provided in subsection (b) of this section or motor vehicle records as defined in 18 U.S.C. 2725(1) for any use not permitted under 18 U.S.C. 2721.

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

(c) 18 U.S.C. 2721(b)(11) is amended by striking all after "records" and inserting the following: "if the State has obtained the express consent of the person to whom such personal information pertains.".

(d) 18 U.S.C. 2721(b)(12) is amended by striking all after "solicitations" and inserting the following: "if the State has obtained the express consent of the person to whom such personal information pertains.".

(e) No State may condition or burden in any way the issuance of a motor vehicle record as defined in 18 U.S.C. 2725(1) upon the receipt of consent described in paragraphs (b) and (c).

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

(g) EFFECTIVE DATES.—

(1) Subsections (a) and (e) shall be effective upon the date of the enactment of this Act, excluding the States of Wisconsin, South Carolina, and Oklahoma that shall be in compliance with this subsection within 90 days after the United States Supreme Court has issued a final decision on Reno vs. Condon;

(2) Subsections (b), (c), and (d) shall be effective on June 1, 2000, excluding the States of Arkansas, Montana, Nevada, North Dakota, Oregon, and Texas that shall be in compliance with subsections (b), (c), and (d) within 90 days of the next convening of the State legislature and excluding the States of Wisconsin, South Carolina, and Oklahoma that shall be in compliance within 90 days following the day of issuance of a final decision on Reno vs. Condon by the United States Supreme Court if the State legislature is in session, or within 90 days of the next convening of the State legislature following the issuance of such final decision if the State legislature is not in session.

SEC. 351. Notwithstanding any other provision of law, within the funds provided in this Act for the Federal Highway Administration and the National Highway Traffic Safety Administration, $10,000,000 may be made available for completion of the National Advanced Driving Simulator (NADS): Provided, That such funds shall be subject to reprogramming guidelines.

SEC. 352. Notwithstanding any other provision of law, section 1107(b) of Public Law 102–240 is amended by striking "Construction of a replacement bridge at Watervale Bridge #63, Harford County, MD" and inserting in lieu thereof the following: "For improvements to Bottom Road Bridge, Vinegar Hill Road Bridge and Southampton Road Bridge, Harford County, MD".

SEC. 353. (a) FINDINGS.—The Senate makes the following findings:

(1) The survival of American culture is dependent upon the survival of the sacred institution of marriage.

(2) The decennial census is required by section 2 of article 1 of the Constitution of the United States, and has been conducted in every decade since 1790.

(3) The decennial census has included marital status among the information sought from every American household since 1880.

(4) The 2000 decennial census will mark the first decennial census since 1880 in which marital status will not be a question included on the census questionnaire distributed to the majority of American households.

(5) The United States Census Bureau has removed marital status from the short form census questionnaire to be distributed to the majority of American households in the 2000 decennial census and placed that category of information on the long form census questionnaire to be distributed only to a sample of the population in that decennial census.

(6) Every year more than $100,000,000,000 in Federal funds are allocated based on the data collected by the Census Bureau.

(7) Recorded data on marital status provides a basic foundation for the development of Federal policy.

(8) Census data showing an exact account of the numbers of persons who are married, single, or divorced provides critical information which serves as an indicator on the prevalence of marriage in society.

(b) SENSE OF THE SENATE.—It is the sense of the Senate that the United States Census Bureau—

(1) has wrongfully decided not to include marital status on the census questionnaire to be distributed to the majority of Americans for the 2000 decennial census; and

(2) should include marital status on the short form census questionnaire to be distributed to the majority of American households for the 2000 decennial census.

SEC. 354. It is the sense of the Senate that the Secretary should expeditiously amend title 14, chapter II, part 250, Code of Federal Regulations, so as to double the applicable penalties for involuntary denied boardings and allow those passengers that are involuntarily denied boarding the option of obtaining a prompt cash refund for the full value of their airline ticket.

SEC. 355. Section 656(b) of division C of the Omnibus Consolidated Appropriations Act of 1997 is repealed.

SEC. 356. Notwithstanding any other provision of law, the amount made available pursuant to Public Law 105–277 for the Pittsburgh North Shore central business district transit options MIS project may be used to fund any aspect of preliminary engineering, costs associated with an environmental impact statement, or a major investment study for that project.

SEC. 357. (a) Notwithstanding the January 4, 1977, decision of the Secretary of Transportation that approved construction of Interstate Highway 66 between the Capital Beltway and Rosslyn, Virginia, the Commonwealth of Virginia, in accordance with existing Federal and State law, shall hereafter have authority for operation, maintenance, and construction of Interstate Route 66 between Rosslyn and the Capital Beltway, except as noted in paragraph (b).

(b) The conditions in the Secretary's January 4, 1997 decision, that exclude heavy duty trucks and permit use by vehicles bound to or from Washington Dulles International Airport in the peak direction during peak hours, shall remain in effect.

SEC. 358. NOISE BARRIERS, GEORGIA. Notwithstanding any other provision of law, the Secretary of Transportation shall ap-

prove the use of funds apportioned under paragraphs (1) and (3) of section 104(b) of title 23, United States Code, for construction of Type II noise barriers at the locations identified in section 1215(h) and items 540 and 967 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 211, 292), and at the following locations: On the east side of I–285 extending from Northlake Parkway to Chamblee Tucker Road in Dekalb County, Georgia; and on the east side of I–185 between Macon Road and Airport Thruway.

SEC. 359. Item number 44 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 258) is amended by striking "Saratoga" and inserting "North Creek".

SEC. 360. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities.

SEC. 361. HIGH PRIORITY PROJECTS. (a) PROJECT AUTHORIZATIONS.—The table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 257–323) is amended—

(1) in item number 174 by striking "5.375" and inserting "5.25";

(2) in item 478 by striking "2.375" and inserting "2.25";

(3) in item 948 by striking "5.375" and inserting "5.25";

(4) in item 1008 by striking "3.875" and inserting "3.75";

(5) in item 1210 by striking "6.875" and inserting "6.75";

(6) by striking item 1289 and inserting the following:

"1289.	*Arkansas .....*	*Improve Highway 167 from Fordyce, Arkansas, to Saline County line .....*	*1.0";*

(7) in item 1319 by striking "0.875" and inserting "0.75";

(8) in item 1420—

(A) by inserting "and development" after "Conduct planning"; and

(B) by striking "0.875" and inserting "0.75"; and

(9) by adding at the end the following new item:

"1851.	*Arkansas .....*	*Construction of and improvements to highway projects in the corridor designated by section 1105(c)(18)(C)(ii) of the Intermodal Surface Transportation Efficiency Act of 1991 .....*	*5.25".*

(b) HIGH PRIORITY CORRIDORS.—Section 1105(c)(18)(C)(ii) of the Intermodal Surface Transportation Efficiency Act of 1991 (112 Stat. 190) is amended by striking "in the vicinity of" and inserting "east of Wilmar, Arkansas, and west of".

SEC. 362. Section 3030(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end the following:

"(D) Bethlehem, Pennsylvania intermodal facility.".

SEC. 363. Section 3030(b) of the Transportation Equity Act for the 21st Century (112 Stat. 373–375) is amended by adding at the end the following:

"(71) Dane County Corridor—East-West Madison Metropolitan Area.".

SEC. 364. Notwithstanding the provisions of 49 U.S.C. 5309(e)(6), funds appropriated under this Act for the Douglas Branch project may be used for any purpose except construction: Provided, That in evaluating the Douglas Branch project under 5309(e), the Federal Transit Administration shall use a "no-build" alternative that assumes the current Douglas Branch has been closed due to poor condition, and a "TSM" alternative which assumes the Douglas Branch has been closed due to poor condition and enhanced bus service is provided.

SEC. 365. (a) The Administrator of the Environmental Protection Agency (in this section referred to as the "Administrator") shall make a grant for the purpose of conducting a study for the following purposes:

(1) To develop and evaluate methods for calculating reductions in emissions of precursors of ground level ozone that are achieved within a geographic area as a result of reduced vehicle-miles-traveled in the geographic area.

(2) To develop a design for the following proposal for a pilot program:

(A) For the purpose of reducing such emissions, employers electing to participate in the pilot program would authorize and encourage telecommuting by their employees. Pursuant to methods developed and evaluated under paragraph (1), credits would be issued to the participating employers reflecting the amount of reductions in such emissions achieved through reduced vehicle-miles-traveled by their telecommuting employees.

(B) For purposes of compliance with the Clean Air Act, entities that are regulated under such Act with respect to such emissions would obtain the credits through a commercial trading and exchange forum (established for such purpose) and through direct trades and exchanges with participating employers and other persons who hold the credits.

(3) To determine whether, if the proposed pilot program were to be carried out, the program—

(A) could provide significant incentives for increasing the use of telecommuting, thereby reducing vehicle-miles-traveled and improving air quality; and

(B) could have positive effects on national, State, and local transportation and infrastructure policies, and on energy conservation and consumption.

(b) The Administrator shall ensure that the design developed under subsection (a)(2) includes recommendations for carrying out the proposed pilot program described in such subsection in each of the following geographic areas (which recommendations for an area shall be developed in consultation with State and local governments and business leaders and organizations in the designated areas): (1) The greater metropolitan region of the District of Columbia (including areas in the States of Maryland and Virginia). (2) The greater

metropolitan region of Los Angeles, in the State of California. (3) The greater metropolitan region of Philadelphia, in the State of Pennsylvania (including areas in the State of New Jersey). (4) Two additional areas to be selected by the grantee under subsection (a), after consultation with the Administrator (or the designee of the Administrator).

(c) The grant under subsection (a) shall be made to the National Environmental Policy Institute (a nonprofit private entity incorporated under the laws of and located in the District of Columbia). The grant may not be made in an amount exceeding $500,000.

(d) The Administrator shall make the grant under subsection (a) not later than 45 days after the date of the enactment of this Act. The Administrator shall require that, not later than 180 days after receiving the first payment under the grant, the grantee under subsection (a) complete the study under such subsection and submit to the Administrator a report describing the methods developed and evaluated under paragraph (1) of such subsection, and containing the design required in paragraph (2) of such subsection and the determinations required in paragraph (3) of such subsection.

(e) The Administrator shall carry out this section (including subsection (b)(3)) in collaboration with the Secretary of Transportation and the Secretary of Energy.

(f) To carry out this section, $500,000 is hereby appropriated to the Department of Transportation, "Office of the Assistant Secretary for Policy", to be transferred to and administered by the Environmental Protection Agency, to be available until expended.

SEC. 366. Notwithstanding the Federal Airport Act (as in effect on April 3, 1956) or sections 47125 and 47153 of title 49, United States Code, and subject to subsection (b), the Secretary of Transportation may waive any term contained in the deed of conveyance dated April 3, 1956, by which the United States conveyed lands to the City of Safford, Arizona, for use by the city for airport purposes: Provided, That no waiver may be made under subsection (a) if the waiver would result in the closure of an airport.

SEC. 367. None of the funds in this Act may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: Provided, That no notification shall involve funds that are not available for obligation.

SEC. 368. Funds provided in the Department of Transportation and Related Agencies Appropriations Acts for fiscal years 1998 and 1999 for an intermodal facility in Eureka, California, shall be available for the expansion and rehabilitation of a bus maintenance facility in Humboldt County, California.

SEC. 369. Notwithstanding any other provision of law, funds previously expended by the City of Moorhead and Moorhead Town-

ship on studies related to the 34th Street Corridor Project in Moorhead, Minnesota, shall be considered as the non-Federal match for obligation of funds available under section 1602, item 1404 of the Transportation Equity Act for the 21st Century, as amended, associated with a study of alternatives to rail relocation.

This Act may be cited as the "Department of Transportation and Related Agencies Appropriations Act, 2000".

And the Senate agree to the same.

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,
RON PACKARD,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
BILL YOUNG,
MARTIN OLAV SABO,
JOHN W. OLVER,
ED PASTOR,
CAROLYN C. KILPATRICK,
JOSE E. SERRANO,
MIKE FORBES,
DAVID OBEY,
Managers on the Part of the House.

RICHARD C. SHELBY,
PETE V. DOMENICI,
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
ROBERT F. BENNETT,
BEN NIGHTHORSE CAMPBELL,
TED STEVENS,
FRANK R. LAUTENBERG,
ROBERT C. BYRD,
BARBARA A. MIKULSKI,
HARRY REID,
HERB KOHL,
PATTY MURRAY,
DANIEL K. INOUYE,
Managers on the Part of the Senate.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House of Representatives and the Senate at the conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, submit the following joint statement to the House of Representatives and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

The Senate deleted the entire House bill after the enacting clause and inserted the Senate bill. The conference agreement includes a revised bill.

CONGRESSIONAL DIRECTIVES

The conferees agree that Executive Branch propensities cannot substitute for Congress' own statements concerning the best evidence of Congressional intentions; that is, the official reports of the Congress. Report language included by the House (House Report 106–180) or the Senate (Senate Report 106–55 accompanying the companion measure S. 1143) that is not changed by the conference is approved by the committee of conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2000, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to funds provided for the Department of Transportation and related agencies, the terms "program, project, and activity" shall mean any item for which a dollar amount is contained in an appropriations Act (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. In addition, the reductions made pursuant to any sequestration order to funds appropriated for "Federal Aviation Administration, Facilities and equipment" and for "Coast Guard, Acquisition, construction, and improvements" shall be applied equally to each "budget item" that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations Acts and accompanying committee reports, conference reports, or joint explanatory statements of the com-

mittee of conference. The conferees recognize that adjustments to the above allocations may be required due to changing program requirements or priorities. The conferees expect any such adjustment, if required, to be accomplished only through the normal reprogramming process.

STAFFING INCREASES PROVIDED BY CONGRESS

The conferees direct the Department of Transportation to fill expeditiously any positions added in the conference agreement, without regard to agency-specific staffing targets which may have been previously established to meet the mandated government-wide staffing reductions. The conferees support the overall staffing reductions, and have made reductions in the conference agreement that more than offset staffing increases provided for a small number of specific activities.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

The conference agreement provides a total program level of $60,852,000 for the salaries and expenses of the various offices comprising the Office of the Secretary. A consolidated appropriations request for these offices has not been approved, rather individual appropriations have been provided for each of the offices within the Office of the Secretary, as proposed by both the House and Senate.

The conference agreement includes a provision (sec. 336) which authorizes the Secretary to transfer funds appropriated for any office in the Office of the Secretary to any other office of the Office of the Secretary, provided that no appropriation shall be increased or decreased by more than 12 percent by all such transfers and that such transfers shall be submitted for approval to the House and Senate Committees on Appropriations. None of the funds provided in this Act shall be available for any new position not specifically requested in the budget and approved by the House and Senate Committees on Appropriations.

IMMEDIATE OFFICE OF THE SECRETARY

The conference agreement provides $1,867,000 for expenses of the Immediate Office of the Secretary as proposed by the House instead of $1,900,000 as proposed by the Senate.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

The conference agreement provides $600,000 for expenses of the Immediate Office of the Deputy Secretary as proposed by the Senate instead of $612,000 as proposed by the House.

OFFICE OF THE GENERAL COUNSEL

The conference agreement provides $9,000,000 for expenses of the Office of the General Counsel as proposed by both the House

and Senate. The conferees concur in the staffing reductions recommended by the House.

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

The conference agreement provides $2,824,000 for the expenses of the Office of the Assistant Secretary for Policy instead of $2,900,000 as proposed by the Senate. The House proposed to merge this office into a new office, the office of the assistant secretary for transportation policy and intermodalism. The conference agreement deletes $50,000 for a radio navigation staff position and $50,000 for a transportation industry analyst.

OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

The conference agreement provides $7,650,000 for expenses of the Office of the Assistant Secretary for Aviation and International Affairs instead of $7,700,000 as proposed by the Senate and $7,632,000 as proposed by the House.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

The conference agreement provides $6,870,000 for expenses of the Office of the Assistant Secretary for Budget and Programs as proposed by the Senate instead of $6,770,000 as proposed by the House. The conferees have agreed to increase the amount available for official reception and representation expenses to $45,000, as proposed by the Senate. The House bill limited funds for such expenses to $40,000.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

The conference agreement provides $2,039,000 for expenses of the Office of the Assistant Secretary for Governmental Affairs as proposed by the House instead of $2,000,000 as proposed by the Senate.

The conference agreement includes a provision (sec. 367) that requires the Secretary of Transportation to notify the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization program. In its notification to the Committees, the conferees direct the department to include: (1) the amount of the award; (2) the appropriation from which the award is being made; (3) the identification of the grantee; (4) a complete description of the project; (5) the expected date of the official announcement to be made by the department or its modal administrations; and (6) the congressional district in which the grantee is located. Moreover, the department shall not submit grant announcements for funds that are not available for obligation.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

The conference agreement provides $17,767,000 for expenses of the Office of the Assistant Secretary for Administration as proposed by the House instead of $18,600,000 as proposed by the Senate. The conferees concur in the staffing and program recommendations proposed by the House.

OFFICE OF PUBLIC AFFAIRS

The conference agreement provides $1,800,000 for expenses of the Office of Public Affairs as proposed by the Senate instead of $1,836,000 as proposed by the House.

EXECUTIVE SECRETARIAT

The conference agreement provides $1,102,000 for expenses of the Executive Secretariat as proposed by the House instead of $1,110,000 as proposed by the Senate.

BOARD OF CONTRACT APPEALS

The conference agreement provides $520,000 for expenses of the Board of Contract Appeals as proposed by the House instead of $560,000 as proposed by the Senate.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

The conference agreement provides $1,222,000 for expenses of the Office of Small and Disadvantaged Business Utilization as proposed by both the House and the Senate.

OFFICE OF INTELLIGENCE AND SECURITY

The conference agreement provides $1,454,000 for expenses of the Office of Intelligence and Security as proposed by the House. The Senate bill did not include an appropriation for this office, but recommended that funding for this office be derived from funds appropriated to the Federal Aviation Administration and the Coast Guard.

OFFICE OF THE CHIEF INFORMATION OFFICER

The conference agreement provides $5,075,000 for expenses of the Office of the Chief Information Officer instead of $5,000,000 as proposed by the House and $5,100,000 as proposed by the Senate.

OFFICE OF INTERMODALISM

The conference agreement provides an appropriation of $1,062,000 for the Office of Intermodalism. The Senate bill recommended that funds for this office be derived from funds made available to the Federal Highway Administration and the House proposed to merge this office with the office of the assistant secretary for transportation policy. The conference agreement deletes $125,000 requested for web site development.

OFFICE OF THE ASSISTANT SECRETARY FOR TRANSPORTATION POLICY AND INTERMODALISM

The conference agreement deletes the appropriation of $3,781,000 proposed by the House for expenses of a new office, the Office of the Assistant Secretary for Transportation Policy and Intermodalism. The Senate bill contained no similar appropriation.

OFFICE OF CIVIL RIGHTS

The conference agreement includes $7,200,000 for expenses of the Office of Civil Rights as proposed by the Senate instead of $7,742,000 as proposed by the House.

TRANSPORTATION PLANNING, RESEARCH AND DEVELOPMENT

The conference agreement includes $3,300,000 for transportation planning, research and development as proposed by the Senate instead of $2,950,000 as proposed by the House. None of the funds under this heading are to be available for a center on environmental analysis and forecasting.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

The conference agreement includes a limitation of $148,673,000 on activities of the transportation administrative service center (TASC) instead of $157,965,000 as proposed by the House and $169,953,000 as proposed by the Senate. The conferees concur in the recommendations of the House to eliminate the transportation computer center, to disallow the transfer of the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography to the TASC and to disallow requested staffing increases. The conferees have also agreed to reduce the limitation for the transportation administrative service center by amounts attributed to the departmental accounting and financial information system (DAFIS). The conferees expect the department's modal administrations to reimburse the Federal Aviation Administration directly for these services rather than using the transportation administrative service center to provide the reimbursement.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

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

MINORITY BUSINESS OUTREACH

The conference agreement provides $2,900,000 for minority business outreach activities, as proposed by both the House and the Senate.

COAST GUARD

OPERATING EXPENSES

The conference agreement provides $2,781,000,000 for Coast Guard operating expenses instead of $2,791,000,000 as proposed by the House and $2,772,000,000 as proposed by the Senate. The con-

ference agreement is $160,000,000 below the budget estimate. However, when this appropriation is combined with unobligated funds provided in fiscal year 1999 supplemental appropriations, the Coast Guard will have available 100 percent of its budget request. The conferees believe this will be sufficient to cover the Coast Guard's most pressing needs in the coming year. The agreement specifies that $300,000,000 of the total is available only for defense-related activities, as proposed by the House, instead of $534,000,000 proposed by the Senate. The agreement does not include language proposed by the Senate which would have allowed a transfer of up to $60,000,000 from the FAA's operating budget to augment the Coast Guard's drug interdiction activities. The bill does not include language proposed by the Senate which would have required the Coast Guard to reimburse the Office of Inspector General for Coast Guard-related audits and investigations. The bill modifies a provision proposed by the Senate to allow the Secretary to apply surplus funds to augment drug interdiction activities of the Coast Guard and includes a provision allowing the Commandant to transfer real property at Sitka, Alaska to the State of Alaska for the purpose of airport expansion.

Specific reductions.—Reductions agreed to by the conferees reflect the Coast Guard's spending plan for supplemental military personnel funds provided during fiscal year 1999 and to protect vital funding needed for field operations. Reductions are largely allocated to administrative areas.

National ballast water management program.—The conferees agree that, of the funds provided, $3,500,000 is available only to continue the national ballast water management program. The House bill included $4,000,000 for this purpose; the Senate bill included $3,000,000.

Air facilities.—The conferees agree that, of the funds provided, $3,133,000 is only to continue operations of air facilities on Long Island New York, and Muskegon, Michigan; and $5,505,000 is only for operations of a new facility to support Southern Lake Michigan, as proposed by the House. Funds for the Southern Lake Michigan facility are solely for a facility located in Waukegan, Illinois. The conferees understand that this is the Coast Guard's preferred site.

Commercial fishing vessel safety.—The conferees do not agree with House direction to allocate $1,500,000 to the commercial fishing vessel safety program.

Maritime boundary patrols, Alaska economic zone.—The conferees commend the Coast Guard's handling of several recent incursions by foreign fishing vessels, including the Gissar, along the U.S.-Russia maritime boundary. These incidents, however, highlight the need to maintain adequate Coast Guard resources in the North Pacific Ocean and Bering Sea. The conferees direct the Coast Guard to submit a report to the House and Senate Committees on Appropriations by March 1, 2000, which details the adequacy of existing enforcement resources, the availability of support assets, and strategies for more effective protection of the United States' exclusive economic zone along the U.S.-Russia maritime boundary.

St. Clair Lake Coast Guard Station.—The conferees agree that, of the funds provided, $100,000 shall be used by the Coast Guard to purchase equipment for the acquisition of ice rescue equipment,

including airboats if determined to be necessary, at the St. Clair Shores Coast Guard Station in Michigan for ice rescues on Lake St. Clair and the St. Clair River.

Uniformed Services Family Health Plan.—The conferees understand that the Coast Guard has reversed its position and will continue dependent and retiree enrollment in the Uniform Services Family Health Plan (USFHP). Given this policy change, the conferees do not agree with the Senate direction to allocate $3,000,000 only for retiree and dependent enrollment in USFHP.

Training and education.—The conferees accept the recommendation and funding level of $71,793,000 as proposed by the House and the administration for training and education. The Senate proposed $70,634,000 for this budget activity.

The following table compares the House and Senate bills and the conference agreement for items in conference:

Coast Guard Fiscal Year 2000 Budget
Operating Expenses
Conference Agreement
(In Thousands of Dollars)

Program, Project & Activity	FY 2000 Estimate	FY 2000 House	FY 2000 Senate	Conference Agreement
I. Personnel Resources	**$1,879,381**	**$1,879,381**	**$1,764,109**	**$1,779,842**
A. Military pay & allowances	1,359,891	1,359,891	1,268,022	1,264,852
B. Civilian pay & benefits	220,631	220,631	211,091	220,631
C. Military health care	139,070	139,070	133,395	139,070
D. Perm. change of station	66,028	66,028	63,160	63,528
E. Training & education	71,793	71,793	70,634	71,793
F. Recruiting	10,877	10,877	6,716	8,877
G. FECA/UCX	11,091	11,091	11,091	11,091
II. Operating Funds and Unit Level Maintenance	**655,472**	**655,472**	**617,280**	**635,972**
A. Atlantic area command	109,616	109,616	104,146	103,366
B. Pacific area command	117,990	117,990	112,490	111,740
C. District commands				
1. 1st district (Boston)	40,429	40,429	40,401	40,429
2. 7th dist. (Miami)	45,454	45,454	44,555	45,454
3. 8th dist. (New Orleans)	28,483	28,483	28,483	28,483
4. 9th dist. (Cleveland)	17,418	17,418	17,418	17,418
5. 13th dist. (Seattle)	13,721	13,721	13,165	13,721
6. 14th dist. (Honolulu)	7,332	7,332	7,332	7,332
7. 17th dist. (Juneau)	20,174	20,174	20,402	20,174
D. Headquarters offices	205,871	205,871	184,674	198,871
E. HQ-managed units	42,096	42,096	37,360	42,096
F. Other activities	6,888	6,888	6,854	6,888
III. Depot-Level Maintenance	**406,186**	**406,186**	**390,611**	**405,186**
A. Aircraft maintenance	156,862	156,862	150,337	156,862
B. Electronic maintenance	38,079	38,079	35,783	38,079
C. Shore maintenance	102,792	102,792	101,478	101,792
D. Vessel maintenance	108,453	108,453	103,013	108,453
IV. Account-Wide Adjustments	**0**	**-150,039**	**0**	**-40,000**
A. Funding previously provided	0	-150,039	0	-40,000
Total	**2,941,039**	**2,791,000**	**2,772,000**	**2,781,000**

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

The conference agreement includes $389,326,000 for acquisition, construction, and improvement programs of the Coast Guard instead of $410,000,000 proposed by the House and $370,426,000 proposed by the Senate. Consistent with past years and the House and Senate bills, the conference agreement distributes funds in the bill by budget activity. The agreement includes language proposed by the House requiring submission of a multiyear capital investment plan.

Distress systems modernization.—The conferees are concerned over reports that this program may be slowing down due to internal restructuring which calls for a more complex systems integration approach. The conferees note that this long-overdue program was just recently accelerated due to tragic accidents. It is important that the service modernize the current distress system without further delay.

Integrated deepwater systems.—The conference agreement provides $44,200,000 for the integrated deepwater systems program as proposed by the Senate instead of $40,000,000 as proposed by the House. The conferees agree that this should be established as a separate budget activity, since it involves assets which cut across all other aspects of the AC&I budget. The conferees do not agree with the Senate's proposal to establish a revolving fund in the Treasury for this program, but agree that the Coast Guard may supplement appropriated funds through offsetting collections from the sale of HU–25 aircraft and specific properties listed in the bill, with total fiscal year 2000 obligations not to exceed $50,000,000.

Unalaska Pier.—The Coast Guard is authorized to transfer funds and project management authority to the City of Unalaska, Alaska for purposes of renovating and extending the city dock at Unalaska.

