107TH CONGRESS, 1st Session | HOUSE OF REPRESENTATIVES | REPORT 107–308

MAKING APPROPRIATIONS FOR THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2002, AND FOR OTHER PURPOSES

NOVEMBER 30 (legislative day, NOVEMBER 29), 2001.—Ordered to be printed

Mr. ROGERS of Kentucky, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H.R. 2299]

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 2299) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, 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, 2002, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, $67,778,000, of which not to exceed $1,929,000 shall be available for the immediate Office of the Secretary; not to exceed $619,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed $13,355,000 shall be available for the Office of the General

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Counsel; not to exceed $3,058,000 shall be for the Office of the Assistant Secretary for Policy; not to exceed $7,421,000 shall be available for the Office of the Assistant Secretary for Aviation and International Affairs; not to exceed $7,728,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed $2,282,000 shall be available for the Office of the Assistant Secretary for Government Affairs; not to exceed $19,250,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed $1,723,000 shall be available for the Office of Public Affairs; not to exceed $1,204,000 shall be available for the Office of the Executive Secretariat; not to exceed $507,000 shall be available for the Board of Contract Appeals; not to exceed $1,240,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed $1,321,000 shall be available for the Office of Intelligence and Security; not to exceed $6,141,000 shall be available for the Office of the Chief Information Officer: Provided, That not to exceed $60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107–71, there may be credited to this appropriation up to $2,500,000 in funds received in user fees: Provided further, That 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 further, That no appropriation for any office shall be increased or decreased by more than 7 percent by all such transfers: Provided further, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, $8,500,000.

TRANSPORTATION SECURITY ADMINISTRATION

For necessary expenses of the Transportation Security Administration related to providing civil aviation security services pursuant to Public Law 107–71, $1,250,000,000, to remain available until expended: Provided, That, security service fees authorized under 49 U.S.C. 44940 shall be credited to this appropriation as offsetting collections and used for providing civil aviation security services authorized by that section: Provided further, That the sum herein appropriated from the General Fund shall be reduced as such offsetting collections are received during fiscal year 2002 so as to result in a final fiscal year appropriation from the General Fund estimated at not more than $0.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, $11,993,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed $125,323,000, shall be paid from appropriations made available to the Department of Transportation: Provided, That such services shall be provided on a competitive basis to entities within the Department of Transportation: Provided further, That the above limitation on operating expenses shall not apply to non-DOT entities: Provided further, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: Provided further, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, $500,000, as authorized by 49 U.S.C. 332: Provided, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: Provided further, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed $18,367,000. In addition, for administrative expenses to carry out the guaranteed loan program, $400,000.

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $3,000,000, to remain available until September 30, 2003: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, to be derived from the Airport and Airway Trust Fund, $13,000,000, to remain available until expended.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97–377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare, $3,382,000,000, of which $440,000,000 shall be available for defense-related activities; and of which $24,945,000 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 of 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 of the amounts made available under this heading, not less than $14,541,000 shall be used solely to increase staffing at Search and Rescue stations, surf stations and command centers, increase the training and experience level of individuals serving in said stations through targeted retention efforts, revise personnel policies and expand training programs, and to modernize and improve the quantity and quality of personal safety equipment, including survival suits, for personnel assigned to said stations: Provided further, That the Department of Transportation Inspector General shall audit and certify to the House and Senate Committees on Appropriations that the funding described in the preceding proviso is being used solely to supplement and not supplant the Coast Guard's level of effort in this area in fiscal year 2001.

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, $636,354,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which $89,640,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2006; $9,500,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2004; $79,293,000 shall be available for other equipment, to remain available until September 30, 2004; $73,100,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2004; $64,631,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2003; and $320,190,000 shall be available for the Integrated Deepwater Systems program, to remain available