A table showing the distribution of this appropriation by project as included in the fiscal year 2000 budget estimate, House bill, Senate bill, and the conference agreement follows:

Acquisition, Construction, and Improvements
Conference Agreement
Fiscal Year 2000

Program Name	FY 2000 Estimate	FY 2000 House	FY 2000 Senate	Conference Agreement
Vessels:	**165,760,000**	**205,560,000**	**123,560,000**	**134,560,000**
Survey and design - cutters and boats	500,000	500,000	500,000	500,000
Seagoing buoy tender (WLB) replacement	77,000,000	108,000,000	77,000,000	77,000,000
47-foot motor lifeboat (MLB) replacement project	24,360,000	24,360,000	24,360,000	24,360,000
Buoy boat replacement project (BUSL)	5,000,000	5,000,000	5,000,000	5,000,000
Polar icebreaker - USCGC Healy	1,900,000	1,900,000	1,900,000	1,900,000
Configuration management	3,700,000	3,700,000	3,700,000	3,700,000
Surface search radar replacement project	4,000,000	4,000,000	4,000,000	4,000,000
Polar class icebreaker reliability improvement program	4,100,000	4,100,000	4,100,000	4,100,000
Barracuda coastal patrol boat (CPB)	1,000,000	1,000,000	0	1,000,000
Mackinaw replacement	0	13,000,000	3,000,000	13,000,000
Deepwater capability concept exploration	44,200,000	40,000,000	0	0
Deepwater Project Revolving Fund:	**0**	**0**	**44,200,000**	**0**
Integrated Deepwater Systems:	**0**	**0**	**0**	**44,200,000**
Aircraft:	**22,110,000**	**38,310,000**	**33,210,000**	**44,210,000**
HC-130 engine conversion	0	0	1,100,000	1,100,000
HH-65A helicopter kapton rewiring	3,360,000	3,360,000	3,360,000	3,360,000
HH-65A helicopter mission computer replacement	3,650,000	3,650,000	3,650,000	3,650,000
HH-65A engine control program	0	0	10,000,000	7,000,000
HH-65 conversion, AIRFAC Southern Lake Michigan	0	8,000,000	0	8,000,000
Long range search aircraft capability preservation	5,900,000	5,900,000	5,900,000	5,900,000
HU-25 A avionics improvements	2,900,000	2,900,000	2,900,000	2,900,000
HH-60J navigation upgrade	3,800,000	3,800,000	3,800,000	3,800,000
SLAR upgrade	2,500,000	2,500,000	2,500,000	2,500,000
C-130H oil debris detection/burnoff technology	0	1,200,000	0	0
HU-25 re-engining	0	7,000,000	0	6,000,000
Other Equipment:	**53,726,000**	**59,400,000**	**52,726,000**	**51,626,000**
Fleet logistics system	6,000,000	6,000,000	6,000,000	6,000,000
Ports and waterways safety system (PAWSS)	4,500,000	4,500,000	4,500,000	4,500,000
Marine information for safety and law enforcement (MISLE)	10,500,000	10,274,000	10,500,000	10,500,000
Aviation logistics management information system (ALMIS)	2,700,000	2,700,000	2,700,000	2,700,000
National distress system modernization	16,000,000	18,000,000	16,000,000	16,000,000
Personnel MIS/Jt uniform military pay system	4,400,000	4,400,000	4,400,000	4,400,000
Local notice to mariners automation	0	0	0	0
Defense message system implementation	3,477,000	3,477,000	3,477,000	3,477,000
Commercial satellite communications	4,049,000	4,049,000	4,049,000	4,049,000
Human resources information system	1,100,000	0	1,100,000	
Loran-C continuation	1,000,000	6,000,000	0	0
Shore Facilities and Aids to Navigation:	**55,800,000**	**55,800,000**	**63,800,000**	**63,800,000**
Survey and design - shore projects	6,000,000	6,000,000	6,000,000	6,000,000
Minor AC&I shore construction projects	6,000,000	6,000,000	6,000,000	6,000,000
Housing	7,800,000	7,800,000	7,800,000	7,800,000
Waterways ATON projects	5,000,000	5,000,000	5,000,000	5,000,000
Air Station Kodiak, AK - renovate hanger	8,300,000	8,300,000	8,300,000	8,300,000
Air Station Elizabeth City, NC - ramp improvements	3,800,000	3,800,000	3,800,000	3,800,000
Air Station Miami, FL-renovate fixed wing hanger	3,500,000	3,500,000	3,500,000	3,500,000
Coast Guard Academy, New London, CT - educ. Facilities	5,000,000	5,000,000	5,000,000	5,000,000
Base San Juan, PR - patrol boat maintenance facility	3,100,000	3,100,000	3,100,000	3,100,000
Station Shinnecock, NY - modernize	3,500,000	3,500,000	3,500,000	3,500,000
MSO/Station Cleveland, OH - relocate	1,000,000	1,000,000	1,000,000	1,000,000
Drug interdiction assets - homeporting	2,800,000	2,800,000	2,800,000	2,800,000
Unalaska, AK - pier	0	0	8,000,000	8,000,000
Personnel and Related Support:	**52,930,000**	**50,930,000**	**52,930,000**	**50,930,000**
Direct personnel costs	51,180,000	50,180,000	51,180,000	50,180,000
Core acquisition costs	1,750,000	750,000	1,750,000	750,000
Total appropriation	**350,326,000**	**410,000,000**	**370,426,000**	**389,326,000**

ENVIRONMENTAL COMPLIANCE AND RESTORATION

The conference agreement includes $17,000,000 for environmental compliance, instead of $18,000,000 as proposed by the House and $12,450,000 as proposed by the Senate. To the maximum extent possible, the reduction should be allocated to general training and education activities, and not to site-specific projects.

ALTERATION OF BRIDGES

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

Bridge and location	*Conference agreement*
New Orleans, LA, Florida Avenue RR/HW Bridge	$3,000,000
Brunswick, GA, Sidney Lanier Highway Bridge	7,000,000
Charleston, SC, Limehouse Bridge	1,000,000
Mobile, AL, Fourteen Mile Bridge	2,000,000
Morris, IL, EJ&E Railroad Bridge	2,000,000
Total	15,000,000

RETIRED PAY

The conference agreement includes $730,327,000 for Coast Guard retired pay as proposed by the Senate instead of $721,000,000 as proposed by the House. This is scored as a mandatory program for federal budget purposes.

RESERVE TRAINING

The conference agreement provides $72,000,000 for reserve training as proposed by both the House and the Senate. The agreement also allows the Reserves to reimburse the Coast Guard operating account up to $21,500,000 for Coast Guard support of Reserve activities. The House bill proposed a limitation of $23,000,000; the Senate bill proposed to maintain the fiscal year 1999 limitation of $20,000,000. The conferees agree that all efforts should be made to achieve and maintain a Selected Reserve level of at least 8,000 during fiscal year 2000.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

The conference agreement provides $19,000,000 for Coast Guard research, development, test, and evaluation instead of $21,039,000 as proposed by the House and $17,000,000 as proposed by the Senate. The conferees agree that within the funding provided, $500,000 is to address ship ballast water exchange issues and $500,000 is to apply submarine acoustic monitoring technology to Coast Guard counter drug operations. Each of these activities was proposed, at higher funding levels, by the Senate.

FEDERAL AVIATION ADMINISTRATION OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $5,900,000,000 for operating expenses of the Federal Aviation Administration instead of no funds as proposed by the House and $5,857,450,000 as proposed by the Senate. The House-reported bill included an appropriation of

$5,925,000,000, but these funds were deleted on the House floor due to lack of authorization. This appropriation is in addition to amounts made available as a mandatory appropriation of user fees in the Federal Aviation Administration Reauthorization Act of 1996 (Public Law 104–264). All funding is to be derived from the airport and airway trust fund, as proposed by the Senate and included in the House-reported bill. The conference agreement deletes the permissive transfer from the Coast Guard's operating expenses proposed by the Senate, and includes restrictions on funding for the transportation administrative service center and the office of aeronautical charting and cartography included in the House-reported bill. The bill allocates $600,000 only for the Centennial of Flight Commission, as included in the House-reported bill, and deletes the requirement for FAA to reimburse the Office of Inspector General $19,000,000 for aviation-related audits and investigations proposed by the Senate.

Transportation administrative service center limitation.—The conferees agree to limit FAA's fiscal year 2000 contribution to the transportation administrative service center (TASC) to $24,162,700 instead of $28,600,000 in the House-reported bill. The Senate included no similar limitation. The limitation is below the fiscal year 1999 level because the conferees agree to exclude costs from the calculation relating to the Departmental Accounting and Financial Information System (DAFIS). The department is encouraged to eliminate any TASC role in FAA's administration of the DAFIS system.

Limitations on leases.—The conference agreement continues limitations on multiyear leases and leases for global positioning system satellite services enacted in fiscal year 1999 and included in the House-reported bill. The Senate bill included no similar limitations.

Contribution to essential air service program.—The conferees direct FAA to transfer funds to the essential air service (EAS) and rural airport program from the "Operations" appropriation in the event of a shortfall in overflight user fee collections. Current law stipulates that the FAA must pay these costs if a shortfall in collections causes funding to drop below $50,000,000 for the EAS program. This has occurred in each of the past two years. In the first year, the FAA paid such expenses from the "Operations" appropriation. In the second year, the agency used the "Facilities and equipment" appropriation. The conferees believe it is more appropriate that such funds come from the operating account, given the nature of the activities being financed and FAA's original ruling. This is particularly important in fiscal year 2000, since the conference agreement provides a significant increase for FAA's operating account and flat funding for the capital appropriation.

Office of aeronautical charting and cartography.—The conferees agree with a limitation in the House-reported bill that funds for this office may not be available for activities conducted by, or coordinated through, the TASC. The conferees see no programmatic benefit to this action, and believe the proposal does not fit within the general purpose of the TASC.

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

FAA Operations
Conference Agreement
Fiscal Year 2000

Budget line	FY 2000 House	FY 2000 Senate	Conference Agreement
AIR TRAFFIC SERVICES:			
Budget estimate:	4,696,487,000	$4,696,487,000	4,696,487,000
Adjustments to estimate:			
Runway incursion program	2,500,000	0	3,300,000
Host maintenance	-1,000,000	0	-1,000,000
Interim incentive pay phaseout	-12,190,000	0	0
Overtime	-5,000,000	0	-5,000,000
Controller in charge deferral	-5,600,000	0	-5,600,000
Supervisors	1,800,000	0	1,800,000
Sick leave buyback savings	-1,000,000	0	0
WIGs/GTG increases	-4,425,000	0	-4,425,000
Airspace redesign	-3,000,000	0	0
RTCA support	-135,000	0	-135,000
Contract tower cost-sharing	5,000,000	5,000,000	5,000,000
Flight service station staffing	3,967,000	0	3,967,000
NAS handoff	-12,122,000	-18,000,000	-15,000,000
Terminal leave savings	-2,000,000	0	-2,000,000
Performance award savings	-770,000	0	-770,000
Travel	-3,620,000	0	-3,620,000
MARC	2,000,000	0	2,000,000
Undistributed decrease	0	-3,741,000	-15,000,000
Rocky Mtn Emergency Center	0	1,500,000	0
FAALC transfer from ARC	0	0	6,762,000
Amount recommended:	*4,660,892,000*	*$4,681,246,000*	*4,666,766,000*
AVIATION REGULATION AND CERTIFICATION:			
Budget estimate:	667,631,000	$667,631,000	667,631,000
Adjustments to estimate:			
Aviation safety program	500,000	0	500,000
Rulemaking – hold to FY99 level	-715,000	0	-715,000
Undistributed reduction	0	-38,122,000	0
Amount recommended:	*667,416,000*	*$629,509,000*	*667,416,000*
CIVIL AVIATION SECURITY:			
Budget estimate:	144,642,000	$144,642,000	144,642,000
Adjustments to estimate:			
Allow smaller increase	0	-11,341,000	-6,000,000
Amount recommended:	*144,642,000*	*$133,301,000*	*138,642,000*
ADMINISTRATION OF AIRPORTS:			
Budget estimate:	50,608,000	$50,608,000	50,608,000
Adjustments to estimate:			
Transfer to AIP	0	-50,608,000	-50,608,000
Amount recommended:	*50,608,000*	*$0*	*0*

FAA Operations
Conference Agreement
Fiscal Year 2000

Budget line	FY 2000 House	FY 2000 Senate	Conference Agreement
RESEARCH AND ACQUISITION:			
Budget estimate:	183,740,000	$183,740,000	183,740,000
Adjustments to estimate:			
Human capital management – delete	-2,205,000	0	-2,205,000
Undistributed reduction	0	-27,207,000	-5,468,000
FAALC xfer to ATS	0	0	-6,762,000
FOB-10B	0	0	-1,000,000
Amount recommended:	*181,535,000*	*$156,533,000*	*168,305,000*
COMMERCIAL SPACE TRANSPORTATION:			
Budget estimate:	6,838,000	$6,838,000	6,838,000
Adjustments to estimate:			
Undistributed reduction	0	-692,000	0
Amount recommended:	*6,838,000*	*$6,146,000*	*6,838,000*
REGIONAL COORDINATION:			
Budget estimate:	0	$0	0
Adjustments to estimate:			
Transfer from "staff offices"	97,831,000	0	97,831,000
FOB 10B – slip in occupancy schedule	-2,000,000	0	0
Amount recommended:	*95,831,000*	*$0*	*97,831,000*
HUMAN RESOURCES:			
Budget estimate:	0	$0	0
Adjustments to estimate:			
Transfer from "staff offices"	48,736,000	0	48,736,000
Human resource management project	-1,300,000	0	0
IPPS	0	0	0
Amount recommended:	*47,436,000*	*$0*	*48,736,000*
FINANCIAL SERVICES:			
Budget estimate:	0	$0	0
Adjustments to estimate:			
Transfer from "staff offices"	42,054,000	0	42,054,000
IPPS – deferral	-6,264,000	0	0
Amount recommended:	*35,790,000*	*$0*	*42,054,000*
STAFF OFFICES:			
Budget estimate:	289,054,000	$289,054,000	289,054,000
Adjustments to estimate:			
Transfer to other budget activities	-208,244,000	0	-208,244,000
PC&B reduction	-1,500,000	0	0
Public affairs	-120,000	0	0
General counsel: +4% vs. +11%	-2,021,000	0	-2,021,000
English language proficiency	500,000	0	0

FAA Operations
Conference Agreement
Fiscal Year 2000

Budget line	FY 2000 House	FY 2000 Senate	Conference Agreement
Undistributed reduction	0	-38,339,000	0
Amount recommended:	*77,669,000*	*$250,715,000*	*78,789,000*
ACCOUNTWIDE ADJUSTMENTS:			
Budget estimate:	0	$0	0
Adjustments to estimate:			
Staffing for non-safety positions	-3,400,000	0	-3,400,000
Admin contracts-IRM planning/maint	-3,100,000	0	-3,100,000
Administrative travel	-4,200,000	0	-4,200,000
Computer-aided engineering graphics	-600,000	0	-600,000
Resources management contract	-410,000	0	-410,000
Conferencing/voice switch	-1,100,000	0	-1,100,000
Teleconferencing/videoconferencing	-2,000,000	0	-2,000,000
Y2K savings – reduction from base	-8,960,000	0	0
TASC – freeze at FY99 level	-10,200,000	0	-10,200,000
GSA rent - +8% vs. +16.8%	-6,600,000	0	0
Contract studies–hold to FY98/99 avg.	-1,500,000	0	-1,500,000
TSC work: +5% vs. +21.1%	-1,587,000	0	-1,587,000
4.8% pay raise	0	0	12,720,000
Amount recommended:	*-43,657,000*	*$0*	*-15,377,000*
Total appropriation	5,925,000,000	$5,857,450,000	5,900,000,000

Franchise fund.—The conferees agree not to allow expansion of the FAA franchise fund during fiscal year 2000.

Aircraft firefighting training.—The conferees do not agree with Senate direction allocating $1,500,000 for aircraft firefighting training at the Rocky Mountain Emergency Services Training Center.

Interagency Alaska aviation safety initiative.—The conferees are aware of the cooperative National Institute for Occupational Safety and Health approach employed by the NTSB, FAA, and other federal, state and private parties to improve safety through cooperative review and enhancement of safety procedures and practices. The conference agreement supports the FAA's participation in this interagency initiative on aviation safety in Alaska. It is the conferees' understanding that FAA's involvement in this initiative in fiscal year 2000 requires a resource commitment of approximately $250,000. The conferees anticipate similar involvement by the NTSB.

Contract tower program.—The conferees do not agree with Senate direction requiring the establishment of an air traffic control tower in Salisbury, Maryland. However, it is the conferees' understanding that the contract towers listed in the Senate report, including Salisbury, Maryland, are eligible for the existing contract tower program and should receive consideration for funding. The agency is encouraged to continue operating contract towers at locations listed in the Senate report, as long as such operations are consistent with existing program criteria and provided the locations maintain a benefit-cost ratio of at least 1.0. The conferees further direct FAA to work with local officials to establish contract towers or tower-related operational services at locations listed in the Senate report, as long as such establishment is consistent with existing program criteria.

Last year, the FAA was directed to conduct a study of extending the contract tower program to existing air traffic control towers without radar capability. The conferees understand the draft report indicates that annual savings of $30,000,000 to $50,000,000 are achievable except for a provision in the current labor agreement which requires the agency to employ a minimum level of 15,000 government air traffic controllers. The DOT Inspector General recently reported "FAA has a responsibility to operate in a cost effective manner. By concluding that no net savings related to further expanding the contract tower program will occur, FAA is denying itself an opportunity to reduce operations costs and/or offset potential cost increases . . . FAA should revise the [draft] study's conclusions and recognize the substantial savings that expanding the federal contract tower program offers". The DOT Inspector General is requested to review the feasibility and benefits of expanding the contract tower program, notwithstanding the current minimum staffing agreement, and report to the Congress no later than March 1, 2000.

Airspace redesign.—The conference agreement fully funds the requested $9,622,000 for costs associated with redesign of the nation's airspace. The conferees direct that none of these funds be internally reprogrammed to other purposes and that not less than $6,600,000 of the amount provided be used in direct support of the New York/New Jersey airspace redesign effort.

MARC.—Funding of $2,000,000 is provided for the Mid-America Aviation Resource Consortium, as proposed in the House-reported bill.

Outagamie County Regional Airport.—The conferees do not agree with Senate direction concerning Outagamie County Regional Airport.

Reprogrammings.—The conferees affirm the importance of the existing reprogramming reporting agreements, which request the department to submit, on a quarterly basis, line-by-line accounts of all reprogramming actions, whether below or above Congressional approval thresholds.

Cost accounting system.—The conferees agree that, in its effort to establish a new cost accounting system (CAS), the FAA shall collect source time and labor data in a manner consistent with the labor and cost allocation schemes being otherwise developed within the CAS. Any system the FAA deploys for the capture of time and labor data should be automated to the maximum extent possible, to eliminate manual error and provide for reconciliation with the CAS. The conferees encourage the agency to begin serious discussions with its labor unions regarding the need to capture time and attendance data in a manner consistent with the objectives of the CAS.

Interim incentive pay.—The conferees do not agree with the proposal of the House to begin a phaseout of interim incentive pay (IIP), and consequently restore the reduction of $12,190,000 in the House-reported bill.

Controller-in-charge.—The conference agreement accepts the position of the House-reported bill that further transition to the controller-in-charge (CIC) concept, as included in last year's labor agreement with the National Air Traffic Controllers Association (NATCA), shall be deferred during fiscal year 2000. FAA's own study in 1992 found that operational errors increased when the number of air traffic supervisors decreased. Since operational errors, air traffic volume and complexity continue to rise, the conferees agree with the House that any change in ATC floor-level supervision should be approached very cautiously. The conferees are not convinced that the necessary steps have been taken and verified to ensure the public safety if further CIC transition is allowed at this time. FAA estimates the number of supervisors at the end of fiscal year 1999 to be 2,025, which is down from approximately 2,060 the year before. The conferees expect no further decline during fiscal year 2000.

Within-grade increases/grade-to-grade increases.—Last year's NATCA agreement eliminated within-grade and grade-to-grade increases for bargaining unit employees and replaced them with performance-based increases such as an "organizational success increase" (OSI) and a "quality step increase" (QSI), to be developed as part of the agency's core compensation plan. However, since the agency has reached no agreement on how to implement the new performance increases, they have informally agreed to distribute these funds on a formula basis. This takes a step backward from performance-based compensation by replacing an experience-based increase with an automatic general increase. The conferees disapprove funding budgeted for grade increases or performance-based

increases for bargaining unit members until the agency reaches agreement with NATCA on implementation of performance-based increases such as OSI and QSI. The conferees are not against OSI and QSI payments, but are against formula-based distribution of these funds.

Aviation safety program.—The conferees agree to provide an additional $500,000 for this program, as included in the House-reported bill. These and base funds included in the budget estimate are to be used exclusively for the design, production, and dissemination of training and educational materials used in the FAA's Aviation Safety Program for current pilots and aviation maintenance technicians. This activity is declared an item of special Congressional interest, and no funding should be reprogrammed to other activities without Congressional approval.

Administration of airports.—The conference agreement deletes the $50,608,000 requested for administration of airports, and includes a limitation of $45,000,000 for these activities under "Grants-in-aid for airports".

Integrated personnel and payroll system.—The conferees agree to provide full funding for development of the integrated personnel and payroll system (IPPS), as proposed by the Senate. The House had proposed a reduction in this program.

General pay raise.—The conference agreement provides the additional $12,720,000 required to fund a 4.8 percent general pay raise, instead of the 4.4 percent originally proposed in the budget estimate. Congress has approved a final pay raise of 4.8 percent for fiscal year 2000.

RTCA.—The conference agreement maintains the House proposal to reduce funding for the Radio Technical Commission for Aeronautics (RTCA) by $135,000. The conferees share the concern of the House that the agency should not continue, on a sole source basis, the "consensus-building" and program planning/implementation activities of RTCA. Although originally tasked to provide advice on aviation "black box" technical requirements, RTCA has recently been chartered by FAA to act more broadly, to develop industry consensus and implementation plans for a variety of agency programs, including free flight phases one and two, equipment requirements for the future national airspace system, and overall reform of the agency's certification process. The conferees share the concern of the House that such a relationship between government and industry representatives raises questions about proper government control and independence. RTCA's task forces make technical recommendations, establish schedules, locations, and funding requirements, and the agency accepts those recommendations with few or no changes. This collaborative network of agency and industry officials appears to be unusual for a federal advisory committee. Therefore, the conferees direct FAA not to use RTCA for new "consensus-building" activities during fiscal year 2000 and not to expand those currently underway, and direct the DOT Inspector General to conduct an investigation of the RTCA/FAA relationship and a comparison of that relationship to other federal advisory committees. This report should be completed and submitted to the Congress not later than March 1, 2000.

English language proficiency.—The conferees do not agree with the House recommendation to allocate $500,000 for the promotion of English language proficiency in international air traffic control. The FAA has used previous appropriations to establish a minimum level of English language proficiency. The agency is now working to validate this data and to raise the level of cooperation and effort in the international arena. The conferees agree that further work in this area can best be accomplished through the International Civil Aviation Organization (ICAO), whose work in this area is supported by the FAA and funded in part by the Department of State. The conferees have been assured by the FAA that the agency will continue to provide ICAO with leadership and active participation in this program.

Fractional aircraft ownership.—The conference agreement deletes, without prejudice, language included in the Senate bill relating to the introduction of fractional aircraft ownership concepts for the execution of selected air transportation requirements. The conferees are intrigued by the concept and the possibility of improving the efficiency of aircraft use by the Department of Transportation, the various modal administrations, and several related agencies through fractional aircraft ownership concepts. The conferees direct the department to report by March 31, 2000 to the House and Senate Committees on Appropriations regarding the operational and cost advantages and tradeoffs inherent in replacing existing executive aircraft in the department's inventory with a mix of light to mid-size jets to determine the flexibility, efficiency, and cost benefits of fractional aircraft ownership or leasing for the government.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $2,075,000,000 for facilities and equipment instead of $2,045,652,000 as proposed by the Senate and $2,200,000,000 as proposed by the House.

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

Facilities and Equipment
Fiscal Year 2000
Conference Agreement
(In Thousands of Dollars)

TITLE	FY 2000 Estimate	House Bill	Senate Bill	Conference Agreement
ENGINEERING DEVELOPMENT, TEST AND EVALUATION:				
ADVANCED TECHNOLOGY DEVELOPMENT & PROTOTYPING	33,166.1	33,166.1	33,166.1	26,696.3
SAFE FLIGHT 21	.0	16,000.0	.0	16,000.0
SUBTOTAL - ADV DEV/PROTOTYPING	**33,166.1**	**49,166.1**	**33,166.1**	**42,696.3**
AVIATION WEATHER SERVICES IMPROVEMENTS	23,862.0	23,862.0	21,062.0	23,862.0
EN ROUTE AUTOMATION	10,055.0	.0	10,055.0	6,000.0
OCEANIC AUTOMATION SYSTEM	10,000.0	5,000.0	10,000.0	27,000.0
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	27,855.0	27,855.0	27,855.0	25,000.0
NEXT GENERATION VHF A/G COMMUNICATION SYSTEM	9,640.0	9,640.0	2,625.0	6,100.0
NAS INFORMATION SYSTEMS	500.0	.0	.0	.0
FREE FLIGHT PHASE ONE	184,800.0	179,625.0	202,800.0	179,625.0
SUBTOTAL - EN ROUTE PROGRAMS	**266,712.0**	**245,982.0**	**274,397.0**	**267,587.0**
TERMINAL AUTOMATION (STARS)	58,900.0	158,900.0	58,900.0	112,440.0
SUBTOTAL - TERMINAL PROGRAMS	**58,900.0**	**158,900.0**	**58,900.0**	**112,440.0**
AFSS VOICE SWITCH REPLACEMENT	3,000.0	3,000.0	1,000.0	1,000.0
LOCAL AREA AUGMENTATION SYSTEM FOR GPS (LAAS)	4,000.0	2,000.0	.0	.0
WIDE AREA AUGMENTATION SYSTEM (WAAS)	65,200.0	59,800.0	.0	.0
NEXT GENERATION NAVIGATION SYSTEMS	.0	.0	118,100.0	94,000.0
NEXT GENERATION LANDING SYSTEMS	.0	.0	18,000.0	20,000.0
SUBTOTAL - LANDING/NAVAIDS	**72,200.0**	**64,800.0**	**137,100.0**	**115,000.0**
FAA TECHNICAL CENTER FACILITY - BUILDING LEASE	1,322.5	1,322.5	1,322.5	1,322.5
NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	2,000.0	2,000.0	.0	.0
TECHNICAL CENTER FACILITIES	7,000.0	7,000.0	11,477.5	11,477.5
INDEPENDENT OPERATIONAL TEST SUPPORT	3,500.0	3,500.0	.0	.0
UTILITY PLANT MODIFICATIONS	2,477.5	2,477.5	.0	.0
SUBTOTAL, RDT&E EQUIPMENT AND FACILITIES	**16,300.0**	**16,300.0**	**12,800.0**	**12,800.0**
TOTAL ACTIVITY 1	***447,278.1***	***535,148.1***	***516,363.1***	***550,523.3***
AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT:				
EN ROUTE AUTOMATION	198,055.0	196,055.0	153,200.0	160,000.0
NEXT GENERATION WEATHER RADAR (NEXRAD)	6,900.0	6,900.0	4,900.0	4,900.0
AIR TRAFFIC OPERATIONS MANAGEMENT	1,000.0	1,000.0	.0	.0
WEATHER AND RADAR PROCESSOR (WARP)	12,872.0	15,000.0	5,800.0	15,000.0
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	1,000.0	1,000.0	.0	.0
ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	54,000.0	39,400.0	36,900.0	36,900.0
VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	17,500.0	17,500.0	18,500.0	17,500.0
AIR TRAFFIC MANAGEMENT	42,000.0	42,000.0	15,000.0	15,000.0
CRITICAL COMMUNICATIONS SUPPORT	2,000.0	2,000.0	850.0	850.0
DOD BASE CLOSURE - FACILITY TRANSFER	3,900.0	3,900.0	3,300.0	3,900.0
BACK-UP EMERGENCY COMMUNICATIONS (BUEC)	4,500.0	4,500.0	1,580.0	1,580.0
AIR/GROUND COMMUNICATION RFI ELIMINATION	1,700.0	1,700.0	1,700.0	1,700.0
VOLCANO MONITOR	.0	.0	2,000.0	2,000.0
ATC BEACON INTERROGATOR (ATCBI) REPLACEMENT	45,400.0	36,806.6	23,000.0	25,000.0
ATC EN ROUTE RADAR FACILITIES	3,700.0	3,700.0	2,700.0	2,700.0
EN ROUTE COMMS AND CONTROL FACILITIES IMPROVEMENT	3,230.4	3,230.4	1,430.0	1,430.0
RCF FACILITIES - EXPAND/RELOCATE	6,700.0	6,700.0	6,700.0	6,700.0
FAA TELECOMMUNICATIONS INFRASTRUCTURE	6,100.0	6,100.0	6,100.0	6,100.0
SUBTOTAL - EN ROUTE PROGRAMS	**410,557.4**	**387,492.0**	**283,660.0**	**301,260.0**

Facilities and Equipment
Fiscal Year 2000
Conference Agreement
(In Thousands of Dollars)

TITLE	FY 2000 Estimate	House Bill	Senate Bill	Conference Agreement
TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	9,300.0	9,300.0	8,300.0	9,300.0
TERMINAL AUTOMATION (STARS)	136,340.0	.0	136,340.0	82,800.0
TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE	76,000.0	64,346.0	75,500.0	78,900.0
CONTROL TOWER/TRACON FACILITIES - IMPROVE	21,982.7	26,882.5	21,982.7	24,782.7
TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ETVS	9,900.0	9,900.0	10,900.0	10,900.0
EMPLOYEE SAFETY/OSHA AND ENVIRONMENTAL COMPLIANCE	29,700.0	29,700.0	22,000.0	22,000.0
CHICAGO METROPLEX	1,500.0	1,500.0	700.0	700.0
NEW AUSTIN AIRPORT AT BERGSTROM	1,500.0	1,500.0	1,500.0	1,500.0
POTOMAC METROPLEX	17,100.0	17,100.0	5,800.0	17,100.0
NORTHERN CALIFORNIA METROPLEX	31,000.0	31,000.0	17,500.0	17,500.0
ATLANTA METROPLEX	13,000.0	13,000.0	7,700.0	7,700.0
NAS INFRASTRUCTURE MANAGEMENT SYSTEM (NIMS)	8,900.0	1,539.5	5,500.0	3,520.0
AIRPORT SURVEILLANCE RADAR (ASR-9)	.0	2,400.0	5,000.0	4,000.0
AIRPORT SURFACE DETECTION EQUIPMENT	2,400.0	9,400.0	500.0	10,000.0
AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)	11,700.0	15,600.0	11,700.0	18,200.0
VOICE RECORDER REPLACEMENT PROGRAM	3,000.0	3,000.0	1,200.0	2,500.0
TERMINAL DIGITAL RADAR (ASR-11)	136,070.0	90,000.0	105,000.0	76,100.0
WEATHER SYSTEMS PROCESSOR	24,000.0	24,000.0	24,000.0	24,000.0
DOD/FAA ATC FACILITIES TRANSFER	1,000.0	3,900.0	1,600.0	3,000.0
PRECISION RUNWAY MONITORS	3,300.0	3,300.0	3,300.0	3,300.0
TERMINAL RADAR (ASR) - IMPROVE	3,838.8	3,838.8	3,838.8	3,838.8
TERMINAL COMMUNICATIONS IMPROVEMENTS	1,124.0	1,124.0	1,124.0	1,124.0
RCE EQUIPMENT	3,400.0	3,400.0	3,400.0	3,400.0
REMOTE RADAR CAPABILITY	.0	1,400.0	.0	900.0
SUBTOTAL - TERMINAL PROGRAMS	**546,055.5**	**367,130.8**	**474,385.5**	**427,065.5**
AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	8,080.0	8,080.0	9,900.0	9,900.0
OASIS	21,486.0	42,100.0	10,000.0	10,000.0
FLIGHT SERVICE FACILITIES IMPROVEMENT	1,577.3	1,577.3	1,364.4	1,364.4
FLIGHT SERVICE STATION MODERNIZATION	2,000.0	2,000.0	2,000.0	2,600.0
SUBTOTAL - FLIGHT SERVICE PROGRAMS	**33,143.3**	**53,757.3**	**23,264.4**	**23,864.4**
VOR	2,000.0	2,000.0	2,000.0	2,000.0
INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE	8,200.0	20,000.0	.0	.0
ILS - REPLACE MARK 1A, 1B, AND 1C	1,000.0	1,000.0	.0	1,000.0
LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	2,200.0	4,200.0	2,200.0	2,200.0
RUNWAY VISUAL RANGE (RVR)	2,000.0	6,300.0	2,000.0	6,300.0
WIDE AREA AUGMENTATION SYSTEM (WAAS)	42,900.0	42,900.0	.0	.0
NDB SUSTAIN	1,000.0	1,000.0	1,000.0	1,000.0
NAVIGATIONAL AND LANDING AIDS - IMPROVE	3,146.8	3,146.8	6,400.0	3,146.8
APPROACH LIGHTING SYSTEM IMPROVEMENT (ALSIP)	2,700.0	7,700.0	5,700.0	8,700.0
PRECISION APPROACH PATH INDICATORS (PAPI)	1,000.0	3,500.0	.0	3,500.0
DISTANCE MEASURING EQUIPMENT (DME)	1,200.0	4,200.0	1,200.0	1,200.0
VISUAL NAVAIDS	1,000.0	1,000.0	3,500.0	1,000.0
TRANSPONDER LANDING SYSTEMS	.0	3,000.0	.0	.0
INSTRUMENT APPROACH PROCEDURES AUTOMATION (IAPA)	900.0	900.0	900.0	900.0
GPS AERONAUTICAL BAND	17,000.0	.0	.0	.0
SUBTOTAL - LANDING AND NAVIGATIONAL AIDS	**86,246.8**	**100,846.8**	**24,900.0**	**30,946.8**
ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	3,600.0	3,600.0	3,600.0	3,600.0
FUEL STORAGE TANK REPLACEMENT AND MONITORING	10,500.0	10,500.0	10,500.0	10,500.0
FAA BUILDINGS AND EQUIPMENT - IMPROVE/MODERNIZE	4,000.0	4,000.0	4,000.0	4,000.0
ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	17,500.0	17,500.0	17,500.0	17,500.0
AIR NAVAIDS AND ATC FACILITIES (LOCAL PROJECTS)	2,000.0	2,000.0	2,000.0	2,000.0
AIRCRAFT RELATED EQUIPMENT PROGRAM	5,000.0	5,000.0	1,840.0	1,840.0
COMPUTER AIDED ENG GRAPHICS (CAEG) REPLACEMENT	4,300.0	4,300.0	3,000.0	3,000.0
AIRPOT CABLE LOOP SYSTEMS - SUSTAIN	1,000.0	1,000.0	.0	.0

Facilities and Equipment
Fiscal Year 2000
Conference Agreement
(In Thousands of Dollars)

TITLE	FY 2000 Estimate	House Bill	Senate Bill	Conference Agreement
SUBTOTAL - OTHER ATC FACILITIES	**47,900.0**	**47,900.0**	**42,440.0**	**42,440.0**
TOTAL ACTIVITY 2	***1,123,903.0***	***957,126.9***	***848,649.9***	***825,576.7***
NON-ATC FACILITIES AND EQUIPMENT:				
NAS MANAGEMENT AUTOMATION PROGRAM (NASMAP)	1,100.0	1,100.0	800.0	800.0
HAZARDOUS MATERIALS MANAGEMENT	22,500.0	22,500.0	22,500.0	22,500.0
AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	16,400.0	16,400.0	11,600.0	14,000.0
OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS)	600.0	600.0	600.0	600.0
FAA EMPLOYEE HOUSING - PROVIDE	8,000.0	8,000.0	8,000.0	8,000.0
LOGISTICS SUPPORT SYSTEM AND FACILITIES	3,000.0	3,000.0	2,300.0	2,300.0
TEST EQUIPMENT - MAINTENANCE SUPPORT	1,000.0	1,000.0	1,000.0	1,000.0
INTEGRATED FLIGHT QUALITY ASSURANCE	5,000.0	5,000.0	4,000.0	3,000.0
SAFETY PERFORMANCE ANALYSIS SUBSYSTEM (SPAS)	5,200.0	5,200.0	3,500.0	5,200.0
NATIONAL AVIATION SAFETY DATA CENTER	1,500.0	1,500.0	1,500.0	1,500.0
PERFORMANCE ENHANCEMENT SYSTEM	5,000.0	5,000.0	2,000.0	5,000.0
EXPLOSIVE DETECTION SYSTEMS	97,500.0	97,500.0	100,000.0	97,500.0
FACILITY SECURITY RISK MANAGEMENT	11,500.0	11,500.0	11,500.0	11,500.0
INFORMATION SECURITY	10,325.0	10,325.0	4,000.0	7,500.0
NAS RECOVERY COMMUNICATIONS (RCOM)	1,000.0	1,000.0	1,000.0	1,000.0
SUBTOTAL - SUPPORT EQUIPMENT	**189,625.0**	**189,625.0**	**174,300.0**	**181,400.0**
AERONAUTICAL CENTER TRAINING AND SUPPORT FACILITIES	3,200.0	3,200.0	.0	.0
NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES	1,500.0	700.0	.0	.0
SUBTOTAL - TRAINING EQUIPMENT & FACILITIES	**4,700.0**	**3,900.0**	**.0**	**.0**
TOTAL ACTIVITY 3	***194,325.0***	***193,525.0***	***174,300.0***	***181,400.0***
MISSION SUPPORT:				
SYSTEM ENGINEERING AND DEVELOPMENT SUPPORT	27,300.0	27,300.0	22,200.0	22,200.0
PROGRAM SUPPORT LEASES	31,100.0	31,100.0	31,100.0	31,100.0
LOGISTICS SUPPORT SERVICES	5,600.0	5,600.0	5,600.0	5,600.0
MIKE MONRONEY AERONAUTICAL CENTER - LEASE	14,600.0	14,600.0	14,600.0	14,600.0
IN-PLANT NAS CONTRACT SUPPORT SERVICES	2,800.0	2,800.0	2,800.0	2,800.0
TRANSITION ENGINEERING SUPPORT	40,900.0	40,900.0	38,700.0	38,700.0
FREQUENCY AND SPECTRUM ENGINEERING - PROVIDE	3,000.0	3,000.0	3,000.0	3,000.0
PERMANENT CHANGE OF STATION MOVES	3,200.0	.0	3,200.0	2,500.0
FAA SYSTEM ARCHITECTURE	2,500.0	1,000.0	2,330.0	1,000.0
TECHNICAL SERVICES SUPPORT CONTRACT (TSSC)	48,800.0	40,000.0	47,143.0	40,000.0
RESOURCE TRACKING PROGRAM	1,500.0	1,500.0	1,000.0	.0
CENTER FOR ADVANCED AVIATION SYSTEM DEV. (MITRE)	63,400.0	63,400.0	60,100.0	61,000.0
TOTAL ACTIVITY 4	***244,700.0***	***231,200.0***	***231,773.0***	***222,500.0***
PERSONNEL AND RELATED EXPENSES:				
PERSONNEL AND RELATED EXPENSES	308,793.9	283,000.0	274,566.0	295,000.0
TOTAL ACTIVITY 5	***308,793.9***	***283,000.0***	***274,566.0***	***295,000.0***
TOTAL	**2,319,000.0**	**2,200,000.0**	**2,045,652.0**	**2,075,000.0**

Free flight phase one.—The following table compares the House and Senate proposed levels to the budget estimate and the conference agreement. The conference agreement represents a 94.8 percent increase over the funding level provided for fiscal year 1999.

Project	Fiscal year 1999 enacted	Fiscal year 2000—			
		Estimate	House	Senate	Conference agreement
URET	$5,800,000	$83,175,000	$80,000,000	$83,175,000	$79,000,000
Conflict Probe	41,000,000				
CTAS	3,700,000				
TMA/pFAST	30,500,000	59,825,000	59,825,000	59,825,000	59,825,000
CDM	11,200,000	29,400,000	29,400,000	29,400,000	29,400,000
SMA		6,000,000	4,000,000	6,000,000	4,000,000
Integration		6,400,000	6,400,000	6,400,000	5,400,000
DSP—NY/NJ				2,000,000	2,000,000
Safe Flight 21				16,000,000	
(Capstone)				(6,000,000)	
(Ohio Valley)				(10,000,000)	
Total	92,200,000	184,800,000	179,625,000	202,800,000	179,625,000

The conference agreement provides a total of $4,500,000 for the departure spacing program (DSP), including $2,500,000 in base funds and $2,000,000 above the budget estimate. The additional funds are to expand the program through installation of equipment at Teterboro, White Plains, New York Center, and the Air Traffic Control System Command Center.

Safe flight 21.—The conference agreement provides $16,000,000 for this program, including $6,000,000 for the Capstone Project in Alaska and $10,000,000 for the Ohio Valley Project.

Oceanic automation system.—The conferees agree to provide $27,000,000 for the oceanic automation system, and direct FAA to develop and acquire this system by traditional acquisition methods instead of by lease, as proposed by the House. The FAA's proposal to acquire this equipment through an operating lease would burden the FAA's already-strained operating budget with the requirement for an additional $100,000,000 over the first five years, which the conferees find to be unrealistic. Also, the conferees are reluctant to establish this policy in the absence of clear FAA criteria to determine when it is appropriate for modernization efforts to be funded by lease from the operations budget. Without such a policy the lines between FAA's operating and capital budgets begin to blur, just at the time when the agency is working hard to get a clearer picture of its capital assets, spending, and requirements. In addition, the agency's 1998 financial statement shows $103,000,000 in unfunded capital lease liabilities, so it is not advisable for the agency to expand in this area either. The conferees agree that oceanic system upgrades are urgently needed, and that FAA's previous acquisition programs in this area did not produce the desired results. However, these programs were developed prior to procurement reform, and under previous leadership. The conferees are confident that with its current leadership, FAA can apply procurement reform methods and learn from its past mistakes to put together an aggressive, accelerated schedule and streamlined requirements for

this acquisition. The agency has stated that this effort requires little development effort, and that the requirements are well understood. This, too, supports the feasibility of an accelerated schedule. The funding provided is FAA's estimate of the amount required to execute this program in fiscal year 2000. The conferees would reconsider a lease for this program only if the agency puts forward a plan to cover in the lease the entire operation of these facilities, including air traffic control operations.

Next generation navigation systems.—The conference agreement provides $94,000,000 for next generation navigation systems, which includes $80,000,000 for further development of the GPS wide area augmentation system (WAAS), $10,000,000 for further development of the LORAN–C navigation system, and $4,000,000 for development of low-cost gyroscope technologies. The FAA is directed not to reprogram any of the LORAN–C or low-cost gyroscope funding to the WAAS program.

Wide area augmentation system.—Last year, the Senate proposed broad restrictions on the WAAS program, which were dropped in conference when program supporters argued those restrictions could cause the termination of the program. While providing continued funding, the fiscal year 1999 conference report noted "those proponents have not been able to provide compelling assurances that this program will be cost-effective beyond the initial phase, which is expected to become operational early next year. The serious and persistent technical concerns expressed in both the House and Senate reports await resolution by the FAA at an unknown cost and in an unknown timeframe . . . The conferees intend for FAA to take a "time out" at this point to reassess the justification for the program beyond that point . . . Congress will be unable to adequately judge the need for future appropriations for the wide-area and local-area augmentation systems (WAAS and LAAS, respectively) until FAA completes an up-to-date alternatives analysis which looks at various combinations of existing and new, ground-based and satellite-based technologies." The Appropriations Committees have waited over two years for this critical analysis, and warned several times that funding cannot be supported indefinitely without it. Despite this situation, the department still has not submitted this benefit-cost analysis for Congressional review. Further, the agency's budget request assumes the program will continue well beyond phase one, ignoring the Congressional direction to take a pause in the program until clear justification is provided. The bill includes funding of $80,000,000 for the WAAS program. The conferees do not believe this program should go unrestrained in the absence of compelling financial justification. However, once these documents are submitted and reviewed, the conferees agree to consider a reprogramming request to restore funding, subject to Congressional approval at that time.

Next generation landing systems.—The conference agreement provides $20,000,000 for next generation landing systems, to be distributed as follows:

Project	*Amount*
Instrument landing systems (ILS)	$18,000,000
Transponder landing systems (TLS)	2,000,000
Total	20,000,000

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

Project	*Amount*
Activities included in budget estimate	$6,000,000
Baton Rouge, LA	800,000
Clearwater/St. Petersburg, FL	3,500,000
Dulles International, VA	3,440,000
Harry Brown Airport, MI	500,000
Newark, NJ (LDA/glideslope)	1,160,000
Evanston, WY	500,000
St. George, AK	900,000
St. Louis Lambert, MO	700,000
McComb Airport, MS	500,000
Total	18,000,000

Instrument landing system, Pike County Airport, KY.—The conferees urge the FAA to give priority consideration to funding for an instrument landing system at the Pike County Airport in Kentucky, either using funds from this appropriation or from discretionary grants available under the Airport Improvement Program. The conferees understand that the Commonwealth of Kentucky has been working closely with FAA to obtain this system due to safety concerns brought about by the impact of weather and the mountainous terrain at this regional facility.

Transponder landing system.—The conference agreement provides $2,000,000 for the transponder landing system. The conferees agree with directions in the House report, and direct FAA to utilize fiscal year 2000 funding by contract methods, and not through continued leasing.

Local area augmentation system (LAAS).—The conferees believe that the work conducted by FAA under this program is more appropriately carried out with operating funds, since it involves review and oversight of industry development activities. The conferees have no objection to FAA's use of operating funds for this work.

Airport surface detection equipment (ASDE).—Last year's conference report expressed the concern of the conferees that "FAA move expeditiously to develop and deploy advanced technologies to prevent runway incursions. For this reason, the conferees direct the FAA to give funding priority to advancing runway incursion technologies to the pre-production phase". Despite this direction, however, the FAA has continued to move slowly in this program. The conference agreement provides $10,000,000 for the ASDE program, which includes $7,600,000 only for acquisition of production version low-cost ASDE systems. The FAA's appeal to the conferees requested an additional $3,100,000 for this program, but the agency planned to use those funds to buy only a single, pre-production system. The conferees reiterate that technology is available and needed now to address the worsening problem of runway incursions. Further agency delays are not acceptable. By the end of fiscal year 2000, the conferees expect the FAA to have awarded at least one contract for production low-cost ASDE systems for deployment in the highest priority airports.

Terminal air traffic control facilities replacement.—The conference agreement includes $78,900,000 for replacement of air traffic control towers and other terminal facilities. The following table

compares the budget estimate, House and Senate recommended levels, and the conference agreement:

Location	Fiscal year 2000—			
	Budget	House	Senate	Conference agreement
Swanton (Toledo), OH	$700,000	$700,000	$700,000	$700,000
Atlanta, GA	1,800,000	1,800,000	1,800,000	1,800,000
Boston Tracon, NH	17,600,000	.....	17,600,000	10,000,000
Roanoke, VA	4,900,000	4,900,000	4,900,000	4,900,000
Port Columbus, OH	17,600,000	17,600,000	17,600,000	17,600,000
St. Louis, MO (ATCT)	1,600,000	1,600,000	1,600,000	1,600,000
St. Louis, MO (Tracon)	3,800,000	3,800,000	3,800,000	3,800,000
Little Rock, AR	740,000	740,000	740,000	740,000
Chicago O'Hare, IL	2,900,000	2,900,000	2,900,000	2,900,000
Chicago Midway, IL	411,000	411,000	411,000	411,000
Grand Canyon, AZ	243,000	243,000	243,000	243,000
Louisville, KY	2,200,000	2,200,000	2,200,000	2,200,000
Seattle, WA	10,270,000	10,270,000	10,270,000	10,270,000
Worcester, MA	370,000	370,000	370,000	370,000
Albany, NY	1,032,000	1,032,000	1,032,000	1,032,000
N. Las Vegas, NV	2,354,000	.....	2,354,000	2,354,000
LaGuardia, NY	2,200,000	2,200,000	2,200,000	2,200,000
Portland, OR	50,000	50,000	50,000	50,000
Covington, KY	780,000	780,000	780,000	780,000
Birmingham, AL	1,250,000	1,250,000	1,250,000	1,250,000
Houston Hobby, TX	400,000	400,000	400,000	400,000
Pontiac, MI	600,000	600,000	600,000	600,000
Newark, NJ	2,200,000	.....	2,200,000	2,200,000
Phoenix, AZ	.....	5,000,000	.....	4,000,000
Richmond, VA	.....	3,500,000	.....	3,000,000
Corpus Christi, TX	.....	2,000,000	1,000,000	1,500,000
Martin State, MD	.....	.....	1,000,000	.....
Pangborn Memorial, WA	.....	.....	500,000	.....
Paine Field, WA	.....	.....	1,000,000	1,000,000
Billings Logan, MT	.....	.....	1,000,000	1,000,000
Unspecified reduction	.....	.....	5,000,000	.....
Total	76,000,000	64,346,000	75,500,000	78,900,000

Control tower/tracon facilities improvement.—The conference agreement includes $2,600,000 for the cable loop relocation project at St. Louis Lambert Airport, as proposed by the House, and $200,000 for improvements at the Manchester, New Hampshire airport, as proposed by the Senate. The conferees do not provide the $2,500,000 proposed by the House for a new final approach sector at Dulles International Airport, because the FAA has implemented such a position in fiscal year 1999.

Terminal automation.—The conference agreement provides $195,240,000 for the terminal automation program, which includes the standard terminal automation replacement system (STARS), ARTS color displays, and other associated activities. This fully funds the program at the level requested in the President's budget as proposed by the Senate, instead of $165,000,000 as proposed by the House.

Air traffic management.—The conference agreement provides $15,000,000 as proposed by the Senate instead of $42,000,000 proposed by the House. The conferees believe there is merit in exploring the possibility of privatizing the traffic management function currently within the FAA in order to affect operational improvements and efficiencies, and that further significant investment in

upgrading the traffic management system should be deferred until completion of this analysis. The conferees direct FAA to task the National Academy of Sciences to conduct this analysis, to be completed as soon as practicable.

Congressional directions.—The conferees do not agree with Senate directions regarding the OASIS, air navaids and ATC facilities, and NAS recovery communications programs.

ARTCC building/plant improvements.—The agreement to provide $36,900,000 for this program includes $9,600,000 to continue the Honolulu CERAP relocation project as proposed by the Senate. The House had proposed no funding for this project.

Remote radar capability.—The conference agreement provides $900,000 for this program, to be used for site analysis and site preparation activities to enable remote radar capability at Sonoma County and Napa County Airports and Livermore Municipal/Buchanan Field Airports in California.

Automated surface observing system.—The $9,900,000 provided for this program includes $2,000,000 for the commissioning of ASOS systems in rural Alaska and $100,000 for an Automated Weather Sensors System at the Sugar Land Municipal Airport in Texas.

Flight service station modernization.—The conference agreement includes $1,700,000 for the further procurement and installation of video cameras for remote weather information in remote and mountainous terrain in Alaska and $300,000 for acquisition and support of the mike-in-hand weather reporting system in rural Alaska.

GPS aeronautical band.—The conference agreement includes no funding for FAA's contribution to the development of new signals for the GPS satellite system. This was to be the first year of a $130,000,000 contribution by the FAA. The conferees are not against this effort per se. However, since most of the benefits will accrue to civil users other than aviation or the FAA, the conferees believe it is inappropriate for FAA to shoulder most of the burden, and inappropriate for aviation users to finance the activity from the airport and airway trust fund. However, the conferees would not object if the department received funding for this effort from non-DOT agencies and departments through interagency transfers, based upon a fair share of perceived civil benefits.

Automated weather information programs.—To address the issue of weather related accidents at airports, the conferees believe it is critical to upgrade the existing automated weather information programs. Therefore, the conferees expect FAA to implement product improvements and upgrades to the current systems and to report to Congress on the agency's plans to accelerate the deployment of upgrade technology upon successful demonstration of the Automated Observation for Visibility, Cloud Height, and Cloud Coverage (AOVCC) system within 90 days of enactment of this Act.

Center for Advanced Aviation Systems Development.—The conference agreement provides $61,000,000 instead of $63,400,000 as proposed by the House and $60,100,000 as proposed by the Senate. In addition, the conferees accept the House's proposed ceiling of 320 technical staff years for this organization. However, the conferees clarify that the ceiling only applies to funds provided in this

Act. Staffing financed by funding from other departments and agencies does not count toward this ceiling.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION)

The conference agreement includes a rescission of $30,000,000 from Public Law 105–66 instead of two rescissions totaling $299,500,000 as proposed by the Senate. The House proposed no similar rescissions.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $156,495,000 for FAA research, engineering, and development instead of $173,000,000 as proposed by the House and $150,000,000 as proposed by the Senate.

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

RESEARCH, ENGINEERING, AND DEVELOPMENT
Conference Agreement
Fiscal Year 2000

Program Name	FY99 Enacted	FY00 Estimate	FY00 House	FY00 Senate	Conference Agreement
System Development and Infrastructure	**15,784,000**	**17,269,000**	**16,280,000**	**17,139,000**	**17,139,000**
System planning & resource management	1,164,000	1,294,000	1,164,000	1,164,000	1,164,000
Technical laboratory facility	9,730,000	11,075,000	10,216,000	11,075,000	11,075,000
Center for Advanced Aviation System Development	4,890,000	4,900,000	4,900,000	4,900,000	4,900,000
Capacity and Air Traffic Management Technology	**0**	**16,000,000**	**0**	**4,000,000**	**0**
Safe Flight 21	0	16,000,000	0	0	0
Winglet effecicency/wake vortex	0	0	0	4,000,000	0
Weather	**18,684,000**	**15,300,000**	**20,950,000**	**16,765,000**	**19,300,000**
National laboratory program	9,118,000	8,700,000	12,000,000	0	11,000,000
In-house support	2,630,000	3,150,000	2,500,000	0	2,500,000
Center for Wind, Ice & Fog	336,000	350,000	1,000,000	0	700,000
Hazardous weather program	0	0	0	11,865,000	0
Juneau, AK	3,600,000	3,100,000	2,450,000	3,100,000	3,100,000
SOCRATES	3,000,000	0	3,000,000	1,300,000	2,000,000
ice monitoring and detection system	0	0	0	500,000	0
Aircraft Safety Technology	**34,886,000**	**39,639,000**	**44,639,000**	**40,957,000**	**44,457,000**
Aircraft systems fire safety	4,750,000	5,528,000	5,528,000	4,750,000	4,750,000
Advanced materials/structural safety	1,734,000	2,338,000	2,338,000	2,338,000	2,338,000
Propulsion and fuel systems	2,831,000	3,126,000	3,126,000	3,126,000	3,126,000
Flight safety/atmospheric hazards research	2,619,000	3,844,000	3,844,000	3,844,000	3,844,000
Aging aircraft	14,694,000	15,998,000	20,998,000	18,094,000	21,594,000
Aircraft catastrophic failure prevention research	1,787,000	1,981,000	1,981,000	1,981,000	1,981,000
Aviation safety risk analysis	6,471,000	6,824,000	6,824,000	6,824,000	6,824,000
System Security Technology	**51,690,000**	**53,218,000**	**58,400,000**	**47,041,000**	**50,147,000**
Explosives and weapons detection & aircraft hardening	43,700,000	45,677,000	50,859,000	39,500,000	42,606,000
Airport security technology integration	2,708,000	2,285,000	2,285,000	2,285,000	2,285,000
Aviation security human factors	5,282,000	5,256,000	5,256,000	5,256,000	5,256,000
Human Factors & Aviation Medicine	**25,065,000**	**26,207,000**	**27,829,000**	**20,207,000**	**21,971,000**
Flight deck/maintenance/system integration human factors	11,000,000	10,142,000	11,000,000	9,142,000	9,142,000
Air traffic control/airway facilities human factors	10,000,000	11,236,000	12,000,000	8,000,000	8,000,000
Aeromedical research	4,065,000	4,829,000	4,829,000	3,065,000	4,829,000
Environment and Energy	**2,891,000**	**3,481,000**	**3,481,000**	**2,891,000**	**3,481,000**
Innovative/Cooperative Research	**1,000,000**	**1,421,000**	**1,421,000**	**1,000,000**	**0**
Total appropriation	*150,000,000*	*172,535,000*	*173,000,000*	*150,000,000*	*156,495,000*

Weather research.—The conferees agree to provide $19,300,000 for aviation weather research instead of $20,950,000 as proposed by the House and $16,765,000 as proposed by the Senate. The conferees direct that, of these funds, $11,000,000 is to be made available for the national laboratory program, $2,000,000 is available to continue Project Socrates, $700,000 is for the Center for Wind, Ice and Fog, and $3,100,000 is to continue the turbulence and windshear research project at Juneau, Alaska.

Explosives and weapons detection and aircraft hardening.—The conference agreement includes $42,606,000 instead of $50,859,000 as proposed by the House and $39,500,000 as proposed by the Senate. Of this amount, $3,000,000 is to continue development of the pulsed fast neutron analysis (PFNA) cargo inspection system; $1,000,000 is for the Safe Skies initiative involving research and development of explosives and chemical or biological agents currently being conducted by the Institute of Biological Detection Systems; and $1,000,000 is for a dual view x-ray cargo explosive detection system demonstration for palletized cargo at Huntsville International Airport in Alabama. The conferees also encourage the FAA to continue demonstration and testing of a blast resistant hardened container for use on narrow body commercial aircraft.

Human factors research.—The conference agreement provides $21,971,000 instead of $27,829,000 as proposed by the House and $20,207,000 as proposed by the Senate. The conferees note that recently the focus of "ATC/AF human factors" research has shifted away from today's human factors problems and toward problems which could occur from implementation of tomorrow's technologies. These technology development efforts have their own funding which could—and should—address these issues. The conferees do not believe RE&D funds are needed to supplement those programs, and should be reserved for addressing today's human factors issues. The conferees do not agree with the Senate's direction to withhold obligation of human factors funding until submission of data regarding relative accident rates based on pilot age. The conferees understand that the FAA has agreed to provide this data to the Senate.

Fatigue countermeasures.—The conferees are concerned that FAA has still not made available to operational air traffic controllers educational materials regarding fatigue countermeasures. The Aviation Safety Reporting System and controller studies continue to cite fatigue as a significant factor in operational errors and other aviation incidents, and FAA's counterclockwise rotation schedule often exacerbates the problem. Given this situation, making controllers aware of available countermeasures is important. The conferees encourage FAA to accelerate the development and distribution of these materials.

Winglet technology.—The conferees understand that the FAA is conducting research into the efficiency and advantages of advanced winglet technology with funding provided in fiscal year 1999. The FAA may request a reprogramming for further research in this area in fiscal year 2000, consistent with Department of Transportation reprogramming guidelines.

Aging aircraft.—Of the funding provided, $5,000,000 is to continue and expand research activities at the National Institute for

Aviation Research, as proposed by the House. The conferees make clear that these funds are for research, and not for construction or equipment procurement.

Innovative/cooperative research.—The conference agreement provides no funding for this activity, which conducts "strategic partnering" with industry. The conferees do not find this an appropriate use of RE&D funding.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement includes a liquidating cash appropriation of $1,750,000,000, as proposed by the Senate instead of $1,867,000,000 as proposed by the House.

Obligation limitation.—The conferees agree to an obligation limitation of $1,950,000,000 for the "Grants-in-aid for airports" program instead of $2,250,000,000 as proposed by the House and $2,000,000,000 as proposed by the Senate.

Limitation on noise mitigation program.—The conference agreement deletes the limitation on the noise planning and mitigation program proposed by the Senate.

Discretionary grants award process.—The conferees expect FAA to make AIP discretionary grant announcements not more than fifteen days after submission to the office of the secretary of grant decisions, notwithstanding departmental guidelines and practices to the contrary. A recent GAO report found that, in some cases, awards were being delayed significantly in the office of the secretary due to slow administrative practices.

Priority consideration.—The conferees agree that the FAA should give priority consideration to grant applications for projects listed in the House or Senate reports, or in this statement of the managers, in the categories of discretionary grants for which they are eligible. In addition to those airports and projects listed in the House and Senate reports, the conferees agree that the following projects shall receive priority consideration:

Airport	Project
Aurora Municipal Airport, Aurora, IL	Runway reconstruction.
Tell City/Perry County Airport, Tell City, IN	Runway extension.
Freeman Municipal Airport, Seymour, IN	Apron/taxiway reconstruction.
Danbury Municipal, CT	Hurricane-related repair.
Upper Cumberland Regional, Sparta-Cookeville, TN	Land acquisition and runway, taxiway, and safety improvements.
Denver International, CO	Environmental and stormwater mitigation, taxiway B–4 and runway 25/5.
Montgomery Regional, AL	Crosswind runway extension and other safety improvements.
Jackson International, MS	Air cargo apron.
Abbeyville, AL	Runway and apron extensions and other safety improvements.
Mexico Muncipal Airport, Mexico, MO	Runway extension, safety improvements, and other capacity enhancement projects.
Rock County Airport, Janesville, WI	Runway extension and reconstruction; parallel taxiway; land acquisition; and associated lighting systems.
Eastern West Virginia Regional Airport, Martinsburg, WVA	Runway extension: planning, engineering, and construction.
Seattle-Tacoma International, WA	Capacity expansion and safety improvements.
Waterbury/Oxford Airport, CT	Rehabilitation of taxiway A.

Danbury Municipal Airport, CT.—The conferees agree that Danbury Municipal Airport should receive priority consideration for discretionary funding under the Airport Improvement Program to provide for the urgent repair of damage caused by Hurricane Floyd estimated at $2,000,000.

Waterbury/Oxford Airport, Waterbury, CT.—The conferees agree that the FAA shall give priority consideration to a discretionary grant request for the rehabilitation of taxiway A at Waterbury/Oxford Airport.

Reimbursement for instrument landing system, Louisville International Airport, KY.—The FAA is directed to honor a previous commitment made to the sponsor of Louisville International Airport and reimburse the sponsor for costs related to acquisition and installation of an instrument landing system. The House conferees understood last year that the FAA was to provide a discretionary grant for this purpose, and consequently dropped bill language requiring reimbursement. However, rather than provide reimbursement in this manner, the agency advanced to the sponsor a payment under an existing letter of intent. The conferees believe that requiring the sponsor to absorb new activities within an existing LOI does not meet the intent of reimbursement.

Administration.—The conference agreement allows FAA's expenses for administering the grants-in-aid program to be derived from this appropriation, as proposed by the Senate, instead of under the FAA's operating account. The conference agreement limits those expenses to $45,000,000, instead of $47,891,000 proposed by the Senate. The House bill included no funding for this program. The bill includes a provision allowing these expenses to be drawn from FAA's operating account in the event of a lapse in contract authorization for this program, at a rate not to exceed $45,000,000 for the fiscal year.

Low frequency noise.—The managers recognize that the issue of low frequency airport noise is increasingly of concern in residential neighborhoods near the nation's airports. The managers urge the FAA to expedite efforts to research and define this problem, and to develop low frequency noise mitigation policies that appropriately address low frequency airport noise impacts on residential neighborhoods.

GRANTS-IN-AID FOR AIRPORTS

(RESCISSION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement includes no rescission of contract authority as proposed by the Senate instead of $300,000,000 as proposed by the House.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement deletes the reduction in the fiscal year 1999 obligation limitation for grants-in-aid for airports proposed by the Senate. The House bill included no similar reduction.

AVIATION INSURANCE REVOLVING FUND

The conference agreement includes language proposed by the Senate authorizing continued expenditures and investments under the Aviation Insurance Revolving Fund for aviation insurance activities authorized under chapter 443 of title 49, United States Code. The House included no similar language.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

The conference agreement includes a prohibition on funding for this program as a general provision, as proposed by the House, instead of under this heading as proposed by the Senate.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

The conference agreement limits administrative expenses of the Federal Highway Administration (FHWA) to $376,072,000 instead of $356,380,000 as proposed by the House and $370,000,000 as proposed by the Senate. Within the overall limitation, the conference agreement includes a limitation of $70,484,000 to carry out the functions and operations of the office of motor carriers as proposed by the House instead of $55,418,000 as proposed by the Senate.

The conference agreement provides that certain sums be made available under section 104(a) of title 23, U.S.C. to carry out specified activities, as follows: $6,000,000 shall be available for commercial remote sensing products and spatial information technologies under section 5113 of Public Law 105–178, as amended; $5,000,000 shall be available for the nationwide differential global positioning system program as authorized; $8,000,000 shall be available for the national historic covered bridge preservation program under section 1224 of Public Law 105–178, as amended; $18,300,000 shall be available for the Indian reservation roads program under section 204 of title 23, U.S.C.; $16,400,000 shall be available for the public lands highways program under section 204 of title 23, U.S.C.; $11,000,000 shall be available for the Park Roads and Parkways Program under section 204 of title 23, U.S.C.; $1,300,000 shall be available for the refuge road program under section 204 of title 23, U.S.C.; $7,500,000 shall be made available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended; $10,000,000 shall be available for the transportation and community and system preservation program under section 1221 of Public Law 105–178; and $15,000,000 shall be available to the University of Alabama in Tuscaloosa, Alabama, for the Transportation Research Institute.

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

FHWA administrative expenses (excluding OMC)	$300,890,000
Accountwide adjustment	−3,000,000
Eliminate funding for the human resource information system	−802,000
Eliminate funding for the community/federal information partnership program	−6,000,000
Advanced vehicle technology consortia program (section 5111 of TEA21)	5,000,000

Eliminate funding for national rural development program support	−500,000
Transportation management planning for the Salt Lake City 2002 Winter Olympic Games (section 1223 of TEA21)	5,000,000
Economic development highways initiative	5,000,000
Subtotal, FHWA (excluding OMC)	305,588,000
Motor carrier administrative expenses	61,234,000
Additional resources for federal inspectors and other safety-related activities	9,250,000
Subtotal, motor carrier expenses	70,484,000
Total, FHWA administrative expenses	376,072,000

Advanced vehicle technology consortia program.—The conference agreement provides $5,000,000 for the advanced vehicle technology consortia program. These funds shall be available to support a public/private partnership to design, develop, and deploy alternative fuel and propulsion systems focusing on medium and heavy vehicles. The conferees direct the FHWA to include with the fiscal year 2001 budget request a report that delineates a detailed strategic spending plan for the advanced vehicle consortia program. Moreover, the conferees direct that all development, demonstration and deployment projects to be funded within the advanced vehicle consortia program require at least a fifty percent non-federal match and that none of the funds provided for this program shall be used to advance magnetic levitation technology.

Transportation management planning for the Salt Lake City 2002 Winter Olympic Games.—The conference agreement includes $5,000,000 for transportation management planning for the Salt Lake City Winter Olympic Games, as authorized by section 1223(c) of TEA21. These funds shall be available for planning activities and related temporary and permanent transportation infrastructure investments based on the transportation management plan approved by the Secretary.

In addition, the conferees recommend that the Secretary give priority consideration when allocating discretionary highway funds to the following transportation projects to support the 2002 Winter Olympic Games:

I–80: Kimball Junction—modification/reconstruction
I–80: Silver Creek Junction—modification/reconstruction
SR 248 reconstruction: US 40 to Park City
Soldier Hollow Improvements: Wasatch County
I–15 reconstruction: 10800 South to 600 North
I–215: 3500 South—interchange reconfiguration

Turner-Fairbank Highway Research Center contracting.—The conferees direct the FHWA to identify and submit specific corrections it plans to take in response to the Inspector General's audit of the Turner-Fairbank Highway Research Center contracting activities to the House and Senate Committees on Appropriations by December 1, 1999.

Central Artery/Ted Williams tunnel project.—On May 24, 1999, the Inspector General reported that between 1992 and 1997, the Massachusetts Highway Department paid premiums totaling $368,700,000 for an owner-controlled insurance program on the Central Artery/Ted Williams Tunnel Project (Project) in Boston, Massachusetts. Insurance company audits showed the premiums should have been adjusted downward by a total of $166,700,000

with interest. Since ninety percent of the premium payments were made with federal funds, the federal share of the adjustments is $150,000,000. The Project intended to keep those funds, as well as other excess funds that might be paid into the insurance program through 2004, invested in its reserve trust account until the year 2017. By 2017, the balance of the reserves was projected to grow to $826,000,000. The Project's 1998 finance plan used the full future value of the reserves as a "credit" to off-set construction costs and keep the "net" cost of the Project at $10.8 billion. The Inspector General concluded that there were no documented insurance-related needs that justified the continued holding of the federal money.

In response to recommendations contained in the Inspector General's report, FHWA agreed to take action to use the accumulated adjustments and interest not needed for project costs during that time; and to issue guidance to ensure future premium adjustments are immediately returned and reserves for owner-controlled insurance programs do not exceed allowable amounts. Given FHWA's prior agreement to allow the excess premiums to be retained in investment accounts, the conferees agree that the FHWA's planned actions are reasonable. The conferees fully expect that there will be no delays in recovering excess funds or implementing the other agreed-upon actions. In particular, the conferees are concerned that guidance regarding federal funding of insurance on transportation projects must be adequate to ensure similar situations do not arise in the future. Therefore, the conferees direct the Secretary of Transportation to issue guidance to ensure: (1) the federal share of premium adjustments on all transportation projects is immediately applied to other project costs or returned to the U.S. Treasury, and (2) reserve account balances for insurance programs are adjusted annually so that reserves do not exceed the amount reasonably needed to pay outstanding claims. The conferees further direct the Inspector General, as a part of the continuing oversight of the Central Artery project, to monitor the implementation of FHWA's planned actions related to the Central Artery insurance program.

Inspector General cost reimbursements.—The conference agreement provides up to $2,000,000 for Inspector General audit cost reimbursements. These funds are transferred from FHWA's administrative takedown as authorized under section 104(a) of title 23 to the Office of Inspector General.

Office of motor carriers.—The conference agreement includes $70,484,000 for administrative expenses of the office of motor carriers as proposed by the House instead of $55,418,000 as proposed by the Senate. The conferees agree that this level is necessary to fund the critical investments in motor carrier programs as identified by the House. Within the funds provided, $200,000 shall be available to conduct the school transportation safety study and $350,000 shall be available for Operation Respond.

LIMITATION ON TRANSPORTATION RESEARCH

The conference agreement deletes the limitation on transportation research of $422,450,000 proposed by the House. The Senate bill contained no similar limitation under this heading. Funding for

transportation research programs and activities is included within the overall limitation on federal-aid highways, as proposed by the Senate.

FEDERAL-AID HIGHWAYS

The conference agreement limits obligations for the federal-aid highways program to $27,701,350,000 as proposed by both the House and the Senate. The conference agreement also includes the following limitations within the overall limitation on obligations for the federal-aid highways program as proposed by the Senate: $391,450,000 for transportation research; $20,000,000 for the magnetic levitation transportation technology deployment program, of which not more than $1,000,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance; $31,000,000 for the Bureau of Transportation Statistics; and $211,200,000 for intelligent transportation systems. The House bill contained no similar sub-limitations.

The conference agreement deletes the provision proposed by the Senate providing $10,000,000 for the national historic covered bridge preservation program from the discretionary bridge program and $5,000,000 for the nationwide differential global positioning system from funds made available for intelligent transportation systems. These set-asides are addressed under "Federal Highway Administration, Limitation on administrative expenses".

The conference agreement includes a provision proposed by the Senate that requires the Secretary, at the request of the State of Nevada, to transfer up to $10,000,000 of its minimum guarantee apportionments, and an equal amount of obligation authority, to the State of California for use on high priority project numbered 829 in Public Law 105–178, relating to the widening of I–15 in San Bernardino County. This provision shall, in no way, affect the formulae for distributing contract authority and obligational authority to the states. The House bill contained no similar provision.

The conference agreement also includes a provision, which after deducting $90,000,000 for high priority projects and $8,000,000 for the Woodrow Wilson Bridge, distributes revenue aligned budget authority directly to the states consistent with each state's individual guaranteed share under section 1105 of Public Law 105–178. Such an approach maximizes resources flowing to the states.

SURFACE TRANSPORTATION RESEARCH

Within the funds provided for surface transportation research, the conference agreement includes $65,000,000 for highway research and development for the following activities:

Safety	$14,200,000
Pavements	13,050,000
Structures	15,000,000
Environment	6,200,000
Policy	4,000,000
Planning	4,000,000
Motor carrier	6,400,000
Advanced research	900,000
Highway operations	750,000

Freight	500,000
Total	65,000,000

Safety.—The conferees direct FHWA to ensure that safety research and development activities receive the same level of funding as provided in fiscal year 1999. Within the funds provided for safety research, the conferees encourage the FHWA to provide up to $100,000 to conduct research and to incorporate guidance in the National Manual of Uniform Traffic Control Device for highway/rail grade crossing pre-signal operations, and to advance a new traffic signal warrant for preemption requirements. The conferees also encourage the FHWA to provide up to $750,000 to evaluate and deploy a nationwide highway watch program to improve roadway safety.

The Secretary of Transportation is encouraged to evaluate means of improving the safety of persons present at roadside emergency scenes, including motor vehicle accidents. The study should evaluate the effectiveness of state laws designed to improve the safety of persons present at roadside emergency scenes; determine the feasibility of requiring drivers operating motor vehicles approaching a roadside emergency scene to move to the farthest lane from the emergency scene and decrease motor speed to 10 miles per hour under the posted speed limit; and collect such statistics as may be necessary to assist policy makers in addressing issues of safety at roadside emergency scenes.

Pavements.—Within the funds provided for pavements research, the conferees encourage the FHWA to provide up to $400,000 for geosynthetic material research; and up to $1,500,000 to study the potential benefits to federally funded highway projects and asphalt surfaces of early application of emulsified sealer/binder and research related to development of low cost pavement with flexibility to tolerate heaves in extreme climates. The conferees further encourage the FHWA to provide up to $1,000,000 to evaluate and promote the benefits of silica fume high performance concrete and to submit a report to the House and Senate Committees on Appropriations by September 30, 2001 of its findings. The FHWA is also encouraged to work with an academic and industry-led national consortium and to provide funding within available balances for an additional polymer additive project to demonstrate the use of polymer additives in pavement for civil infrastructure purposes, and researchers at the University of Mississippi to develop concepts and technologies that will lead to better constructed pavements. And lastly, the FHWA is encouraged to provide up to $1,250,000 for research costs associated with constructing a segment of highway utilizing a binder composed of polymer additives and to work with the South Carolina State University and Clemson University to further research in this area.

Structures.—Within the funds provided for structures research, the conferees encourage the FHWA to provide up to $1,500,000 for the Utah Department of Transportation and the Utah Transportation Center to conduct research of load capacities of deteriorating bridges. The conferees also encourage the FHWA to provide up to $1,200,000 to develop advanced engineering and wood composites for bridge construction and to work with Cal State University at

San Diego and the University of Maine. The conferees encourage the department to consider establishing an earthquake simulation facility at the Nevada test site for full-earthquake testing applications.

The conferees encourage the FHWA to provide up to $2,000,000 to establish a center of excellence at the West Virginia University Constructed Facility Center. The conferees encourage the FHWA to work with Lehigh University and its center for advanced technology for large structural systems. FHWA is also encouraged to provide up to $1,000,000 for the development of technology to prevent and mitigate alkali silica reactivity utilizing lithium salts. Lastly, FHWA is encouraged to support research into and deployment of the use of electronic control of magnets to reduce sound and vibration during major highway construction.

Environment.—Within the funds provided for environment research, the conferees encourage the FHWA to collaborate with the National Environmental Research Center on its research strategy. FHWA is also encouraged to provide up to $300,000 for native vegetation research and up to $1,000,000 to support research to examine the levels and types of fine particulate matter produced by highway sources, and to develop improved tools to predict truck travel and resulting emissions on nitrous oxides. Up to $100,000 is provided to further the PM–10 study within funds provided for highway research and development.

Policy.—The FHWA is encouraged to develop a comprehensive program of international logistics training and operational testing to enhance the movement of freight through international corridors and facilities. In addition, the FHWA is encouraged to study cross state line planning and propose tools or processes that will facilitate the preliminary planning process in the absence of a memorandum of understanding between the affected states. None of the funds provided for any surface transportation subaccount may be used to support research into sustainability.

Planning and real estate.—Within the funds provided for planning and real estate research, the conferees encourage the FHWA to be the lead agency in the next developmental phase of the National Transportation Network Analysis Capability at Los Alamos Laboratory.

Freight.—The conference agreement provides $500,000 for freight research.

Motor carrier research.—The conferees direct the FHWA to improve the budget justification materials in the area of motor carrier research. The conferees also direct that not more than $60,000 shall be available from all department funding sources for the international conference on motor carrier research. Within the funds available for motor carrier research, the conferees encourage the FHWA to provide up to $500,000 for the truck driver center initiative at Crowder College, Missouri. The FHWA is also encouraged to provide up to $1,000,000 to study the effects of shift changes on truck driver alertness.

Interstate rest areas.—The conferees encourage the FHWA to study interstate rest areas and liability and maintenance costs issues and provide recommendations as to methods for states to ensure competitive alternatives for interstate travelers and to provide

uniformity, rest area signage standards, and oasis identification conformity.

Electronic control module technology.—The conferees encourage the FHWA to work with interested parties to explore a standard of protocol for electronic control module technologies for access to and the relevant data to be recorded in this area.

Technology and deployment.—The conferees direct the FHWA to respond by December 1, 1999 to each of the recommendations presented in the Transportation Research Board report on technology deployment and report to the House and Senate Committees on Appropriations how FHWA will improve its mechanisms of technology transfer and evaluations. Within the funds provided for technology and deployment, the conferees encourage FHWA to provide up to $2,000,000 for the Center for Advanced Simulation Technology in New York and Auburn University for a transportation management plan.

INTELLIGENT TRANSPORTATION SYSTEMS

The conference agreement provides a total of $211,200,000 for intelligent transportation systems (ITS), of which $113,000,000 is available for ITS deployment and $98,200,000 is for ITS research and development. Within the funds made available for intelligent transportation systems, the conference agreement provides that not less than the following sums shall be available for intelligent transportation projects in these specified areas:

Project location	*Conference*
Albuquerque, New Mexico	$2,000,000
Arapahoe County, Colorado	1,000,000
Branson, Missouri	1,000,000
Central, Pennsylvania	1,000,000
Charlotte, North Carolina	1,000,000
Chicago, Illinois	1,000,000
City of Superior and Douglas County, Wisconsin	1,000,000
Clay County, Missouri	300,000
Clearwater, Florida	3,500,000
College Station, Texas	1,000,000
Central, Ohio	1,000,000
Commonwealth of Virginia	4,000,000
Corpus Christi, Texas	1,500,000
Delaware River, Pennsylvania	1,000,000
Fairfield, California	750,000
Fargo, North Dakota	1,000,000
Florida Bay County, Florida	1,000,000
Fort Worth, Texas	2,500,000
Grand Forks, North Dakota	500,000
Greater Metropolitan Capital Region, DC	5,000,000
Greater Yellowstone, Montana	1,000,000
Houma, Louisiana	1,000,000
Houston, Texas	1,500,000
Huntsville, Alabama	500,000
Inglewood, California	1,000,000
Jefferson County, Colorado	1,500,000
Kansas City, Missouri	1,000,000
Las Vegas, Nevada	2,800,000
Los Angeles, California	1,000,000
Miami, Florida	1,000,000
Mission Viejo, California	1,000,000
Monroe County, New York	1,000,000
Nashville, Tennessee	1,000,000
Northeast Florida	1,000,000
Oakland, California	500,000

Project location	*Conference*
Oakland County, Michigan	1,000,000
Oxford, Mississippi	1,500,000
Pennsylvania Turnpike, Pennsylvania	2,500,000
Pueblo, Colorado	1,000,000
Puget Sound, Washington	1,000,000
Reno/Tahoe, California/Nevada	500,000
Rensselaer County, New York	1,000,000
Sacramento County, California	1,000,000
Salt Lake City, Utah	3,000,000
San Francisco, California	1,000,000
Santa Clara, California	1,000,000
Santa Teresa, New Mexico	1,000,000
Seattle, Washington	2,100,000
Shenandoah Valley, Virginia	2,500,000
Shreveport, Louisiana	1,000,000
Silicon Valley, California	1,000,000
Southeast Michigan	2,000,000
Spokane, Washington	500,000
St. Louis, Missouri	1,000,000
State of Alabama	1,300,000
State of Alaska	3,000,000
State of Arizona	1,000,000
State of Colorado	1,500,000
State of Delaware	2,000,000
State of Idaho	2,000,000
State of Illinois	1,500,000
State of Maryland	2,000,000
State of Minnesota	7,000,000
State of Montana	1,000,000
State of Nebraska	500,000
State of Oregon	1,000,000
State of Texas	4,000,000
State of Vermont rural systems	1,000,000
States of New Jersey and New York	2,000,000
Statewide Transcom/Transmit upgrades, New Jersey	4,000,000
Tacoma Puyallup, Washington	500,000
Thurston, Washington	1,000,000
Towamencin, Pennsylvania	600,000
Wausau-Stevens Point-Wisconsin Rapids, Wisconsin	1,500,000
Wayne County, Michigan	1,000,000

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

Shenandoah Valley, Virginia.—The conference agreement includes $2,500,000 for Intelligent Transportation Systems (ITS) in Virginia's Shenandoah Valley. The conferees are encouraged by the opportunities to improve safety with ITS programs such as the collection and distribution of real time information, installation of dynamic message signs and safety monitors, coordination of emergency response, and other systems and encourage efforts with Shenandoah University, George Mason University and Virginia Tech.

Washington, D.C.—The conference agreement includes $5,000,000 for Intelligent Transportation Systems (ITS) in the national capital region. Within the amount provided, the conferees urge funding be made available to George Mason University to develop a system which coordinates ITS responses to major capital projects in Northern Virginia.

The conference report provides $98,200,000 for ITS research and development activities, to be distributed by activity as follows:

Research and development	$47,450,000

Operational tests	6,650,000
Evaluations	7,000,000
Architecture and standards	16,400,000
Integration	10,700,000
Mainstreaming	1,000,000
Program support	9,000,000
Total	98,200,000

Within the funds for research and development, the conferees encourage the FHWA to work with Drexel University to focus on the link between intelligent transportation systems and transportation infrastructure.

Within the funds provided for evaluations, the conferees encourage the FHWA to provide up to $1,000,000 for the testing and development of a smart commercial drivers license utilizing smart card and biometric elements to enhance safety and efficiency.

The conferees encourage the FHWA to consider establishing a program to test passive technology and incorporate the results into the department's development and implementation of a national standards regime.

FERRY BOATS AND FERRY TERMINAL FACILITIES

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

Project	*Conference*
Hokes Bluff, Alabama ferry	$350,000
LaPoint, Wisconsin ferry terminal	575,000
McClelland, Virgelle, and Carter ferry sites, Montana	1,500,000
New Bedford, Massachusetts ferry terminal	500,000
New London ferry terminal	800,000
North Carolina ferry system	2,000,000
Penn's landing ferry, Pennsylvania	1,500,000
Port Clinton, Ohio ferry and passenger terminal	1,000,000
Potomac River ferry	500,000
Savannah, Georgia water taxi	500,000
Seattle Elliott Bay water taxi	500,000
State of Hawaii for intra-island ferry service from Barbers Point to Honolulu Harbor	1,500,000

MAGNETIC LEVITATION TRANSPORTATION TECHNOLOGY DEPLOYMENT PROGRAM

Within the funds available for the magnetic levitation transportation technology deployment program, funds are to be available for the following projects and activities:

Administration	$1,000,000
Segmented rail phased induction electric magnetic motor (SERAPHIM) project	1,000,000
Port Authority of Allegheny County, Pennsylvania	3,500,000
Maryland Department of Transportation	2,250,000
California-Nevada super speed train commission	2,250,000
Florida Department of Transportation	2,250,000
Greater New Orleans Expressway Commission	2,250,000
Georgia/Atlanta Regional Commission	2,250,000
State of California	2,250,000

Segmented rail phased induction electric magnetic motor (SERAPHIM) project.—The conferees have provided $1,000,000 for the SERAPHIM project from program set-asides for low speed maglev research. This technology has been identified as a potential transit

option for the Colorado intermountain fixed guideway authority, Denver International Airport to Eagle County Airport corridor.

NATIONAL CORRIDOR PLANNING AND DEVELOPMENT PROGRAM

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

Project	*Conference*
Columbus port-of-entry realignment, Columbus, New Mexico	$1,000,000
Corridor 18, Texas	15,000,000
I–5, Washington	4,000,000
I–66, Kentucky	5,000,000
Mon-Fayette expressway, West Virginia	12,000,000
Route 2, New Hampshire, corridor planning	1,500,000
Stevenson Expressway, Chicago, Illinois	8,000,000
STH 29, Wisconsin development corridor, Chappewa Falls to Elk Mound	12,000,000

In addition, the conferees direct that $10,000,000 be available only to the states of Arizona, California, New Mexico and Texas for safety and enforcement enhancements such as portable scales, facilities, software, supplies, and equipment and leasing or purchase of land necessary to house additional OMCHS inspectors as well as to construct access and egress and other roadway improvements directly related to the efficient operation of the facilities.

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PROGRAM

The conference agreement provides a total of $35,000,000 for the transportation and community and system preservation program, of which $10,000,000 are derived from the administrative takedown. Within the funds available for the transportation and community and system preservation program, funds are to be available for the following projects and activities:

Project	*Conference*
Alabama Department of Transportation Statewide Dock Inventory Assesssment	$400,000
Albuquerque Downtown Transportation Management Program	600,000
Anchorage, Alaska Ship Creek redevelopment & port access planning	500,000
Arlington County, Virginia pedestrian, bicycle access and other transit improvements	500,000
Burlington, Vermont North Street revitalization project	400,000
City of New Haven, Connecticut trolley cars	250,000
City of Warwick, Rhode Island, Station Redevelopment Planning	300,000
Community and environmental transportation acceptability program of southern California	500,000
Concord, New Hampshire "20/20 Vision" small community planning guide	400,000
Denver, Colorado 16th Street Pedestrian Improvements	500,000
Desert Research Institute Air Quality Study	500,000
DuPage County, Illinois transportation alternatives development	750,000
Fairbanks, Alaska Riverwalk Centennial Bridge community connector project	1,000,000
Florence, Alabama pedestrian and other transportation improvements	1,000,000
Fort Worth, Texas corridor redevelopment and transit linkages	1,500,000
Green Bay, Wisconsin pedestrian improvements and livable communities projects	750,000
Houston, Texas Main Street corridor livable communities	500,000
Jackson, Mississippi Pearl River Airport Connector Study	1,000,000
Kalispell, Montana Bus Barn Facility	400,000
Knoxville, Tennessee electric transit project	500,000
Lufkin, Texas Small Town Livability Demonstration Project	400,000

Project	*Conference*
Metrowest regional transportation study, Massachusetts	250,000
Monmouth, County, New Jersey pedestrian improvements	300,000
Montclair New Jersey connection transit livable communities	250,000
Muncie, Indiana community connectors	250,000
New Rochelle, New York intermodal center	500,000
North Jersey transportation planning authority	800,000
Northwest Michigan transportation use initiative	125,000
Omaha, Nebraska "Back to the River" community project and pedestrian access	2,000,000
Pennsylvania Avenue traffic mitigation measures	500,000
Putnam County, West Virginia—Route 35 management plan	450,000
Raton, New Mexico historic rehabilitation project	600,000
Richmond, Virginia Main Street intermodal facility	1,750,000
River Market/College Station, Arkansas livable communities	750,000
San Francisco, California civic center plaza	1,075,000
South Amboy, New Jersey regional multimodal transportation initiative	250,000
State of Oregon TCSP Program	500,000
Utah-Colorado "Isolated Empire" Rail Connector Study	1,000,000
White Plains, New York TRANSCENTER pedestrian improvements	1,000,000

BRIDGE DISCRETIONARY PROGRAM

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

Project	*Conference*
Florida Memorial Bridge	$12,000,000
Hoover Dam	9,000,000
Naheola Bridge, Alabama	5,000,000
Paso Del Norte International Bridge	1,200,000
Turner Diagonal Bridge, Kansas City, Kansas	3,000,000
Union Village Bridge, Thetford and Cambridge Junction Bridge, Cambridge, Vermont	2,000,000
US 82 to Mississippi River Bridge, Greenville, Washington County, Mississippi	9,000,000
Williamston-Marietta Bridge, Wood County, West Virginia	4,000,000
Witt-Penn Bridge, New Jersey	3,000,000

FEDERAL LANDS

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

Project	*Conference*
Austin Junction-Baker County Line section of US 26, Oregon	$6,500,000
Big Mountain, Montana	2,500,000
Blackstone Valley National Heritage Corridor, Rhode Island	2,000,000
Boyer Chute National Wildlife Refuge, Nebraska	1,500,000
Chincoteague National Wildlife Refuge, Virginia	1,000,000
Chugach National Forest, Bird Creek road widening and public safety project	1,000,000
Daniel Boone Parkway, Kentucky	2,000,000
Delaware River Water Gap National Recreational Area, New Jersey	3,400,000
Donlin Creek access road, Alaska	500,000
Hakalau Forest National Wildlife Refuge	400,000
Harpers Ferry National Historical Park Shoreline Drive improvements, West Virginia	2,400,000
Highway 117 feasibility study, Louisiana	500,000
Highway 323 upgrade between Alzada and Ekalaka, Montana	2,200,000
Historic Columbia River Highway state trail, Oregon	500,000
Katmai National Park, Lake Camp access	1,100,000
Kealia Pond National Wildlife Refuge	1,100,000
Kenai Fjords National Park	1,100,000
Kenai Peninsula road and trail improvements	500,000
Lemhi Pass Road, west of Clark Canyon dam, Montana	2,000,000

Project	*Conference*
New Mexico Route 4 Jemez Pueblo Bypass, New Mexico	500,000
New River Gorge National River, pave and realign Cunard Road, West Virginia	960,000
North Fork Road in Columbia Falls, Montana	2,400,000
Puukohola Heiau National Historic Site	2,000,000
Snoqualmie Valley, Washington (Forest Service)	2,000,000
Soldier Hollow improvements and Bear River migratory bird refuge access road	3,000,000
SR 248, Utah	3,700,000
Timucuan Preserve Road, Florida	1,000,000
US 89, west boundary to Bishoff Canyon, Idaho	2,000,000

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

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of $26,000,000,000 for the federal-aid highways program instead of $26,125,000,000 as proposed by the House and $26,300,000,000 as proposed by the Senate.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of $105,000,000 for motor carrier safety grants as proposed by the House. The Senate bill provided $155,000,000.

MOTOR CARRIER SAFETY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The conference agreement includes a limitation on obligations of $105,000,000 for motor carrier safety grants proposed by the House and the Senate. This agreement allocates funding in the following manner:

Basic motor carrier safety grants	$75,881,250
Performance-based incentive grants	8,431,250
Border assistance and priority initiatives	9,500,000
State training and administration	1,187,500
Information systems	3,200,000
Motor carrier analysis	1,100,000
Implementation of PRISM	4,875,000
Driver program	825,000
Total	105,000,000

Commercial drivers license program.—The Office of Motor Carriers shall work with states to assure that they have the most up-to-date driving record for people that hold a commercial driver's license (CDL) and that this information can be easily transferred. A

report on the office's efforts to the House and Senate Appropriations Committees is due May 1, 2000.

Also on May 1, 2000, the FHWA shall submit a report on their planned remedies to the vulnerabilities in the CDL program, as required in the Senate report accompanying the bill.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

The conference agreement provides $87,400,000 from the general fund for highway and traffic safety activities as proposed by the House. The Senate did not provide a general fund appropriation for NHTSA's operations and research activities. Instead, the Senate provided $72,900,000 from the Highway Trust Fund for these activities.

A total of $62,928,000 shall remain available until September 30, 2002 as proposed by the House. The Senate made $48,843,000 available until September 30, 2001.

The agreement includes a provision that prohibits NHTSA from obligating or expending funds to plan, finalize, or implement any rulemakings that would add requirements pertaining to tire grading standards that are different from those standards already in effect. This provision was contained in both the House and Senate bills.

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

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

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

Salaries and benefits	$52,643,000
Travel	1,155,000
Operating expenses	18,409,000
Contract programs:	
Safety performance	3,429,000
Safety assurance	9,045,000
Highway safety programs	37,513,000
Research and analysis	48,901,000
General administration	645,000
Grant administration reimbursements	−10,340,000
Total	161,400,000

Staffing.—The conference agreement does not provide any funding for the 14 new staff requested by NHTSA. The agency currently has a number of vacancies that need to be filled prior to hiring new staff (−$890,000).

Operating expenses.—Due to budget constraints, the conference agreement deletes all funds for the air bag on/off switch project because the requests for applications have not materialized as expected. NHTSA should report to the House and Senate Committees on Appropriations annually on the level of applications. Within the existing operating expense budget, NHTSA can fulfill legal data

collection requirements for this project through the use of existing staff and funds.

Travel.—The conference agreement deletes all of the requested travel increase except $30,000. This should be used to fund travel related to international harmonization activities (−$346,000).

Human resource information system.—Funding is deleted for the human resource information system throughout the department (−$223,000).

New car assessment program.—The conference agreement provides an increase for the new car assessment program (+$223,000) to assure that NHTSA has sufficient funds to conduct enough crash tests to provide consumers information on the majority of new vehicles.

Safe Communities.—Funding has been deleted for the safe communities program, consistent with action taken by both the House and the Senate (−$1,401,000).

Drivers license identification.—Funding has been denied for the drivers license identification program, consistent with action taken by both the House and the Senate (−$264,000).

Head injury research.—Within the emergency medical services program, $750,000 shall be used to initiate the third phase of head injury prehospital protocols. The conferees encourage NHTSA to continue working with Aitkens Neuroscience Center during this phase of the program and to initiate training of emergency medical services personnel in as many states of possible.

Aggressive driving.—A total of $1,000,000 has been provided to develop and implement a regional education and driver modification program to combat aggressive driving in Maryland, Virginia, and the District of Columbia.

Rural trauma.—The conference agreement allocates $875,000 to initiate a project at the University of South Alabama on rural vehicular trauma victims, as proposed by the Senate.

Biomechanics.—At a minimum, NHTSA should continue to support the biomechanics program at the 1999 level. The conferees are very supportive of the work being conducted by the crash injury research and engineering network.

The conference agreement has also provided $1,250,000 to fund the development of a comprehensive integrated research program in injury sciences at the University of Alabama at Birmingham, as detailed in the Senate report.

State data program.—The conferees urge NHTSA to work with the State of Montana and Yellowstone County Traffic Safety Commission to develop a statewide hospital emergency department database and a statewide hospital discharge data system so that this state can begin participating in the Crash Outcome Data Evaluation System in the near future.

Grant administration.—Under TEA21, NHTSA may draw up to five percent of its administrative costs for the grant program. The conference agreement reflects a five-percent draw down.

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

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

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides $206,800,000 to liquidate contract authorizations for highway traffic safety grants, as proposed by both the House and the Senate.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The conference agreement limits obligations for highway traffic safety grants to $206,800,000 as proposed by both the House and the Senate. A total of $10,340,000 has been provided for administration of the grant programs instead of $9,973,000 as proposed by both the House and the Senate. Of this total, not more than $7,640,000 of the funds made available for section 402, not more than $500,000 of the funds made available for section 405, not more than $1,800,000 of the funds made available for section 410, and not more than $400,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23. This language is necessary to ensure that each grant program does not contribute more than five percent of the total administrative costs.

As noted within the Federal Highway Administration, the conference agreement allocates $7,500,000 for child passenger protection education grants. The amount is the same as proposed by the Senate but the funding is not explicitly transferred, in bill language, to NHTSA as proposed by the Senate. The conferees believe that FHWA should make these funds available to NHTSA to carry out the provision of Public Law 105–178. The House bill contained no similar appropriation.

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

The conference agreement prohibits the use of funds for construction, rehabilitation or remodeling costs, or for office furnishings and fixtures for state, local, or private buildings or structures, as proposed by both the House and the Senate.

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

State and community grants	$152,800,000
Occupant protection incentive grants	10,000,000

State highway data improvement grants	8,000,000
Alcohol incentive grants	36,000,000

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

The conference agreement appropriates $94,288,000 for safety and operations instead of $94,448,000 as proposed by the House and $91,789,000 as proposed by the Senate. Of the total amount, $6,800,000 shall remain available until expended, as proposed by the House instead of $6,700,000 as proposed by the Senate.

The following adjustments were made to the budget estimate:

Deny half-year funding for 7 new positions	−$400,000
Delete funding for human resource information system	−253,000
Reduce contract support	−250,000
Decrease funding for information technology initiative	−771,000
Credit availability study	+150,000
Operation lifesaver	+350,000
Net adjustment to budget request	−1,174,000

Restructuring and staffing flexibility implementation report.—The conferees direct FRA to provide a detailed report on the consolidation of offices of the Administrator, Railroad Safety, and the administrative activities of the research and next generation high-speed rail accounts over the first three quarters of fiscal year 2000. Using fiscal year 1999 end-of-year staffing levels as a base, the agency shall chart how staffing flexibility is implemented, detailing the movements of personnel and staff hours among administrative, research, and safety activities. In addition, comparisons between the first three quarters of fiscal year 1999 and the first three quarters of fiscal year 2000 shall be made using the following measures: number of track miles inspected; number of freight miles inspected; number of site-specific safety inspections performed; number of enforcement cases closed; and amount of civil penalty assessments collected or settled.

Fiscal year 2001 budget presentation.—The FRA is directed to provide supporting documentation in the fiscal year 2001 budget justification at the same level of detail as that specified in the fiscal year 1999 budget.

Information technology.—FRA shall submit a detailed spending plan for the agency's new information technology system, as specified in the Senate report, as part of its fiscal year 2001 budget justification.

Small railroad investment needs and financial study options.—A total of $150,000 has been provided to study small railroad investment needs and financial options; to determine the public interest benefits associated with light density rail networks in the states and their contribution to a multi-modal transportation system; and to demonstrate the relationship of light density railroad services to the statutory responsibilities of the Secretary, including those under Title 23.

Operation lifesaver.—The conference agreement increases funding for Operation Lifesaver $350,000 above the budget request, for a total program level of $950,000. This funding will support initial work on a national public service campaign to increase awareness

of highway-rail grade crossing safety and trespass prevention. The conferees stress the importance of implementing a unified campaign that has the financial and technical support of the railroad industry, FRA and the law enforcement community.

Valley trains and tours.—The conferees continue to be supportive of scenic passenger rail service in Shenandoah County, Virginia and encourage FRA to continue participating in this effort with Valley trains and tours, the Commonwealth of Virginia, and Norfolk Southern.

The conference report deletes two language provisions contained in the Senate bill: (1) requiring FRA to reimburse the Department of Transportation's Inspector General $1,000,000 for the costs associated with rail audits and investigations; and (2) permitting the Administrator to transfer up to 10 percent of the funds specified for the safety and operations office. The House bill contained no similar provisions.

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

RAILROAD RESEARCH AND DEVELOPMENT

The conference agreement provides $22,464,000 for railroad research and development instead of $21,300,000 as proposed by the House and $22,364,000 as proposed by the Senate.

T–6.—The conference agreement provides $500,000 for the T–6 research vehicle.

Full-scale crash test.—A total of $1,800,000 has been provided for the full-scale crash test of rail passenger equipment at the Transportation Test Center.

Safety research.—A total of $1,000,000 has been allocated to four safety research programs: (1) $250,000 for the Center of Advanced Vehicle Technologies at the University of Alabama to test the interoperability of vehicle proximity alert systems; (2) $250,000 for Marshall University and the University of Nebraska to develop integrated track stability assessment and monitoring system using site-specific geo-technical/spatial parameters and remote sensing technologies; (3) $250,000 for Montana State University at Bozeman to pilot real-time diagnostic monitoring of rail rolling stock; and (4) $250,000 to the University of Missouri-Rolla to work on advanced composite materials for use in repairing and rehabilitating aging railroad bridges.

Railcar weight study.—The conferees encourage FRA to conduct a study regarding track and bridge requirements for handling 286,000-pound rail cars, as specified in the House report.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The conference agreement includes bill language proposed by both the House and Senate specifying that no new direct loans or loan guarantee commitments can be made using federal funds for

the payment of any credit premium amount during fiscal year 2000. No federal appropriation is required since a non-federal infrastructure partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings.

NEXT GENERATION HIGH-SPEED RAIL

The conference agreement provides $27,200,000 for the next generation high-speed rail program instead of $22,000,000 as proposed by the House and $20,500,000 as proposed by the Senate. The following table summarizes the conference agreement by budget activity:

Train control projects:	
Illinois project	$6,500,000
Michigan project	3,000,000
Alaska project	5,000,000
Transportation safety research alliance	500,000
Non-electric locomotives:	
Advanced locomotive propulsion system	4,000,000
Prototype locomotives	3,000,000
Grade crossings and innovative technologies:	
North Carolina sealed corridor	400,000
Mitigating hazards	2,500,000
Low-cost technologies	1,100,000
Track and structures	1,200,000
Total	27,200,000

Rail-highway crossing hazard eliminations.—Under section 1103 of TEA21, an automatic set-aside of $5,250,000 a year is made available for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for these funds. Of these set-aside funds, the following allocations are made:

North Carolina's sealed corridor initiative	$750,000
High-speed rail corridor between Washington, D.C. and Richmond, VA	750,000
High-speed rail corridor between Mobile, AL and New Orleans, LA	1,000,000
Along the Empire Corridor between Schenectady and New York City, NY	500,000
High-speed rail corridor in Linn and Multnomah counties, OR	500,000
Along the Stampede Pass, near Yakima, WA	750,000
State of Wisconsin	750,000
Minneapolis/St. Paul to Chicago corridor	250,000

Grade crossing safety.—FRA and the Federal Highway Administration (FHWA) should work with the states to identify the ten most deadly crossings in each state and identify ways that these crossings could be closed or reconfigured to reduce the dangers. The conferees believe that focusing on the most dangerous crossings in each state would greatly reduce the likelihood of fatal accidents. FRA and FHWA shall identify those crossings and the mitigations under consideration in a report to the House and Senate Committees on Appropriations by August 1, 2000.

In addition to these activities, FRA, in conjunction with NHTSA and FHWA, should initiate an evaluation assessing the costs, benefits, and impacts of state grade crossing safety laws. These evaluations should establish the basis for FRA to develop model state laws to promote grade crossing safety.

ALASKA RAILROAD REHABILITATION

The conference agreement provides $10,000,000 for the Alaska Railroad instead of $14,000,000 as proposed by the Senate. The House bill contained no similar appropriation. This funding should be used to continue ongoing track rehabilitation.

RHODE ISLAND RAIL DEVELOPMENT

Total funding for the Rhode Island rail development project is $10,000,000 as proposed by both the House and the Senate. Language has been included which directs that obligation of these funds is subject to authorization of the program.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The conference agreement provides $571,000,000 for capital grants to the National Railroad Passenger Corporation (Amtrak) as proposed by the Senate instead of $570,976,000 as proposed by the House. Bill language, as proposed by the House, is retained that limits the Secretary from obligating more than $228,400,000 of the funding provided to the National Railroad Passenger Corporation prior to September 30, 2000. The Senate bill contained no similar provision.

Vermont service.—The conferees direct Amtrak to provide a report to the Appropriations Committees on the capital costs necessary to upgrade the rail line between Hoosick Falls, New York and Burlington, Vermont to passenger rail standards no later than November 30, 1999.

Fencing along the Northeast Corridor.—The conferees recognize that Amtrak has made progress in enhancing safety along the tracks where high-speed rail will be operating. Amtrak should continue to work closely with the Northeast Corridor community, as well as state transit officials and owners of the track, to identify danger spots and install perimeter fencing along the Corridor, wherever needed. In particular, Amtrak should continue to focus on increased community coordination in urbanized areas where there have been problems or community concerns have been expressed, such as Attleboro, Foxboro, Mansfield, and Sharon, Massachusetts. Amtrak should make it a high priority to ensure that the fencing improvements for these areas be completed before high-speed rail is operational.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

The conference agreement provides $60,000,000 for administrative expenses of the Federal Transit Administration as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $12,000,000 from the general fund and $48,000,000 from the Highway Trust Fund, as proposed by both the House and the Senate. The conference agreement provides that the general fund appropriation shall be available through September 30, 2000, as proposed by the House.

The agreement includes a provision that transfers $1,500,000 from funds made available for administrative expenses to the Inspector General to reimburse costs associated with audit and financial reviews of major transit projects, instead of $800,000 from project management oversight funds as proposed by the House. The Senate bill proposed that $9,000,000 from funds under this heading shall be used to reimburse the Inspector General for costs associated with audits and investigations of all transit-related issues and systems.

Full-time equivalent (FTE) staff years.—The conference agreement provides that the FTE level in fiscal year 2000 shall not rise in excess of 485 FTE, the same level as provided in fiscal year 1999. Additional staffing increases may be considered by the House and Senate Committees on Appropriations through the regular reprogramming process.

Information technology activities.—The conferees have deleted funding requested for the development of the human resources information system (−$200,000).

In addition, the conferees have deferred consideration of several information technology activities (−$2,500,000), since the FTA has not been able to inform the House and Senate Committees on Appropriations in a timely manner of the out-year financial requirements to complete systems review, development and acquisition. The House and Senate Committees on Appropriations may consider providing funds for these activities through the regular reprogramming process.

Project management oversight reviews.—The conferees agree that the FTA shall increase its financial management oversight reviews within the funds provided for section 23 activities and direct the FTA to provide not less than $4,500,000 for such financial management oversight activities in fiscal year 2000.

Full funding grant agreements.—The conference agreement includes a provision (sec. 347) that requires the FTA to notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking 60 days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the conferees direct the FTA to include therein the following: (a) a copy of the proposed full funding grant agreement; (b) the total and annual federal appropriations required for that project; (c) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2003; (d) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; and (e) a financial analysis of the project's cost and sponsor's ability to finance, which shall be conducted by an independent examiner and shall include an assessment of the capital cost estimate and the finance plan; the source and security of all public- and private-sector financial instruments, the project's operating plan which enumerates the project's future revenue and ridership forecasts, and planned contingencies and risks associated with the project.

The conferees also direct the FTA to inform the House and Senate Committees on Appropriations before approving scope

changes in any full funding grant agreement. When submitting such notification to the House and Senate Committees on Appropriations, the FTA shall include a finance plan that details how the project sponsor shall finance the costs to complete the revised project.

FTA is directed to enter into full funding grant agreements only when there are no outstanding issues which would have a material effect on the estimated cost of the project or on the local financial commitment to complete the project under the terms of the agreement. Areas which FTA should consider in ensuring that this condition is met include: the degree of certainty, and any remaining risks in, capital cost estimates and the availability of adequate contingency funds to cover increases in capital costs due to uncertainty; any unresolved issues with respect to non-federal sources of funding for the project (e.g., the need for further legislative action, bond referenda, or other actions to finalize the availability of non-federal funds); and the need for acquisition of existing railroad rights-of-way. FTA should enter into new full funding grant agreements during the final design phase. While a specific level of final design approval cannot be specified because of differences in each project development process, the conferees agree that the agreement should be entered into only once there is no longer a risk that cost estimates are likely to change more than the estimated contingent amounts, and there is no longer a risk that a major part of the local funding will not be made available.

Bus rapid transit.—Up to $2,000,000 of funds appropriated under this heading may be used, at the discretion of the Administrator, to support on-going activities related to bus rapid transit.

FORMULA GRANTS

The conference agreement provides a total program level of $3,098,000,000 for transit formula grants, as proposed by both the House and the Senate. Within this total, the conference agreement appropriates $619,600,000 from the general fund as proposed by both the House and the Senate. The conference agreement provides that the general fund appropriation shall be available until expended.

The conference agreement provides that funding made available for the clean fuel formula grant program under this heading shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".

The FTA, when evaluating the local financial commitment of new rail extension or busway projects, shall consider the extent to which the projects' sponsors have used the appreciable increases in the formula grants apportionments for alternative analyses and preliminary engineering activities of such systems.

UNIVERSITY TRANSPORTATION RESEARCH

The conference agreement provides a total program level of $6,000,000 for university transportation research as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $1,200,000 from the general fund as pro-

posed by both the House and the Senate. The conference agreement provides that the general fund appropriation shall be available until expended.

TRANSIT PLANNING AND RESEARCH

The conference agreement provides a total program level of $107,000,000 for transit planning and research as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $21,000,000 from the general fund as proposed by both the House and Senate. The conference agreement provides that the general fund appropriation shall be available until expended.

Within the funds appropriated for transit planning and research, $5,250,000 is provided for rural transportation assistance; $4,000,000 is provided for the National Transit Institute; $8,250,000 is provided for transit cooperative research; $49,632,000 is provided for metropolitan planning; $10,368,000 is provided for state planning and research; and $29,500,000 is provided for national planning and research.

Transit cooperative research.—The FTA is directed to conduct an assessment of the benefits of new transit investments compared with investments in maintaining existing infrastructure. Such an assessment shall be conducted using funds provided for transit cooperative research.

The transit cooperative research program is currently performing an analysis of the over-the-road bus accessibility program, which is to include data on the total capital needs of operators, compliance deadlines, and the current matching fund requirements. The House and Senate Committees on Appropriations expect that the analysis will be completed and provided to the Committees by March 1, 2000.

National planning and research.—Within the funding provided for national planning and research, the Federal Transit Administration shall make available the following amounts for the programs and activities listed below:

Zinc-air battery bus technology demonstration	$1,000,000
Electric vehicle information sharing and technology transfer program	750,000
Portland, Maine independent transportation network	500,000
Wheeling, West Virginia mobility study	250,000
Washoe County, Nevada transit technology (TEA21)	1,250,000
MBTA, Massachusetts advanced electric transit buses and related infrastructure (TEA21)	1,500,000
Palm Springs, California fuel cell buses (TEA21)	1,000,000
Gloucester, Massachusetts intermodal technology center (TEA21)	1,500,000
SEPTA, Philadelphia, Pennsylvania advanced propulsion control system (TEA21)	3,000,000
Project ACTION (TEA21)	3,000,000
Advanced transportation and alternative fueled vehicle technology consortium (CALSTART)	3,250,000
International program	1,000,000
Safety and security programs	5,450,000
Santa Barbara Electric Transit Institute	500,000
Pittsfield economic development authority electric bus program	1,350,000
Citizens for modern transit, Missouri	300,000
Hennepin County community transportation, Minnesota	1,000,000

The conference agreement deletes funding requested for an information outreach program (−$200,000).

The conferees direct the FTA to undertake a project, in partnership with the transit industry, to identify the common accident causal factors, how to collect data on those factors, and how such information collection might be incorporated into the National Transit Database safety collection process.

International program.—The conference agreement includes $1,000,000 for the international program as authorized in section 5312(e) of title 49. The conferees have provided these funds to address transportation needs in the frontline states to the Kosovo conflict.

Fuel cell bus and bus facilities program.—None of the funds available under this heading shall supplement funding provided under section 3015(b) of Public Law 105–178 for the fuel cell bus and bus facilities program.

Transit data base.—The conferees are aware that state and local governments, transit industry personnel, and academic institutions rely heavily on operational data contained in the transit data base. The publication of this data is not timely, and excludes some performance statistics that may be particularly helpful to all parties. The conferees encourage the FTA to work with the National Academy of Sciences (NAS) to design a new transit data base, comprised of operational and performance measurements and financial data necessary to fulfill FTA's statutory responsibilities in distributing formula grants, while providing meaningful data for state and local governments, transit industry personnel, and academic institutions. Special attention should be paid to developing clear instructions to grantees and employing computer-based electronic data storage and access techniques. The NAS is encouraged to consult with the American Public Transit Association in developing the new transit data base model.

FTA shall submit the recommended transit data base design to the House and Senate Committees on Appropriations and to the General Services Administration for review by May 31, 2000. FTA shall utilize existing administrative funds to implement the new transit data base design, and shall utilize the new design in the fiscal year 2001 cycle of federal grantee reports.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides $4,929,270,000 in liquidating cash for the trust fund share of transit expenses instead of $4,638,000,000 as proposed by both the House and the Senate.

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides a total program level of $2,451,000,000 for capital investment grants, as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $490,200,000 from the general fund as proposed by both the House and the Senate.

Within the total program level, $980,400,000 is provided for fixed guideway modernization; $490,200,000 is provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities; and $980,400,000 is provided for new fixed guideway systems, as proposed by both the House and the Senate. Funds derived from the formula grants program totaling $50,000,000 are to be transferred and merged with funds provided for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities under this heading.

The conference agreement deletes language proposed by the Senate that would have required the Administrator of the Federal Transit Administration, not later than 60 days after the enactment of this Act, to individually submit to the congressional transit appropriations and authorizing committees the recommended grant funding levels for the respective bus and bus-related facilities projects listed in the Senate bill. The House bill contained no similar provision.

Three-year availability of section 5309 discretionary funds.—The conference agreement includes a provision that permits the administrator to reallocate discretionary new start and bus facilities funds from projects which remain unobligated after three years. The conferees, however, direct the FTA not to reallocate funds provided in the fiscal year 1997 Department of Transportation and Related Agencies Appropriations Act for the New Orleans Streetcar project; the New York Whitehall ferry terminal project; the Hartford, Connecticut Griffin line project; the Virginia Railway Express Quantico bridge project; the New Rochelle, New York intermodal facility; the San Joaquin, California downtown transit center project; and the Hood River, Oregon bus project.

Should additional funds from previous appropriations Acts be available for reallocation, the FTA is directed to reprogram these funds after notification to and approval of the House and Senate Committees on Appropriations and only to the extent that those projects are able to fully obligate additional resources in the course of fiscal year 2000. With respect to reallocation of discretionary bus funds, the FTA is directed to reallocate funds only to those projects identified in the Department of Transportation and Related Agencies Appropriations Act, 2000, after notification to and approval of the House and Senate Committees on Appropriations.

Bus and bus facilities.—The conference agreement provides $490,200,000, together with $50,000,000 transferred from "Federal Transit Administration, Formula grants" and merged with funding provided under this heading for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. In addition, approximately $1,470,000 in recoveries is available for reallocation. Funds provided for buses and bus facilities are to be distributed as follows:

Bus and bus facilities project designations for fiscal year 2000

State and project	*Conference*
Alaska—Anchorage Ship Creek intermodal facility	$4,500,000
Alaska—Fairbanks intermodal rail/bus transfer facility	2,000,000
Alaska—Juneau downtown mass transit facility	1,500,000
Alaska—North Star Borough-Fairbanks intermodal facility	3,000,000

Bus and bus facilities project designations for fiscal year 2000—Continued

State and project	*Conference*
Alaska—Wasilla intermodal facility	1,000,000
Alaska—Whittier intermodal facility and pedestrian overpass	1,155,000
Alabama—Alabama statewide rural bus needs	2,500,000
Alabama—Baldwin Rural Area Transportation System buses	1,000,000
Alabama—Birmingham intermodal facility	2,000,000
Alabama—Birmingham-Jefferson County buses	1,250,000
Alabama—Cullman buses	500,000
Alabama—Dothan Wiregrass Transit Authority vehicles and transit facility	1,000,000
Alabama—Escambia County buses and bus facility	100,000
Alabama—Gees Bend Ferry facilities, Wilcox County	100,000
Alabama—Marshall County buses	500,000
Alabama—Huntsville International Airport intermodal center	3,500,000
Alabama—Huntsville intermodal facility	1,250,000
Alabama—Huntsville Space and Rocket Center intermodal center	3,500,000
Alabama—Jasper buses	50,000
Alabama—Jefferson State Community College/University of Montevallo pedestrian walkway	200,000
Alabama—Mobile waterfront terminal complex	5,000,000
Alabama—Montgomery Union Station intermodal center and buses	3,500,000
Alabama—Valley bus and bus facilities	110,000
Arkansas—Arkansas Highway and Transit Department buses	2,000,000
Arkansas—Arkansas state safety and preventative maintenance facility	800,000
Arkansas—Fayetteville, University of Arkansas Transit System buses	500,000
Arkansas—Hot Springs, transportation depot and plaza	1,560,000
Arkansas—Little Rock, Central Arkansas Transit buses	300,000
Arizona—Phoenix bus and bus facilities	3,750,000
Arizona—Phoenix South Central Avenue transit facility	500,000
Arizona—San Luis bus	70,000
Arizona—Tucson buses	2,555,000
Arizona—Yuma paratransit buses	125,000
California—California Mountain Area Regional Transit Authority fueling stations	80,000
California—Culver City, CityBus buses	1,250,000
California—Davis, Unitrans transit maintenance facility	625,000
California—Healdsburg, intermodal facility	1,000,000
California—I–5 Corridor intermodal transit centers	1,250,000
California—Livermore automatic vehicle locator program	1,000,000
California—Lodi multimodal facility	850,000
California—Los Angeles County Metropolitan transportation authority buses	3,000,000
California—Los Angeles County Foothill Transit buses and HEV vehicles	1,750,000
California—Los Angeles Municipal Transit Operators Coalition	2,250,000
California—Los Angeles, Union Station Gateway Intermodal Transit Center	1,250,000
California—Maywood, Commerce, Bell, Cudahy, California buses and bus facilities	800,000
California—Modesto, bus maintenance facility	625,000
California—Monterey, Monterey-Salinas buses	625,000
California—Orange County, bus and bus facilities	2,000,000
California—Perris bus maintenance facility	1,250,000
California—Redlands trolley project	800,000
California—Sacramento CNG buses	1,250,000
California—San Bernardino Valley CNG buses	1,000,000
California—San Bernardino train station	3,000,000
California—San Diego North County buses and CNG fueling station	3,000,000
California—Contra Costa County Connection buses	250,000
California—San Francisco, Islais Creek maintenance facility	1,250,000
California—Santa Barbara buses and bus facility	1,750,000
California—Santa Clarita bus maintenance facility	1,250,000
California—Santa Cruz buses and bus facilities	1,755,000
California—Santa Maria Valley/Santa Barbara County buses	240,000
California—Santa Rosa/Cotati, Intermodal Transportation Facilities	750,000
California—Westminster senior citizen vans	150,000
California—Windsor, Intermodal Facility	750,000

Bus and bus facilities project designations for fiscal year 2000—Continued

State and project	*Conference*
California—Woodland Hills, Warner Center Transportation Hub	625,000
Colorado—Boulder/Denver, RTD buses	625,000
Colorado—Colorado Association of Transit Agencies	8,000,000
Colorado—Denver, Stapleton Intermodal Center	1,250,000
Connecticut—New Haven bus facility	2,250,000
Connecticut—Norwich buses	2,250,000
Connecticut—Waterbury, bus facility	2,250,000
District of Columbia—Fuel cell bus and bus facilities program, Georgetown University	4,850,000
District of Columbia—Washington, D.C. Intermodal Transportation Center, District	2,500,000
Delaware—New Castle County buses and bus facilities	2,000,000
Delaware—Delaware buses and bus facility	500,000
Florida—Daytona Beach, Intermodal Center	2,500,000
Florida—Gainesville hybrid-electric buses and facilities	500,000
Florida—Jacksonville buses and bus facilities	1,000,000
Florida—Lakeland, Citrus Connection transit vehicles and related equipment	1,250,000
Florida—Miami Beach, electric shuttle service	750,000
Florida—Miami-Dade Transit buses	2,750,000
Florida—Orlando, Lynx buses and bus facilities	2,000,000
Florida—Orlando, Downtown Intermodal Facility	2,500,000
Florida—Palm Beach buses	1,000,000
Florida—Tampa HARTline buses	500,000
Georgia—Atlanta, MARTA buses	13,500,000
Georgia—Chatham Area Transit Bus Transfer Center and buses	3,500,000
Georgia—Georgia Regional Transportation Authority buses	2,000,000
Georgia—Georgia statewide buses and bus-related facilities	2,750,000
Hawaii—Hawaii buses and bus facilities	2,250,000
Hawaii—Honolulu, bus facility and buses	2,000,000
Iowa—Ames transit facility expansion	700,000
Iowa—Cedar Rapids intermodal facility	3,500,000
Iowa—Clinton transit facility expansion	500,000
Iowa—Fort Dodge, Intermodal Facility (Phase II)	885,000
Iowa—Iowa City intermodal facility	1,500,000
Iowa—Iowa statewide buses and bus facilities	2,500,000
Iowa—Iowa/Illinois Transit Consortium bus safety and security	1,000,000
Illinois—East Moline transit center	650,000
Illinois—Illinois statewide buses and bus-related equipment	8,200,000
Indiana—Gary, Transit Consortium buses	1,250,000
Indiana—Indianapolis buses	5,000,000
Indiana—South Bend Urban Intermodal Transportation Facility	1,250,000
Indiana—West Lafayette bus transfer station/terminal (Wabash Landing)	1,750,000
Kansas—Girard buses and vans	700,000
Kansas—Johnson County farebox equipment	250,000
Kansas—Kansas City buses	750,000
Kansas—Kansas Public Transit Association buses and bus facilities	1,500,000
Kansas—Girard, Southeast Kansas Community Action Agency maintenance facility	480,000
Kansas—Topeka Transit downtown transfer facility	600,000
Kansas—Wichita buses and bus facilities	2,500,000
Kentucky—Transit Authority of Northern Kentucky (TANK) buses	2,500,000
Kentucky—Kentucky (southern and eastern) transit vehicles	1,000,000
Kentucky—Lexington (LexTran) maintenance facility	1,000,000
Kentucky—River City buses	1,500,000
Louisiana—Louisiana statewide buses and bus-related facilities	5,000,000
Massachusetts—Atteboro intermodal transit facility	500,000
Massachusetts—Brockton intermodal transportation center	1,100,000
Massachusetts—Greenfield Montague buses	500,000
Massachusetts—Merrimack Valley Regional Transit Authority bus facilities	467,500
Massachusetts—Montachusett buses and park-and-ride facilities	1,250,000
Massachusetts—Pioneer Valley alternative fuel and paratransit vehicles	650,000
Massachusetts—Pittsfield intermodal center	3,600,000

Bus and bus facilities project designations for fiscal year 2000—Continued

State and project	*Conference*
Massachusetts—Springfield, Union Station	1,250,000
Massachusetts—Swampscott buses	65,000
Massachusetts—Westfield intermodal transportation facility	500,000
Massachusetts—Worcester, Union Station Intermodal Transportation Center	2,500,000
Maryland—Maryland statewide bus facilities and buses	11,500,000
Michigan—Detroit, transfer terminal facilities	3,963,000
Michigan—Detroit, EZ Ride program	287,000
Michigan—Menominee-Delta-Schoolcraft buses	250,000
Michigan—Michigan statewide buses	22,500,000
Michigan—Port Huron, CNG fueling station	500,000
Minnesota—Duluth, Transit Authority community circulation vehicles	1,000,000
Minnesota—Duluth, Transit Authority intelligent transportation systems	500,000
Minnesota—Duluth, Transit Authority Transit Hub	500,000
Minnesota—Greater Minnesota transit authorities	500,000
Minnesota—Northstar Corridor, Intermodal Facilities and buses	10,000,000
Minnesota—Twin Cities metropolitan buses and bus facilities	10,000,000
Missouri—Columbia buses and vans	500,000
Missouri—Southeast Missouri transportation service rural, elderly, disabled service	1,250,000
Missouri—Franklin County buses and bus facilities	200,000
Missouri—Jackson County buses and bus facilities	500,000
Missouri—Kansas City Area Transit Authority buses and Troost transit center	2,500,000
Missouri—Missouri statewide bus and bus facilities	3,500,000
Missouri—OATS Transit	1,500,000
Missouri—St. Joseph buses and vans	500,000
Missouri—St. Louis buses	2,000,000
Missouri—St. Louis, Bi-state Intermodal Center	1,250,000
Missouri—Southwest Missouri State University park and ride facility	1,000,000
Mississippi—Harrison County multimodal center	3,000,000
Mississippi—Jackson maintenance and administration facility project	1,000,000
Mississippi—North Delta planning and development district, buses and bus facilities	1,200,000
Montana—Missoula urban transportation district buses	600,000
North Carolina—Greensboro multimodal center	3,339,000
North Carolina—Greensboro, Transit Authority buses	1,500,000
North Carolina—North Carolina statewide buses and bus facilities	2,492,000
North Dakota—North Dakota statewide buses and bus-related facilities	1,000,000
New Hampshire—New Hampshire statewide transit systems	3,000,000
New Jersey—New Jersey Transit alternative fuel buses	5,000,000
New Jersey—New Jersey Transit jitney shuttle buses	1,750,000
New Jersey—Newark intermodal and arena access improvements	1,650,000
New Jersey—Newark, Morris & Essex Station access and buses	1,250,000
New Jersey—South Amboy, Regional Intermodal Transportation Initiative	1,250,000
New Mexico—Albuquerque West Side transit facility	2,000,000
New Mexico—Albuquerque buses	1,250,000
New Mexico—Las Cruces buses and bus facilities	750,000
New Mexico—Northern New Mexico Transit Express/Park and Ride buses	2,750,000
New Mexico—Santa Fe buses and bus facilities	2,000,000
Nevada—Clark County Regional Transportation Commission buses and bus facilities	2,500,000
Nevada—Lake Tahoe CNG buses	700,000
Nevada—Washoe County transit improvements	2,250,000
New York—Babylon Intermodal Center	1,250,000
New York—Buffalo, Auditorium Intermodal Center	2,000,000
New York—Dutchess County, Loop System buses	521,000
New York—Ithaca intermodal transportation center	1,125,000
New York—Ithaca, TCAT bus technology improvements	1,250,000
New York—Long Island, CNG transit vehicles and facilities and bus replacement	1,250,000
New York—Mineola/Hicksville, LIRR intermodal centers	1,250,000
New York—New York City, Midtown West 38th Street Ferry Terminal	1,000,000

Bus and bus facilities project designations for fiscal year 2000—Continued

State and project	*Conference*
New York—New York, West 72nd St. Intermodal Station	1,750,000
New York—Putnam County vans	470,000
New York—Rensselaer intermodal bus facility	6,000,000
New York—Rochester buses and bus facility	1,000,000
New York—Syracuse buses	3,000,000
New York—Utica Union Station	2,100,000
New York—Westchester County DOT articulated buses	1,250,000
New York—Westchester County, Bee-Line transit system fareboxes	979,000
New York—Westchester County, Bee-Line transit system shuttle buses	1,000,000
Ohio—Cleveland, Triskett Garage bus maintenance facility	625,000
Ohio—Dayton, Multimodal Transportation Center	4,125,000
Ohio—Ohio statewide buses and bus facilities	9,010,250
Oklahoma—Oklahoma statewide bus facilities and buses	5,000,000
Oregon—Corvallis buses and automated passenger information system	300,000
Oregon—Lane County, Bus Rapid Transit, buses and facilities	4,400,000
Oregon—Lincoln County Transit District buses	250,000
Oregon—Portland, Tri-Met bus maintenance facility	650,000
Oregon—Portland, Tri-Met buses	1,750,000
Oregon—Salem Area Mass Transit District natural gas buses	500,000
Oregon—Sandy buses	100,000
Oregon—South Metro Area Rapid Transit (SMART) maintenance facility	200,000
Oregon—Sunset Empire Transit District intemodal transit facility	300,000
Pennsylvania—Allegheny County buses	1,500,000
Pennsylvania—Altoona bus testing	3,000,000
Pennsylvania—Altoona, Metro Transit Authority buses and transit system improvements	842,000
Pennsylvania—Armstrong County-Mid-County bus facilities and buses	150,000
Pennsylvania—Bethlehem intermodal facility	1,000,000
Pennsylvania—Cambria County, bus facilities and buses	575,000
Pennsylvania—Centre Area Transportation Authority buses	1,250,000
Pennsylvania—Chester County, Paoli Transportation Center	1,000,000
Pennsylvania—Erie, Metropolitan Transit Authority buses	1,000,000
Pennsylvania—Fayette County, Intermodal facilities and buses	1,270,000
Pennsylvania—Lackawanna County Transit System buses	600,000
Pennsylvania—Norristown parking garage (SEPTA)	1,000,000
Pennsylvania—Lackawanna County intermodal bus facility	1,000,000
Pennsylvania—Mid-Mon Valley buses and bus facilities	250,000
Pennsylvania—Philadelphia, Frankford Transportation Center	5,000,000
Pennsylvania—Philadelphia, Intermodal 30th Street Station	1,250,000
Pennsylvania—Reading, BARTA Intermodal Transportation Facility	1,750,000
Pennsylvania—Robinson, Towne Center Intermodal Facility	1,500,000
Pennsylvania—Somerset County bus facilities and buses	175,000
Pennsylvania—Towamencin Township, Intermodal Bus Transportation Center	1,500,000
Pennsylvania—Washington County intermodal facilities	630,000
Pennsylvania—Westmoreland County, Intermodal Facility	200,000
Pennsylvania—Wilkes-Barre, Intermodal Facility	1,250,000
Pennsylvania—Williamsport bus facility	1,200,000
Puerto Rico—San Juan Intermodal access	600,000
Rhode Island—Providence, buses and bus maintenance facility	3,294,000
South Carolina—Central Midlands COG/Columbia transit system	2,700,000
South Carolina—Charleston Area regional transportation authority	1,900,000
South Carolina—Clemson Area Transit buses and bus equipment	550,000
South Carolina—Greenville transit authority	500,000
South Carolina—Pee Dee buses and facilities	900,000
South Carolina—Santee-Wateree regional transportation authority	400,000
South Carolina—South Carolina Statewide Virtual Transit Enterprise	1,220,000
South Carolina—Transit Management of Spartanburg, Incorporated (SPARTA)	600,000
South Dakota—South Dakota statewide bus faciities and buses	1,500,000
Tennessee—Southern Coalition for Advanced Transportation (SCAT) (TN, GA, FL, AL) electric buses	3,500,000
Texas—Austin buses	1,750,000
Texas—Beaumont Municipal Transit System buses and bus facilities	1,000,000
Texas—Brazos Transit Authority buses and bus facilities	1,000,000

Bus and bus facilities project designations for fiscal year 2000—Continued

State and project	*Conference*
Texas—El Paso Sun Metro buses	1,000,000
Texas—Fort Worth bus replacement (including CNG vehicles) and paratransit vehicles	2,500,000
Texas—Fort Worth intermodal transportation center	3,100,000
Texas—Galveston buses and bus facilities	1,000,000
Texas—Texas statewide small urban and rural buses	5,000,000
Utah—Ogden Intermodal Center	800,000
Utah—Salt Lake City Olympics bus facilities	2,500,000
Utah—Salt Lake City Olympics regional park and ride lots	2,500,000
Utah—Salt Lake City Olympics transit bus loan project	500,000
Utah—Utah Transit Authority, intermodal facilities	1,500,000
Utah—Utah Transit Authority/Park City Transit, buses	6,500,000
Virginia—Alexandria, bus maintenance facility	1,000,000
Virginia—Richmond, GRTC bus maintenance facility	1,250,000
Virginia—Virginia statewide buses and bus facilities	8,435,000
Vermont—Burlington multimodal center	2,700,000
Vermont—Chittenden County Transportation Authority buses	800,000
Vermont—Essex Junction multi-modal station rehabilitation	500,000
Vermont—Killington-Sherburne satellite bus facility	250,000
Washington—Bremerton multimodal center—Sinclair's Landing	750,000
Washington—Sequim, Clallam Transit multimodal center	1,000,000
Washington—Everett, Multimodal Transportation Center	1,950,000
Washington—Grant County, Grant Transit Authority buses and bus facilities	500,000
Washington—Grays Harbor County buses and equipment	1,250,000
Washington—King County Metro King Street Station	2,000,000
Washington—King County Metro Atlantic and Central buses	1,500,000
Washington—King County park and ride expansion	1,350,000
Washington—Mount Vernon, buses and bus related facilities	1,750,000
Washington—Pierce County Transit buses and bus facilities	500,000
Washington—Seattle, intermodal transportation terminal	1,250,000
Washington—Snohomish County, Community Transit buses, equipment and facilities	1,250,000
Washington—Spokane HEV buses	1,500,000
Washington—Tacoma Dome Station	250,000
Washington—Vancouver Clark County (C–TRAN) bus facilities	1,000,000
Washington—Washington State DOT combined small transit system buses and bus facilities	2,000,000
Wisconsin—Milwaukee County, buses	6,000,000
Wisconsin—Wisconsin statewide bus facilities and buses	14,250,000
West Virginia—Huntington intermodal facility	12,000,000
West Virginia—Parkersburg intermodal transportation facility	4,500,000
West Virginia—West Virginia Statewide intermodal facility and buses	5,000,000

Commonwealth of Virginia.—The conference agreement includes $8,435,000 for the Commonwealth of Virginia for buses and bus facilities which shall be distributed as follows: Potomac and Rappahannock Transportation Commission fleet replacement, $1,800,000; Prince William County Agency on the Aging bus replacement, $85,000; Loudoun Transit multi-modal facility, $1,000,000; Dulles Corridor Park-and-Ride Express Bus Program, $2,000,000; Alexandria Transit Center, $1,000,000; Fair Lakes League, $200,000; Richmond Main Street Station, $2,350,000.

New fixed guideway systems.—The conference agreement provides for the following distribution of the recommended funding for new fixed guideway systems as follows:

Project	*Conference*
Alaska or Hawaii ferry projects	$10,400,000
Atlanta, Georgia North Line extension project	45,142,000
Austin, Texas capital metro northwest/north central corridor project	1,000,000
Baltimore central light rail double track project	4,750,000

Project	*Conference*
Birmingham, Alabama Transit Corridor	3,000,000
Boston Urban Ring project	1,000,000
Calais, Maine Branch Rail Line regional transit program	500,000
Canton-Akron-Cleveland commuter rail project	2,500,000
Charleston, South Carolina Monobeam corridor project	2,500,000
Charlotte, North Carolina North-South Corridor transitway project	4,000,000
Chicago METRA commuter rail project	25,000,000
Chicago Transit Authority Douglas branch line project	3,500,000
Chicago Transit Authority Ravenswood branch line project	3,500,000
Cincinnati northeast/northern Kentucky corridor project	1,000,000
Clark County, Nevada fixed guideway project	3,500,000
Cleveland Euclid corridor improvement project	1,000,000
Colorado Roaring Fork Valley project	1,000,000
Dallas north central light rail extension project	50,000,000
Dayton, Ohio light rail study	1,000,000
Denver Southeast corridor project	3,000,000
Denver Southwest corridor project	35,000,000
Dulles corridor project	25,000,000
Fort Lauderdale, Florida Tri-County commuter rail project	10,000,000
Galveston, Texas rail trolley extension project	1,500,000
Girdwood, Alaska Commuter Rail Project	10,000,000
Greater Albuquerque mass transit project	7,000,000
Harrisburg-Lancaster capital area transit corridor 1 commuter rail project	500,000
Houston advanced transit program	3,000,000
Houston regional bus plan	52,770,000
Indianapolis, Indiana Northeast Downtown corridor project	1,000,000
Johnson County, Kansas I–35 commuter rail project	1,000,000
Kenosha-Racine-Milwaukee commuter rail project	1,000,000
Knoxville-Memphis commuter rail feasibility study	500,000
Long Island Railroad East Side access project	2,000,000
Los Angeles-San Diego LOSSAN corridor project	1,000,000
Los Angeles Mid-City and East Side corridors projects	4,000,000
Los Angeles North Hollywood Extension	50,000,000
Lowell, Massachusetts—Nashua, New Hampshire commuter rail project	1,000,000
MARC commuter rail project	703,000
MARC expansion projects: Silver Spring intermodal and Penn-Camden rail connection	1,500,000
Massachusetts North Shore corridor project	1,000,000
Memphis, Tennessee Medical Center rail extension project	2,500,000
Miami-Dade Transit east-west multimodal corridor project	1,500,000
Nashville, Tennessee commuter rail project	1,000,000
New Jersey Hudson Bergen project	99,000,000
New Jersey/New York Trans-Hudson Midtown corridor	5,000,000
New Orleans Canal Street corridor project	1,000,000
Newark rail link MOS–1 project	12,000,000
Norfolk-Virginia Beach corridor project	1,000,000
Northern Indiana south shore commuter rail project	4,000,000
Oceanside-Escondido, California light rail system	2,000,000
Olympic transportation infrastructure investments	10,000,000
Orange County, California transitway project	1,000,000
Orlando Lynx light rail (phase 1) project	5,000,000
Palm Beach, Broward and Miami-Dade counties rail corridor	500,000
Philadelphia-Reading SEPTA Schuylkill Valley metro project	4,000,000
Philadelphia SEPTA cross county metro	1,000,000
Phoenix metropolitan area transit project	5,000,000
Pinellas County, Florida mobility initiative project	2,500,000
Pittsburgh North Shore-central business district corridor project	10,000,000
Pittsburgh stage II light rail project	8,000,000
Portland Westside light rail transit project	11,062,000
Puget Sound RTA Link light rail project	25,000,000
Puget Sound RTA Sounder commuter rail project	5,000,000
Raleigh-Durham-Chapel Hill triangle transit project	8,000,000
Sacramento south corridor LRT project	25,000,000
Salt Lake City, Utah north/south LRT project	37,928,000
San Bernardino, California Metrolink project	1,000,000

Project	*Conference*
San Diego Mid Coast corridor project	5,000,000
San Diego Mission Valley East light rail project	20,000,000
San Francisco BART extension to the airport project	65,000,000
San Jose Tasman West Light Rail	20,000,000
San Juan Tren Urbano project	32,000,000
Santa Fe/El Dorado, New Mexico rail link	3,000,000
South Boston piers transitway	53,895,000
South Dekalb-Lindbergh, Georgia corridor project	1,000,000
Spokane, Washington south valley corridor light rail project	2,000,000
St. Louis-St. Clair County MetroLink light rail (phase 2) extension project	50,000,000
St. Louis, Missouri MetroLink cross county corridor project	2,500,000
Stamford, Connecticut fixed guideway connector	1,000,000
Stockton, California Altamont commuter rail	1,000,000
Tampa Bay regional rail project	1,000,000
Twin Cities Transitways-Hiawatha corridor project	42,800,000
Twin Cities Transitways projects	3,000,000
Virginia Railway Express commuter rail project	2,200,000
Washington Metro—Blue Line extension—Addison Road [Largo] project	4,750,000
West Trenton, New Jersey rail project	1,000,000
Whitehall ferry terminal reconstruction project	2,000,000
Wilmington, Delaware downtown transit connector	1,000,000
Wilsonville to Washington County, Oregon connection to Westside	500,000
Total	980,400,000

Atlanta-MARTA full funding grant agreement.—The Committee directs the Federal Transit Administration to amend the full funding grant agreement between the FTA and the Metropolitan Atlanta Rapid Transit Authority (MARTA). This amendment should reflect section 3030(d)(2) of TEA21, and should increase the federal share of the full funding grant agreement from $305,010,000 to $370,540,000 for 28 additional rail cars and other scope enhancements. The FTA is directed to transfer the amount of $10,670,000 from available funds previously appropriated for the Dunwoody segment of the MARTA North Line to the North Line extension project authorized under TEA21.

Dulles corridor project.—The conference agreement includes $25,000,000 for preliminary engineering and design on the Dulles corridor project.

Girdwood, Alaska commuter rail project.—The conferees recognize the transit improvements required in the Anchorage area to support the Special Olympic Winter Games in 2001, including additional rail infrastructure to support rail transit from North Anchorage to Girdwood.

Olympic transportation infrastructure investment.—The conference agreement includes $10,000,000 for temporary and permanent Olympic transportation infrastructure investments. These funds shall be allocated by the Secretary based on an approved transportation management plan for the Salt Lake City 2002 Winter Olympic Games. None of these funds are to be available for rail extensions.

Salt Lake City, Utah north/south LRT project.—The conference agreement includes $37,928,000 for the Salt Lake City, Utah north/south LRT project. The conferees agree that funds in excess of needs already appropriated for this project may be used for system enhancements, capacity improvements and other rail extensions.

San Francisco BART extension to the airport project.—For fiscal year 2000, the conferees have provided $65,000,000 for the San Francisco BART extension to the airport project. The conferees direct that none of the funds provided in this Act for the San Francisco BART extension to the airport project shall be available until (1) the project sponsor produces a finance plan that clearly delineates the full costs-to-complete as identified by the project management oversight contractor and the manner in which the sponsor expects to pay those costs; (2) the FTA conducts a final review and accepts the plan and certifies to the House and Senate Committees on Appropriations that the fiscal management of the project meets or exceeds accepted U.S. government standards; (3) the General Accounting Office and the Department of Transportation's Inspector General conduct an independent analysis of the plans and provide such analysis to the House and Senate Committees on Appropriations within 60 days of FTA accepting the plan; and (4) the House and Senate Committees on Appropriations have concluded their review of the analysis within 60 days of the transmittal of the analysis to the Committees. Lastly, the conferees direct the FTA to conduct ongoing, continual financial management reviews of this project.

San Juan Tren Urbano project.—The conference agreement provides $32,000,000 for the San Juan Tren Urbano project. The conferees direct that none of the funds provided in this Act for the San Juan Tren Urbano project shall be available until (1) the project sponsor produces a finance plan that clearly delineates the full costs-to-complete and the manner in which the sponsor expects to pay those costs; (2) the FHWA and FTA conduct a final review and accept the plan and certify to the House and Senate Committees on Appropriations that the fiscal management of the project meets or exceeds accepted U.S. government standards; (3) the General Accounting Office and the Department of Transportation's Inspector General conduct an independent analysis of the plans and provide such analysis to the House and Senate Committees on Appropriations within 60 days of FTA accepting the plan; and (4) the House and Senate Committees on Appropriations have concluded their review of the analysis within 60 days of the transmittal of the analysis to the Committees. Lastly, the conferees direct the FTA to conduct ongoing, continual financial management reviews of this project.

South Boston Piers transitway project.—For fiscal year 2000, $53,895,000 is appropriated for the South Boston Piers transitway project. The conferees direct that none of the funds provided in this Act for the South Boston Piers transitway project shall be available until (1) the project sponsor produces a finance plan that clearly delineates the full costs-to-complete and the manner in which the sponsor expects to pay those costs; (2) the FHWA and the FTA conduct a final review and accept the plan and certify to the House and Senate Committees on Appropriations that the fiscal management of the project meets or exceeds accepted U.S. government standards; (3) the General Accounting Office and the Department of Transportation's Inspector General conduct an independent analysis of the plans and provide such analysis to the House and Senate Committees on Appropriations within 60 days of FTA accepting

the plan; and (4) the House and Senate Committees on Appropriations have concluded their review of the analysis within 60 days of the transmittal of the analysis to the Committees. Lastly, the conferees direct the FTA to conduct ongoing, continual financial management reviews of this project.

Virginia Railway Express commuter rail project.—The conference agreement provides $2,200,000 for the Virginia Railway Express commuter rail project, which shall be distributed as follows: Woodbridge Station improvements, $2,000,000; Quantico Station improvements, $200,000.

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement includes $1,500,000,000 in liquidating cash for discretionary grants as proposed by both the House and the Senate.

JOB ACCESS AND REVERSE COMMUTE GRANTS

The conference agreement includes a total program level of $75,000,000 for job access and reverse commute grants. Within this total, the conference agreement appropriates $15,000,000 from the general fund. The conference agreement provides that the general fund appropriation shall be available until expended.

The conference agreement provides for the following distribution of the recommended funding for job access and reverse commute grants as follows:

Project	*Conference*
Albuquerque access to jobs	$1,000,000
Alliance for children and families, Alabama	1,000,000
Atlanta regional commission, Georgia	1,000,000
Central Kenai peninsula public transportation task force	500,000
Chicago-DuPage area, Illinois	100,000
Dallas, Texas	1,500,000
District of Columbia	1,250,000
DuPage County, Illinois	120,000
Gary, Indiana	1,000,000
Hillsborough area regional transit authority, Florida	500,000
Indianapolis, Indiana	1,000,000
Iowa public transit association	2,700,000
JOBLINKS	1,250,000
Kansas City, Kansas JOBLINKS	850,000
Kentucky human services transportation delivery system (including Hardin County, Owensboro, Barren River, central Kentucky community action agency, Audubon area community services organization, Kentucky River Foothills express, Blue Grass Ultra-transit services, Lexington-Fayette county area), Kentucky	2,500,000
Lafayette, Indiana	200,000
Los Angeles County Metropolitan Transit Authority, California	1,000,000
Loudoun County, Virginia	300,000
Lynchburg, Virginia	100,000
Mariba, Kentucky	125,000
Matanuska-Susitna borough, Alaska	300,000
Miami Dade Transit Authority, Florida	1,100,000
Mid-America regional council, Missouri	1,000,000
Minneapolis/St. Paul, Minnesota	1,500,000
National Welfare to Work Center at the University of Illinois, Illinois	1,000,000

Project	*Conference*
Northern Tier community transportation, Massachusetts	550,000
Ohio-Kentucky-Indiana regional council of governments	515,000
Palm Beach County, Florida	500,000
Philadelphia, Pennsylvania reverse commute grants	1,000,000
Pittsburgh, Pennsylvania reverse commute grants	1,000,000
San Bernardino, California	600,000
San Diego metropolitan transit development board, California	650,000
Southeast Missouri State University	600,000
Springfield, Virginia	350,000
State of Louisiana, small urbanized and rural areas	1,000,000
State of Maryland, Baltimore and Washington metropolitan areas, small urban and rural areas	3,000,000
State of Nevada	1,500,000
State of New Jersey	2,000,000
State of South Carolina	2,000,000
State of Tennessee, small urban areas	1,300,000
State of Vermont	1,385,000
State of West Virginia	1,000,000
State of Wisconsin	4,000,000
Transportation opportunities training, Chicago, Illinois	1,000,000
Troy State University, Alabama—Rosa Parks Center	1,000,000
Westchester County, New York job access support centers	1,000,000
Wichita, Kansas	725,000

District of Columbia.—The conference agreement includes $1,250,000 of which $600,000 shall be made available for bus service connecting the Georgetown business district with the WMATA rail system.

Joblinks.—The conference agreement provides $1,250,000 for Joblinks, to be used for demonstration projects, technical assistance for demonstration projects and technical assistance to small and urban and rural community providers. This assistance may include a toll-free hotline, on site technical assistance and training, preparation of technical manuals and related assistance.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

The conference agreement appropriates $12,042,000 for operations and maintenance of the Saint Lawrence Seaway Development Corporation as proposed by the House. The Senate bill provided $11,496,000.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

The conference agreement appropriates $32,061,000 for research and special programs instead of $32,361,000 as proposed by the House and $30,752,000 as proposed by the Senate. Within this total, $3,704,000 is available until September 30, 2002, as proposed by the House instead of $3,500,000 as proposed by the Senate. In addition, $645,000 of the total funding shall be derived from the Pipeline Safety Fund as proposed by the House instead of $575,000 as proposed by the Senate. The following adjustments were made to the budget estimate:

Deny funding for 6 new positions	−$300,000
Delete funding for safe foods program	−300,000

Continue to fund Garrett Morgan program in-house	−200,000
Reduction IRM contract support	−228,000
Decrease funding for hazardous materials International standards	−39,000
Hold funding for hazardous materials research at 1999 level	−34,000
Decrease round table funding	−150,000
Reduce budget and financial programs support	−28,000
Net adjustment to budget estimate	−$1,279,000

Staff positions.—The conferees have deleted six new staff positions: the Chief Information Officer, an information resource specialist, two new safe foods contract positions, and two new emergency transportation specialists. All of these reductions were contained in either the House or Senate reports.

Bill language is retained that permits up to $1,200,000 in fees be collected and deposited in the general fund of the Treasury as offsetting receipts. Also, bill language is included that permits funds received from states, counties, municipalities, other public authorities and private sources for expenses incurred for training, reports publication and dissemination, and travel expenses incurred in the performance of hazardous materials exemptions and approval functions. Both of these provisions were contained in the House and Senate bills.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

The conference agreement provides total funding of $36,879,000 for the pipeline safety program, instead of $37,392,000 as proposed by the House and $36,104,000 as proposed by the Senate. Within this total, $17,394,000 is available until September 30, 2002 instead of $17,074,000 as proposed by the House and $16,500,000 as proposed by the Senate.

Of this total, the conference agreement specifies that $5,479,000 shall be derived from the Oil Spill Liability Trust Fund, $30,000,000 from the Pipeline Safety Fund, and $1,400,000 from the reserve fund. The House bill allocated $5,494,000 from the Oil Spill Liability Trust Fund, $30,598,000 from the Pipeline Safety Fund, and $1,300,000 from the reserve fund. The Senate bill provided $4,704,000 from the Oil Spill Liability Trust Fund, $30,000,000 from the Pipeline Safety Fund, and $1,400,000 from the reserve fund.

Bill language specifies that the reserve fund should be used for damage prevention grants to states and public education. The House bill permitted the reserve fund to be used for one-call notification, public education and damage control activities, while the Senate bill allowed the reserve fund to be used for one-call notification and public education activities.

The following table reflects the total allocation for pipeline safety in fiscal year 2000:

Personnel, compensation, and benefits	$8,919,000
Administrative expenses	3,902,000
Information and analysis	1,200,000
Risk assessment and technical studies	1,250,000
Compliance	300,000
Training and information dissemination	971,000

Emergency notification	100,000
Public education	400,000
Implement Oil Pollution Act	2,443,000
Research and development	1,894,000
State grants	13,000,000
Risk management grants	500,000
One-call grants	1,000,000
Damage prevention grants	1,000,000
Total	$36,879,000

Public education.—The conference agreement has increased funding for public education to $400,000. The additional funds shall be used to leverage private sector funds to advance the national one-call campaign. In addition, the conferees direct the Office of Pipeline Safety to use existing resources to support the formation and initial operation of a non-profit organization that will further the work of "Common Ground" and implement other innovative approaches to advance underground damage prevention.

EMERGENCY PREPAREDNESS GRANTS

The conference agreement provides $200,000 for emergency preparedness grants as proposed by both the House and the Senate. The conference agreement deletes bill language proposed by the House that limits obligations for emergency preparedness to $14,300,000. The Senate bill carried no similar provision.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The conference agreement includes $44,840,000 as proposed by the House instead of $48,000,000 as proposed by the Senate, and deletes provisions recommended by the Senate which would have derived a portion of the funding by transfer from appropriations made to the modal administrations.

The conference agreement includes provisions proposed by the Senate authorizing the use of funds to investigate unfair or deceptive practices and unfair methods of competition by air carriers, to monitor compliance with existing laws and regulations in this area, and to conduct a study of consumer access to price and service information in air transportation. The House had no similar provisions.

The conference agreement includes a provision specifying that the Inspector General has the authority to investigate allegations of fraud by any person or entity that is subject to regulation by the Department.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

The conference agreement appropriates $17,000,000 for salaries and expenses of the Surface Transportation Board as proposed by the House instead of $15,400,000 as proposed by the Senate. In addition, the conference agreement includes language, proposed by the House, which allows the Board to offset $1,600,000 of its appropriation from fees collected during the fiscal year. The Senate bill

allowed the Board to collect $1,600,000 in fees to augment its appropriation.

The conference agreement deletes language proposed by the Senate that allows any fees collected in excess of $1,600,000 in fiscal year 2000 to be available for obligation on October 1, 2000. The House bill did not contain a similar provision.

Union Pacific/Southern Pacific merger.—The conferees are aware that the Board has continuing jurisdiction over the Union Pacific/Southern Pacific merger in connection with the STB Finance Docket No. 32760. If it becomes necessary for the Board to issue a rule regarding the environmental mitigation study for Wichita, Kansas, the Board shall base its final environmental mitigation conditions for Wichita on verifiable and appropriate assumptions. If there is any material change in the bases of the assumptions on which the final mitigation for Wichita is imposed, the conferees expect the Board to exercise that jurisdiction by reexamining the final environmental mitigation measures. Also, if the Union Pacific Corporation, its divisions, or subsidiaries materially change or are unable to achieve the assumptions the Board based its final mitigation measures on, then the Board should reopen Finance Docket 32760, if requested, and prescribe additional mitigation properly reflecting these changes, if shown to be appropriate.

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

The conference agreement provides $4,633,000 for the Architectural and Transportation Barriers Compliance Board as proposed by the House instead of $4,500,000 as proposed by the Senate.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

The conference agreement appropriates $57,000,000 for salaries and expenses of the National Transportation Safety Board as proposed by the House instead of $51,500,000 as proposed by the Senate. Within the funds provided, NTSB should participate in the interagency initiative on aviation safety in Alaska.

EMERGENCY FUND

The conference agreement deletes $1,000,000 provided by the Senate for the National Transportation Safety Board's emergency fund. The Board has not used any of its current emergency fund, so this appropriation is not needed. The House bill contained no similar appropriation.

TITLE III

GENERAL PROVISIONS

Sec. 301 allows funds for aircraft; motor vehicles; liability insurance; uniforms, or allowances, as authorized by law as proposed by both the House and Senate.

Sec. 302 requires pay raises to be funded within appropriated levels in this Act or previous appropriations Acts as proposed by both the House and Senate.

Sec. 303 allows funds for expenditures for primary and secondary schools and transportation for dependents of Federal Aviation Administration personnel stationed outside the continental United States as proposed by both the House and Senate.

Sec. 304 limits appropriations for services authorized by 5 U.S.C. 3109 to the rate for an Executive Level IV as proposed by both the House and Senate.

Sec. 305 prohibits funds in this Act for salaries and expenses of more than 100 political and Presidential appointees in the Department of Transportation and includes a provision that prohibits political and Presidential personnel to be assigned on temporary detail outside the Department of Transportation as proposed by both the Senate and House.

Sec. 306 prohibits pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act as proposed by both the House and Senate.

Sec. 307 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein as proposed by both the House and Senate.

Sec. 308 allows the Secretary of the Department of Transportation to enter into grants, cooperative agreements, and other transactions involving the Technology Reinvestment Project as proposed by both the House and Senate.

Sec. 309 limits consulting service expenditures of public record in procurement contracts as proposed by both the House and Senate.

Sec. 310 modifies the Senate language that pertains to the distribution of the Federal-aid highways program. The House proposed no similar provision.

Sec. 31l exempts previously made transit obligations from limitations on obligations as proposed by both the House and Senate.

Sec. 312 prohibits funds for the National Highway Safety Advisory Commission as proposed by both the House and Senate.

Sec. 313 prohibits funds to establish a vessel traffic safety fairway less than five miles wide between Santa Barbara and San Francisco traffic separation schemes as proposed by both the House and Senate.

Sec. 314 allows airports to transfer to the Federal Aviation Administration instrument landing systems as proposed by both the House and Senate.

Sec. 315 prohibits funds to award multiyear contracts for production end items that include certain specified provisions as proposed by both the House and Senate.

Sec. 316 allows funds for discretionary grants of the Federal Transit Administration for specific projects, except for fixed guide-

way modernization projects, not obligated by September 30, 2002, and other recoveries to be used for other projects under 49 U.S.C. 5309 as proposed by both the House and Senate.

Sec. 317 allows transit funds appropriated before October 1, 1999, and that remain available for expenditure to be transferred as proposed by both the House and Senate.

Sec. 318 prohibits funds to compensate in excess of 320 technical staff years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development as proposed by the House. The Senate proposed no similar provision.

Sec. 319 reduces funding by $15,000,000 for activities of the transportation administrative service center of the Department of Transportation and limits obligation authority of the center to $133,673,000. The House proposed reducing funding by $10,000,000 for activities of the center and limiting obligation authority to $147,965,000. The Senate proposed reducing funding by $60,000,000 for activities of the center and limiting obligation authority to $169,953,000.

Sec. 320 allows funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from states, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited to each agency's respective accounts as proposed by the House and Senate.

Sec. 321 prohibits funds to be used to prepare, propose, or promulgate any regulation pursuant to title V of the Motor Vehicle Information and Cost Savings Act prescribing corporate average fuel economy standards for automobiles as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to enactment of this section as proposed by the House. The Senate proposed no similar provision.

Sec. 322 makes available funds for apportionment to the sponsors of primary airports taking account of temporary air service interruptions to those airports as proposed by the Senate. The House proposed no similar provision.

Sec. 323 amends section 3021 of Public Law 105–178 that allows the States of Oklahoma and Vermont flexible use of transportation funds under sections 5307 and 5311 of title 49, United States Code. The Senate proposed amending section 3021 of Public Law 105–178 to allow the States of Oklahoma and Vermont flexible use of transportation funds under sections 5307 and 5311 of title 49, United States Code, and sections 133 and 149 of title 23, United States Code. The House proposed no similar provision.

Sec. 324 allows funds received by the Bureau of Transportation Statistics to be subject to the obligation limitation for federal-aid highways and highway safety construction as proposed by both the House and Senate.

Sec. 325 prohibits the use of funds for any type of training which: (1) does not meet needs for knowledge, skills, and abilities bearing directly on the performance of official duties; (2) could be highly stressful or emotional to the students; (3) does not provide prior notification of content and methods to be used during the training; (4) contains any religious concepts or ideas; (5) attempts

to modify a person's values or lifestyle; or (6) is for AIDS awareness training, except for raising awareness of medical ramifications of AIDS and workplace rights as proposed by the House. The Senate proposed no similar provision.

Sec. 326 prohibits the use of funds in this Act for activities designed to influence Congress or a state legislature on legislation or appropriations except through proper, official channels. The House proposed prohibiting funds for activities designed to influence Congress except through proper, official channels. The Senate proposed prohibiting funds in this Act for activities designed to influence Congress, any State legislature, or grant recipient. The conference agreement does not change underlying law that gives certain agencies, such as the National Transportation Safety Board and the National Highway Traffic Safety Administration, the express authority to work with state legislatures.

Sec. 327 requires compliance with the Buy American Act as proposed by the House. The Senate proposed no similar provision.

Sec. 328 limits necessary expenses of advisory committees to $1,000,000 of the funds provided in this Act to the Department of Transportation and includes a provision that excludes advisory committees established for conducting negotiated rulemaking in accordance with the Negotiated Rulemaking Act from the limitation as proposed by the Senate. The House proposed no similar limitation or provision.

Sec. 329 permanently allows receipts collected from users of Department of Transportation fitness centers to be available to support operation and maintenance of those facilities. The House proposed a similar provision that was applicable only to fiscal year 2000.

Sec. 330 prohibits funds to implement or enforce regulations that would result in slot allocations of international operations to any carrier at O'Hare International Airport in excess of the number of slots allocated to and scheduled by that carrier as of October 31, 1993, if that slot is withdrawn from an air carrier under existing regulations as proposed by the House. The Senate proposed no similar provision.

Sec. 331 provides that funds made available under this Act and prior year unobligated funds for the Charleston, South Carolina, monobeam corridor project shall be transferred and administered under the transit planning and research account. The Senate proposed allowing capital transit grant funds provided in this Act and in Public Laws 105–277 and 105–66 to be used for any aspect of the Charleston, South Carolina, monobeam corridor project. The House proposed no similar provision.

Sec. 332 permanently limits the number of communities that receive essential air service funding by excluding points in the 48 contiguous United States that are located 70 highway miles from the nearest large or medium hub airport, or that require a subsidy in excess of $200 per passenger, unless such a point is more than 210 miles from the nearest large or medium hub airport as proposed by the Senate. The House proposed a similar provision that was applicable only to fiscal year 2000.

Sec. 333 credits to appropriations of the Department of Transportation rebates, refunds, incentive payments, minor fees and

other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources as proposed by both the House and Senate. Such funds received shall be available until December 31, 2000.

Sec. 334 authorizes the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the Department of Transportation as proposed by the House and Senate.

Sec. 335 provides $750,000 for the Amtrak Reform Council as proposed by the House instead of $950,000 as proposed by the Senate. Sec. 335 also includes provisions that amend section 203 of Public Law 105–134 regarding the Amtrak Reform Council's recommendations on Amtrak routes identified for closure or realignment as proposed by the Senate. The House proposed no similar provision.

Sec. 336 authorizes the Secretary of Transportation to transfer appropriations by no more than 12 percent among the offices of the Office of the Secretary as proposed by the House instead of by no more than 12 per centum as proposed by the Senate.

Sec. 337 prohibits funds in this Act for activities under the Aircraft Purchase Loan Guarantee Program as proposed by the House. The Senate proposed including this funding prohibition under Title I, Federal Aviation Administration.

Sec. 338 prohibits funds to carry out the functions and operations of the office of motor carriers within the Federal Highway Administration and allows for the transfer of motor carrier funds and certain operations outside the Federal Highway Administration. The House proposed prohibiting funds to carry out the functions and operations of the office of motor carriers within the Federal Highway Administration. The Senate proposed no similar provision.

Sec. 339 provides that grants for operating assistance in fiscal years 1999 and 2000 under sec. 5307 of title 49, United States Code, for certain urbanized areas may not be more than 80 percent of the net project cost as proposed by the House. The Senate proposed no similar provision.

Sec. 340 provides that funds provided for the Griffin light rail project in Public Law 104–205 shall be available for alternative analysis and environmental impact studies for other transit alternatives in the Griffin corridor from Hartford, Connecticut, to Bradley International Airport as proposed by the House. The Senate proposed no similar provision.

Sec. 341 amends sec. 3030(c)(1)(A)(v) of Public Law 105–178 by deleting "light rail" from the authorization for the Hartford City light rail connection as proposed by the House. The Senate proposed no similar provision.

Sec. 342 provides that the federal share of projects funded under the over-the-road bus accessibility program shall be 90 percent of the project cost as proposed by the House. The Senate proposed no similar provision.

Sec. 343 provides that $10,000,000 of the funding in this Act is only for the Coast Guard Mackinaw replacement vessel and is

available until September 30, 2005, as proposed by the House. The Senate proposed no similar provision.

Sec. 344 prohibits the Coast Guard from obligating or expending funds provided in this Act to allow an extension of a single hull tank vessel's double hull compliance date, unless specifically authorized by 4 U.S.C. 3703a(e). The House proposed prohibiting funds to review or issue a waiver for a vessel deemed to be equipped with a double bottom or double sides. The Senate proposed no similar provision.

Sec. 345 prohibits funds in this Act for the planning or development of the California State Route 710 Freeway extension project through South Pasadena, California, as proposed by the House. The Senate proposed no similar provision.

Sec. 346 permanently prohibits the Department of Transportation from creating "peanut-free" zones or restricting the distribution of peanuts aboard domestic aircraft until 90 days after submission of a peer-reviewed scientific study that determines that there are severe reactions by passengers to peanuts as a result of contact with very small airborne peanut particles. The Senate proposed a similar provision that was applicable only to fiscal year 2000. The House proposed no similar provision.

Sec. 347 requires the Federal Transit Administration to inform the House and Senate Committees on Appropriations 60 days before a new full funding grant agreement is executed as proposed by the Senate. The House proposed no similar provision.

Sec. 348 amends section 1212(g) of Public Law 105–178 to provide the State of New Jersey highway project funding flexibility within the state as proposed by the Senate. The House proposed no similar provision.

Sec. 349 requires the Coast Guard to convey to the University of New Hampshire real property located in New Castle, New Hampshire, as proposed by the Senate. The House proposed no similar provision.

Sec. 350 modifies language proposed by the Senate that protects personal and related information on motor vehicle records. The Senate proposed prohibiting funds in this Act to execute a project agreement for any highway project in a state that sells drivers' license personal information and drivers' license photographs unless that state has established and implemented an opt-in process for such information and photographs. The prohibition on the sale of written personal information applies only if sold for purposes of surveys, marketing or solicitations. The House proposed no similar provision.

It is the conferees' intent that personal information, such as name, address, and telephone number, can still be distributed as specified by the Driver Protection Privacy Act and this Act.

Sec. 351 permits the reallocation of $10,000,000 from funds provided in this Act to the National Highway Traffic Safety Administration and the Federal Highway Administration for completion of the National Advanced Driving Simulator (NADS). The Senate proposed $10,000,000 from funds provided in this Act for completion of NADS. The House proposed no similar provision.

Sec. 352 amends Public Law 102–240 as it relates to highway projects in Harford County, Maryland, as proposed by the Senate. The House proposed no similar provision.

Sec. 353 expresses the sense of the Senate that the United States Census Bureau should include marital status on the short form census questionnaire to be distributed to the majority of American households for the 2000 decennial census as proposed by the Senate. The House proposed no similar provision.

Sec. 354 expresses the sense of the Senate that the penalties for involuntarily bumping airline passengers should be doubled and that such passengers should obtain a prompt cash refund for the full value of their airline ticket as proposed by the Senate. The House proposed no similar provision.

Sec. 355 repeals section 656(b) of Public Law 104–208 as it relates to state-issued drivers' licenses and comparable identification documents as proposed by the Senate. The House proposed no similar provision.

Sec. 356 allows funds provided in Public Law 105–277 for the Pittsburgh North Shore central business district transit project to be used for preliminary engineering costs, an environmental impact statement, or a major investment study for that project as proposed by the Senate. The House proposed no similar provision.

Sec. 357 conforms the January 4, 1977, federal decision to existing Federal and state laws. The House and Senate proposed no similar provision.

Sec. 358 amends section 1602 of Public Law 105–178 to allow federal highway funds to be used to retrofit noise barriers in several locations in the State of Georgia. The House and Senate proposed no similar provision.

Sec. 359 amends section 1602 of Public Law 105–178 as it pertains to a railroad corridor project in Saratoga, New York. The House and Senate proposed no similar provision.

Sec. 360 pertains to the use of funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities. The House and Senate proposed no similar provision.

Sec. 361 amends section 1602 of Public Law 105–178 and section 1105 of Public Law 102–240 pertaining to high priority corridors in the State of Arkansas.

Sec. 362 amends section 3030 of Public Law 105–178 to include the Bethlehem, Pennsylvania, intermodal facility. The House and Senate proposed no similar provision.

Sec. 363 amends section 3030(b) of Public Law 105–178 to authorize the Dane County Corridor-East-West Madison Metropolitan Area project. The House and Senate proposed no similar provision.

Sec. 364 prohibits funds for construction of the Douglas Branch project and directs the Federal Transit Administration to use "no build" and "TSM" alternatives when evaluating the project. The House and Senate proposed no similar provision.

Sec. 365 provides $500,000 in grants to the Environmental Protection Agency to develop a pilot program which allows employers in designated regions to receive tradable air pollution credits for reduced vehicle-miles-traveled as a result of an employee telecommuting program. The House and Senate proposed no similar provision.

The conferees direct that a $500,000 grant be awarded by the Environmental Protection Agency to the National Environmental Policy Institute, a nonprofit organization in Washington, D.C. The conferees direct the Environmental Protection Agency to work closely with the grantee, the Department of Transportation, and the Department of Energy. The conferees also direct that all parties work closely with state and local governments, and business organizations and leaders in the designated regions in this provision. The House and Senate proposed no similar provision.

Sec. 366 pertains to conveyed lands by the United States to the City of Safford, Arizona, for use by the city for airport purposes. The House and Senate proposed no similar provision.

Sec. 367 prohibits funds in this Act unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations. The House and Senate proposed no similar provision.

Sec. 368 allows funds provided in fiscal years 1998 and 1999 for an intermodal facility in Eureka, California, to be available for a bus maintenance facility in Humboldt County, California. The House and Senate proposed no similar provision.

Sec. 369 relates to a study of alternatives to rail relocation in Moorhead, Minnesota. The House and Senate proposed no similar provision.

The conference agreement deletes the House provision that prohibits funds to be used to issue a final standard under docket number NHTSA 98–3945 (relating to State-Issued Drivers Licenses and Comparable Identification Documents (Sec. 656(b) of the Illegal Immigration Reform and Responsibility Act of 1996)).

The conference agreement deletes the House provision that amends the Arctic Research and Policy Act of 1984 and the Arctic Marine Living Resources Convention Act of 1984 as it pertains to Coast Guard icebreaking operations.

The conference agreement deletes the House provision that prohibits the expenditure of funds to execute a letter of intent, letter of no prejudice, or full funding grant agreement for the West-East light rail system, or any segment thereof, or a downtown connector in Salt Lake City, Utah.

The conference agreement deletes the House provision that reduces funds provided in this Act for the Transportation Administrative Service Center (TASC) by $1,000,000.

The conference agreement deletes the House provision that reduces funds provided in this Act for the Amtrak Reform Council by $300,000.

The conference agreement deletes the Senate provision that prohibits funds to be used for conducting the activities of the Surface Transportation Board other than those appropriated or from fees collected by the Board.

The conference agreement deletes the Senate provision that relates to the non-governmental share of funds for the Salt Lake City/Airport to University (West-East) light rail project.

The conference agreement deletes the Senate provision that allows the Department of Transportation to enter into a fractional aircraft ownership demonstration program. This program is addressed in the conference agreement under the Federal Aviation Administration.

The conference agreement deletes the Senate provision that expresses the sense of the Senate that the Federal Aviation Administration should develop a national policy and related procedures concerning the interface of the terminal automated radar display and information system and en route surveillance systems for visual flight rule (VFR) air traffic control towers.

The conference agreement deletes the Senate provision that prohibits funds to implement the cost sharing provisions of Sec. 5001(b) of Public Law 105–178 as it relates to fundamental properties of asphalts and modified asphalts (Sec. 5117(b)(5)).

The conference agreement deletes the Senate provision that expresses the sense of the Senate regarding the need for reimbursement to the Village of Bourbonnais and Kankakee County, Illinois, for crash rescue and cleanup incurred in relation to the March 15, 1999, Amtrak train accident.

The conference agreement deletes the Senate provision that provides that of the funds made available in this Act not less that $2,000,000 be available for Eastern West Virginia Regional Airport; not less than $400,000 for Concord, New Hampshire; and not less than $2,000,000 for Huntsville International Airport.

The conference agreement deletes the Senate provision that provides that $20,000,000 be available in fiscal year 2001 for the James A. Farley Post Office project in New York City.

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses:						
Immediate Office of the Secretary	1,624	1,967	1,867	1,900	1,867	+243
Immediate Office of the Deputy Secretary	585	612	612	600	600	+15
Office of the General Counsel	8,750	9,150	9,000	9,000	9,000	+250
Office of the Assistant Secretary for Policy	2,808	2,924	.....	2,900	2,824	+16
Office of the Assistant Secretary for Aviation and International Affairs	7,650	7,732	7,632	7,700	7,650	.....
Office of the Assistant Secretary for Budget and Programs	6,349	6,790	6,770	6,870	6,870	+521
Office of the Assistant Secretary for Governmental Affairs	1,941	2,039	2,039	2,000	2,039	+98
Office of the Assistant Secretary for Administration	19,722	18,847	17,767	18,600	17,767	-1,955
Office of Public Affairs	1,565	1,836	1,836	1,800	1,800	+235
Executive Secretariat	1,047	1,102	1,102	1,110	1,102	+55
Board of Contract Appeals	561	520	520	560	520	-41
Office of Small and Disadvantaged Business Utilization	1,020	1,222	1,222	1,222	1,222	+202
Office of Intelligence and Security	1,036	1,574	1,454	.....	1,454	+418
Office of the Chief Information Officer	4,875	5,075	5,000	5,100	5,075	+200
Office of Intermodalism	957	1,187	.....	.....	1,062	+105
Office of the Assistant Secretary for Transportation Policy and Intermodalism	.....	.....	3,781	.....	.....	.....
Subtotal	60,490	62,577	60,602	59,362	60,852	+362
Y2K conversion (emergency funding)	(7,754)	.....	.....	.....	.....	(-7,754)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Office of civil rights	6,966	7,742	7,742	7,200	7,200	+234
Transportation planning, research, and development	9,000	6,275	2,950	3,300	3,300	-5,700
Transportation Administrative Service Center	(124,124)	.....	(157,965)	(169,953)	(148,673)	(+24,549)
Minority business resource center program	1,900	1,900	1,900	1,900	1,900	.....
(Limitation on direct loans)	(13,775)	(13,775)	(13,775)	(13,775)	(13,775)	.....
Minority business outreach	2,900	2,900	2,900	2,900	2,900	.....
Payments to air carriers (Airport and Airway Trust Fund) (rescission of contract authorization)	(-815)	.....	.....	.....	.....	(+815)
Total, Office of the Secretary	81,256	81,394	76,094	74,662	76,152	-5,104
Coast Guard						
Operating expenses	2,400,000	2,607,039	2,491,000	2,238,000	2,481,000	+81,000
Defense function	300,000	334,000	300,000	534,000	300,000	.....
Title I - Readiness (emergency funding)	(100,000)	.....	.....	.....	.....	(-100,000)
Title IV - Counterdrug (emergency funding)	(16,300)	.....	.....	.....	.....	(-16,300)
Y2K conversion (emergency funding)	(27,715)	.....	.....	.....	.....	(-27,715)
Y2K conversion (emergency funding)	(4,058)	.....	.....	.....	.....	(-4,058)
Emergency funding (P.L. 106-31)	(200,000)	.....	.....	.....	.....	(-200,000)
Acquisition, construction, and improvements:						
Vessels	219,923	165,760	205,560	123,560	134,560	-85,363
Aircraft	35,700	22,110	38,310	33,210	44,210	+8,510
Other equipment	36,569	53,726	59,400	52,726	51,626	+15,057
Shore facilities & aids to navigation facilities	54,823	55,800	55,800	63,800	63,800	+8,977

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Personnel and related support	48,450	52,930	50,930	52,930	50,930	+2,480
Deepwater replacement project revolving fund	.....	.....	.....	44,200	.....	.....
Integrated Deepwater Systems	.....	.....	.....	.....	44,200	+44,200
Subtotal, A C & I appropriations	395,465	350,326	410,000	370,426	389,326	-6,139
Offsetting collections (user fees)	.....	-41,000	.....	.....	.....	.....
Title I - Counterdrug (emergency funding)	(100,000)	.....	.....	.....	.....	(-100,000)
Hurricane Georges (emergency funding)	(12,600)	.....	.....	.....	.....	(-12,600)
Title IV - Counterdrug (emergency funding)	(117,400)	.....	.....	.....	.....	(-117,400)
Environmental compliance and restoration	21,000	19,500	18,000	12,450	17,000	-4,000
Alteration of bridges	14,000	.....	15,000	14,000	15,000	+1,000
Retired pay	684,000	721,000	721,000	730,327	730,327	+46,327
Reserve training	69,000	72,000	72,000	72,000	72,000	+3,000
Title I - Readiness (emergency funding)	(5,000)	.....	.....	.....	.....	(-5,000)
Research, development, test, and evaluation	12,000	21,709	21,039	17,000	19,000	+7,000
Title I - Readiness (emergency funding)	(5,000)	.....	.....	.....	.....	(-5,000)
Total, Coast Guard	3,895,465	4,084,574	4,048,039	3,988,203	4,023,653	+128,188
Federal Aviation Administration						
Operations (Airport and Airway Trust Fund)	5,562,558	6,039,000	.....	5,857,450	5,900,000	+337,442
Y2K conversion (emergency funding)	(14,946)	.....	.....	.....	.....	(-14,946)
Y2K conversion (emergency funding)	(13,852)	.....	.....	.....	.....	(-13,852)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Facilities & equipment (Airport & Airway Trust Fund)	1,900,000	2,319,000	2,200,000	2,045,652	2,075,000	+175,000
Title II - Antiterrorism (emergency funding)	(100,000)	.....	.....	.....	.....	(-100,000)
Y2K conversion (emergency funding)	(106,612)	.....	.....	.....	.....	(-106,612)
Y2K conversion (emergency funding)	(15,521)	.....	.....	.....	.....	(-15,521)
Rescission	.....	.....	.....	-299,500	-30,000	-30,000
Research, engineering, and development (Airport and Airway Trust Fund)	150,000	173,000	173,000	150,000	156,495	+6,495
Y2K conversion (emergency funding)	(147)	.....	.....	.....	.....	(-147)
Y2K conversion (emergency funding)	(220)	.....	.....	.....	.....	(-220)
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(1,600,000)	(1,750,000)	(1,867,000)	(1,750,000)	(1,750,000)	(+150,000)
(Limitation on obligations)	(1,950,000)	(1,600,000)	(2,250,000)	(2,000,000)	(1,950,000)	.....
(Obligation limitation reduction) (P.L. 105-277)	.....	.....	.....	(-290,000)	.....	.....
Rescission of contract authority	.....	.....	-300,000	.....	.....	.....
Total, Federal Aviation Administration	7,612,558	8,531,000	2,373,000	8,053,102	8,131,495	+518,937
(Limitations on obligations)	(1,950,000)	(1,600,000)	(2,250,000)	(1,710,000)	(1,950,000)	.....
Total budgetary resources	(9,562,558)	(10,131,000)	(4,623,000)	(9,763,102)	(10,081,495)	(+518,937)
Rescission	.....	.....	-300,000	-299,500	-30,000	-30,000
Net total	(9,562,558)	(10,131,000)	(4,323,000)	(9,463,602)	(10,051,495)	(+488,937)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Federal Highway Administration						
Limitation on administrative expenses	(327,413)	(350,432)	(356,380)	(370,000)	(376,072)	(+48,659)
Limitation on transportation research	.....	.....	(422,450)	.....	.....	.....
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations)	(25,511,000)	(26,245,000)	(26,245,000)	(26,245,000)	(26,245,000)	(+734,000)
(Revenue aligned budget authority) (RABA)	.....	(1,456,350)	(1,456,350)	(1,456,350)	(1,456,350)	(+1,456,350)
(RABA transfer under Title III)	.....	(-502,120)	.....	.....	.....	.....
(Adjustment)	.....	(63,000)	.....	.....	.....	.....
Highway safety initiative (transfer to NHTSA)	.....	.....	.....	(-14,500)	.....	.....
Section 405(b) grant (transfer to NHTSA)	.....	.....	.....	(-7,500)	.....	.....
Subtotal, limitation on obligations	(25,511,000)	(27,262,230)	(27,701,350)	(27,679,350)	(27,701,350)	(+2,190,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
(Liquidation of contract authorization)	(24,000,000)	(26,000,000)	(26,125,000)	(26,300,000)	(26,000,000)	(+2,000,000)
Motor carrier safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(100,000)	(155,000)	(105,000)	(105,000)	(105,000)	(+5,000)
(Limitation on obligations)	(100,000)	(105,000)	(105,000)	(105,000)	(105,000)	(+5,000)
(RABA transfer under Title III)	.....	(50,000)	.....	.....	.....	.....
National motor carrier safety program (highway trust fund)	.....	.....	.....	50,000	.....	.....
Additional provisions - Division A P.L. 105-277:						
Surface transportation projects, Massachusetts	100,000	.....	.....	.....	.....	-100,000
Surface transportation projects, Arkansas	100,000	.....	.....	.....	.....	-100,000
Appalachian development highway system, Alabama	100,000	.....	.....	.....	.....	-100,000
Appalachian development highway system, West Va	32,000	.....	.....	.....	.....	-32,000

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
State infrastructure banks (rescission)	(-6,500)	.....	.....	.....	.....	(+6,500)
Total, Federal Highway Administration	332,000	.....	.....	50,000	.....	-332,000
(Limitations on obligations)	(25,611,000)	(27,417,230)	(27,806,350)	(27,784,350)	(27,806,350)	(+2,195,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Total budgetary resources	(27,367,047)	(28,549,346)	(28,938,466)	(28,966,466)	(28,938,466)	(+1,571,419)
National Highway Traffic Safety Administration						
Operations and research	.....	.....	87,400	.....	87,400	+87,400
Operations and research (Highway Trust Fund)	87,400	.....	.....	72,900	.....	-87,400
Subtotal	87,400	.....	87,400	72,900	87,400	.....
Operations and research (highway trust fund):						
(Limitation on obligations)	(72,000)	(72,000)	(72,000)	(72,000)	(72,000)	.....
(RABA transfer under Title III)	.....	(125,450)	.....	.....	.....	.....
(Liquidation of contract authorization)	(72,000)	(197,450)	(72,000)	(72,000)	(72,000)	.....
Y2K conversion (emergency funding)	(752)	.....	.....	.....	.....	(-752)
(Transfer from FHA)	.....	.....	.....	(14,500)	.....	.....
National Driver Register (highway trust fund)	2,000	2,000	2,000	2,000	2,000	.....
Subtotal, Operations and research	(161,400)	(199,450)	(161,400)	(161,400)	(161,400)	.....

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Highway traffic safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(200,000)	(206,800)	(206,800)	(206,800)	(206,800)	(+6,800)
(Limitation on obligations):						
Highway safety programs (Sec. 402)	(150,000)	(152,800)	(152,800)	(152,800)	(152,800)	(+2,800)
Occupant protection incentive grants (Sec. 405)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	.....
Alcohol-impaired driving countermeasures grants (Sec. 410)	(35,000)	(36,000)	(36,000)	(36,000)	(36,000)	(+1,000)
State Highway safety data grants (Sec. 411)	(5,000)	(8,000)	(8,000)	(8,000)	(8,000)	(+3,000)
Child passenger protection education grants (transfer from FHWA)	.....	.....	.....	(7,500)	.....	.....
Total, National Highway Traffic Safety Administration..	89,400	2,000	89,400	74,900	89,400	.....
(Limitations on obligations)	(272,000)	(404,250)	(278,800)	(300,800)	(278,800)	(+6,800)
Total budgetary resources	(361,400)	(406,250)	(368,200)	(375,700)	(368,200)	(+6,800)
Federal Railroad Administration						
Office of the administrator	21,215	.....	.....	.....	.....	-21,215
Railroad safety	61,488	.....	.....	.....	.....	-61,488
Safety and operations	.....	95,462	94,448	91,789	94,288	+94,288
Offsetting collections (user fees)	.....	-66,461	.....	.....	.....	.....
Subtotal	82,703	29,001	94,448	91,789	94,288	+11,585

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Railroad research and development	22,364	21,800	21,300	22,364	22,464	+100
Offsetting collections (user fees)	.....	-21,300	.....	.....	.....	.....
Pennsylvania Station Redevelopment project (advance appropriation, FY 2001)	.....	20,000	.....	20,000	.....	.....
Next generation high-speed rail	20,494	12,000	22,000	20,500	27,200	+6,706
Alaska Railroad rehabilitation	10,000	.....	.....	14,000	10,000	.....
Alaska Railroad capital improvements (Division A)	28,000	.....	.....	.....	.....	-28,000
Rhode Island Rail Development	5,000	10,000	10,000	10,000	10,000	+5,000
Capital grants to the National Railroad Passenger Corporation	609,230	570,976	570,976	571,000	571,000	-38,230
Rail initiative trust fund (Highway Trust Fund) (RABA transfer under Title III):						
(Liquidation of contract authorization)	.....	(35,400)	.....	.....	.....	.....
(Limitation on obligations)	.....	(35,400)	.....	.....	.....	.....
Total, Federal Railroad Administration	777,791	642,477	718,724	749,653	734,952	-42,839
(Limitations on obligations)	.....	(35,400)	.....	.....	.....	.....
Total budgetary resources	(777,791)	(677,877)	(718,724)	(749,653)	(734,952)	(-42,839)
Federal Transit Administration						
Administrative expenses	10,800	12,000	12,000	12,000	12,000	+1,200
Administrative expenses (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(43,200)	(48,000)	(48,000)	(48,000)	(48,000)	(+4,800)
Subtotal, Administrative expenses	(54,000)	(60,000)	(60,000)	(60,000)	(60,000)	(+6,000)
Y2K conversion (emergency funding)	(250)	.....	.....	.....	.....	(-250)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Formula grants	570,000	619,600	619,600	619,600	619,600	+49,600
Formula grants (Highway Trust Fund):						
(Limitation on obligations)	(2,280,000)	(2,478,400)	(2,478,400)	(2,478,400)	(2,478,400)	(+198,400)
(RABA transfer under Title III)	.....	(212,270)	.....	.....	.....	.....
Subtotal, Formula grants	(2,850,000)	(3,310,270)	(3,098,000)	(3,098,000)	(3,098,000)	(+248,000)
University transportation research	1,200	1,200	1,200	1,200	1,200	.....
University transportation research (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(4,800)	(4,800)	(4,800)	(4,800)	(4,800)	.....
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	.....
Transit planning and research (general fund)	19,800	21,000	21,000	21,000	21,000	+1,200
Transit planning and research (Highway Trust Fund, Mass Transit Account):						
(Limitation on obligations)	(78,200)	(86,000)	(86,000)	(86,000)	(86,000)	(+7,800)
(RABA transfer under Title III)	.....	(4,000)	.....	.....	.....	.....
Subtotal, Transit planning and research	(98,000)	(111,000)	(107,000)	(107,000)	(107,000)	(+9,000)
Rural transportation assistance	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	.....
National transit institute	(4,000)	(4,000)	(4,000)	(4,000)	(4,000)	.....
Transit cooperative research	(8,250)	(8,250)	(8,250)	(8,250)	(8,250)	.....

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Metropolitan planning	(43,842)	(49,632)	(49,632)	(49,632)	(49,632)	(+5,790)
State planning and research	(9,158)	(10,368)	(10,368)	(10,368)	(10,368)	(+1,210)
National planning and research	(27,500)	(33,500)	(29,500)	(29,500)	(29,500)	(+2,000)
Subtotal	(98,000)	(111,000)	(107,000)	(107,000)	(107,000)	(+9,000)
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(4,251,800)	(4,929,270)	(4,638,000)	(4,638,000)	(4,929,270)	(+677,470)
Capital investment grants (general fund)	451,400	490,200	490,200	490,200	490,200	+38,800
Capital investment grants (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(1,805,600)	(1,960,800)	(1,960,800)	(1,960,800)	(1,960,800)	(+155,200)
Subtotal, Capital investment grants	(2,257,000)	(2,451,000)	(2,451,000)	(2,451,000)	(2,451,000)	(+194,000)
(Fixed guideway modernization)	(902,800)	(980,400)	(980,400)	(980,400)	(980,400)	(+77,600)
(Buses and bus-related facilities)	(451,400)	(490,200)	(490,200)	(490,200)	(490,200)	(+38,800)
(New starts)	(902,800)	(980,400)	(980,400)	(980,400)	(980,400)	(+77,600)
Subtotal	(2,257,000)	(2,451,000)	(2,451,000)	(2,451,000)	(2,451,000)	(+194,000)
Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization)	(2,000,000)	.....	.....	.....	.....	(-2,000,000)
Discretionary grants (Highway Trust Fund, Mass Transit Account) (liquidation of contract authorization)	.....	(1,500,000)	(1,500,000)	(1,500,000)	(1,500,000)	(+1,500,000)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Job access and reverse commute grants (general fund)	35,000	15,000	15,000	15,000	15,000	-20,000
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(40,000)	(60,000)	(60,000)	(60,000)	(60,000)	(+20,000)
(RABA transfer under Title III)	.....	(75,000)	.....	.....	.....	.....
Subtotal, Job access and reverse commute grants	(75,000)	(150,000)	(75,000)	(75,000)	(75,000)	.....
Washington Metropolitan Area Transit Authority (general fund)	50,000	.....	.....	.....	.....	-50,000
Trust fund share of transit programs (Highway Trust Fund) (rescission of contract authorization)	(-665)	.....	.....	.....	.....	(+665)
Interstate transfer grants - transit (rescission)	(-600)	.....	.....	.....	.....	(+600)
Total, Federal Transit Administration	1,138,200	1,159,000	1,159,000	1,159,000	1,159,000	+20,800
(Limitations on obligations)	(4,251,800)	(4,929,270)	(4,638,000)	(4,638,000)	(4,638,000)	(+386,200)
Total budgetary resources	(5,390,000)	(6,088,270)	(5,797,000)	(5,797,000)	(5,797,000)	(+407,000)
Saint Lawrence Seaway Development Corporation						
Operations and maintenance (Harbor Maintenance Trust Fund)	11,496	.....	12,042	11,496	12,042	+546
Mandatory proposal	.....	(12,042)	.....	.....	.....	.....
Subtotal	(11,496)	(12,042)	(12,042)	(11,496)	(12,042)	(+546)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Research and Special Programs Administration						
Research and special programs	.....	33,340	.....	.....	32,061	+32,061
Hazardous materials safety	16,063	.....	17,813	16,960	.....	-16,063
Emergency transportation	997	.....	1,459	1,275	.....	-997
Research and technology	3,676	.....	3,547	3,297	.....	-3,676
Program and administrative support	8,544	.....	9,542	9,220	.....	-8,544
Subtotal, research and special programs	29,280	33,340	32,361	30,752	32,061	+2,781
Offsetting collections (user fees)	.....	-4,575	.....	.....	.....	.....
Y2K conversion (emergency funding)	(182)	.....	.....	.....	.....	(-182)
Y2K conversion (emergency funding)	(100)	.....	.....	.....	.....	(-100)
Pipeline safety:						
Pipeline Safety Fund	29,000	33,939	30,598	30,000	30,000	+1,000
Oil Spill Liability Trust Fund	4,248	4,248	5,494	4,704	5,479	+1,231
Pipeline safety reserve	(1,400)	.....	(1,300)	(1,400)	(1,400)	.....
Subtotal, Pipeline safety program (incl reserve)	(34,648)	(38,187)	(37,392)	(36,104)	(36,879)	(+2,231)
Y2K conversion (emergency funding)	(150)	.....	.....	.....	.....	(-150)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Emergency preparedness grants:						
Emergency preparedness fund	200	200	200	200	200	.....
(Limitation on obligations)	(11,000)	.....	(14,300)	(11,000)	.....	(-11,000)
Total, Research and Special Programs Administration	62,728	67,152	68,653	65,656	67,740	+5,012
(Limitations on obligations)	(11,000)	.....	(14,300)	(11,000)	.....	(-11,000)
Total budgetary resources	(73,728)	(67,152)	(82,953)	(76,656)	(67,740)	(-5,988)
Office of Inspector General						
Salaries and expenses	43,495	44,840	44,840	5,000	44,840	+1,345
Surface Transportation Board						
Salaries and expenses	16,000	17,000	17,000	15,400	17,000	+1,000
User fees	.....	-2,600	.....	.....	.....	.....
Offsetting collections	-2,600	-14,400	-1,600	.....	-1,600	+1,000
General Provisions						
Transportation Administrative Service Center reduction	-15,000	.....	-11,000	-60,000	-15,000	.....
Transit discretionary grants (rescission of contract authorization)	(-392,000)	.....	.....	.....	.....	(+392,000)
National Aviation Review Commission (rescission)	(-849)	.....	.....	.....	.....	(+849)
Amtrak Reform Council	450	750	450	950	750	+300
Urban discretionary grants (rescission)	(-4,026)	.....	.....	.....	.....	(+4,026)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Net total, title I, Department of Transportation	14,486,343	14,613,187	8,294,642	13,888,522	14,310,424	-175,919
Current year, FY 2000	(14,486,343)	(14,593,187)	(8,294,642)	(13,868,522)	(14,310,424)	(-175,919)
Appropriations	(14,043,239)	(14,593,187)	(8,594,642)	(14,168,022)	(14,340,424)	(+297,185)
Rescissions	(-405,455)	.....	(-300,000)	(-299,500)	(-30,000)	(+375,455)
Emergency appropriations	(848,559)	.....	.....	.....	.....	(-848,559)
Advance appropriation, FY 2001	.....	(20,000)	.....	(20,000)	.....	.....
(Limitations on obligations)	(32,095,800)	(34,386,150)	(34,987,450)	(34,444,150)	(34,673,150)	(+2,577,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Net total budgetary resources	(48,006,190)	(50,131,453)	(44,414,208)	(49,464,788)	(50,115,690)	(+2,109,500)
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses	3,847	4,633	4,633	4,500	4,633	+786
Y2K conversion (emergency funding)	(60)	.....	.....	.....	.....	(-60)
National Transportation Safety Board						
Salaries and expenses	53,473	57,000	57,000	51,500	57,000	+3,527
Rental payments (supplemental P.L. 160-31)	2,300	.....	.....	.....	.....	-2,300
Offsetting collections	.....	-10,000	.....	.....	.....	.....
Emergency fund	1,000	.....	.....	1,000	.....	-1,000
Total, National Transportation Safety Board	56,773	47,000	57,000	52,500	57,000	+227

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Total, title II, Related Agencies	60,680	51,633	61,633	57,000	61,633	+953
Appropriations	(60,620)	(51,633)	(61,633)	(57,000)	(61,633)	(+1,013)
Emergency appropriations	(60)	.....	.....	.....	.....	(-60)
Grand total	14,547,023	14,664,820	8,356,275	13,945,522	14,372,057	-174,966
Current year, FY 2000	(14,547,023)	(14,644,820)	(8,356,275)	(13,925,522)	(14,372,057)	(-174,966)
Appropriations	(14,103,859)	(14,644,820)	(8,656,275)	(14,225,022)	(14,402,057)	(+298,198)
Rescissions	(-405,455)	.....	(-300,000)	(-299,500)	(-30,000)	(+375,455)
Emergency appropriations	(848,619)	.....	.....	.....	.....	(-848,619)
Advance appropriation, FY 2001	.....	(20,000)	.....	(20,000)	.....	.....
(Limitation on obligations)	(32,095,800)	(34,386,150)	(34,987,450)	(34,444,150)	(34,673,150)	(+2,577,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Net total budgetary resources	(48,066,870)	(50,183,086)	(44,475,841)	(49,521,788)	(50,177,323)	(+2,110,453)
Scorekeeping adjustments:						
Pipeline safety (OSLTF)	1,400	-5,000	-3,000	-2,000	-3,000	-4,400
General Provision (Sec. 329)	4,000	.....	.....	.....	.....	-4,000
FTA: Job access (mass transit category)	-25,000	.....	.....	.....	.....	+25,000
FTA: Job access (non-defense discretionary)	25,000	.....	.....	.....	.....	-25,000
Emergency funding	-848,619	.....	.....	.....	.....	+848,619
FY 1999 adjustments to CBO rescissions	205	.....	.....	.....	.....	-205

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
Trans Admin Service Center adjustment	.....	.....	1,000	.....	.....	.....
Advance appropriations	.....	-20,000	.....	-20,000	.....	.....
Total, adjustments	-843,014	-25,000	-2,000	-22,000	-3,000	+840,014
Net grand total (including scorekeeping)	13,704,009	14,639,820	8,354,275	13,923,522	14,369,057	+665,048
Appropriations	(14,109,464)	(14,639,820)	(8,654,275)	(14,223,022)	(14,399,057)	(+289,593)
Rescissions	(-405,455)	.....	(-300,000)	(-299,500)	(-30,000)	(+375,455)
(Limitations on obligations)	(32,095,800)	(34,386,150)	(34,987,450)	(34,444,150)	(34,673,150)	(+2,577,350)
(Exempt obligations)	(1,424,047)	(1,132,116)	(1,132,116)	(1,132,116)	(1,132,116)	(-291,931)
Net grand total budgetary resources	(47,223,856)	(50,158,086)	(44,473,841)	(49,499,788)	(50,174,323)	(+2,950,467)

	FY 1999 Enacted	FY 2000 Request	House	Senate	Conference	Conference vs. enacted
RECAP BY FUNCTION						
Mandatory	684,000	721,000	721,000	730,327	730,327	+46,327
Discretionary:						
Highway category: (Limitation on obligations)	(25,883,000)	(27,821,480)	(28,085,150)	(28,085,150)	(28,085,150)	(+2,202,150)
Mass Transit category	721,200	1,159,000	1,159,000	1,159,000	1,159,000	+437,800
(Limitation on obligations)	(4,251,800)	(4,929,270)	(4,638,000)	(4,638,000)	(4,638,000)	(+386,200)
Total, Mass Transit category	4,973,000	6,088,270	5,797,000	5,797,000	5,797,000	+824,000
General purpose discretionary:						
Defense discretionary	300,000	334,000	300,000	534,000	300,000	.....
Nondefense discretionary	11,998,809	12,425,820	6,174,275	11,500,195	12,179,730	+180,921
Total, General purpose discretionary	12,298,809	12,759,820	6,474,275	12,034,195	12,479,730	+180,921
Total, Discretionary	12,298,809	12,759,820	6,474,275	12,034,195	12,479,730	+180,921

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 2000 recommended by the Committee of Conference, with comparisons to the fiscal year 1999 amount, the 2000 budget estimates, and the House and Senate bills for 2000 follow:

[In thousands of dollars]

New budget (obligational) authority, fiscal year 1999	14,547,023
Budget estimates of new (obligational) authority, fiscal year 2000	14,664,820
House bill, fiscal year 2000	8,356,275
Senate bill, fiscal year 2000	13,945,522
Conference agreement, fiscal year 2000	14,372,057
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 1999	−174,966
Budget estimates of new (obligational) authority, fiscal year 2000	−292,763
House bill, fiscal year 2000	+6,015,782
Senate bill, fiscal year 2000	+426,535

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RALPH REGULA,
HAROLD ROGERS,
RON PACKARD,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
BILL YOUNG,
MARTIN OLAV SABO,
JOHN W. OLVER,
ED PASTOR,
CAROLYN C. KILPATRICK,
JOSE E. SERRANO,
MIKE FORBES,
DAVID OBEY,
Managers on the Part of the House.

RICHARD C. SHELBY,
PETE V. DOMENICI,
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
ROBERT F. BENNETT,
BEN NIGHTHORSE CAMPBELL,
TED STEVENS,
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HERB KOHL,
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DANIEL K. INOUYE,
Managers on the Part of the Senate.

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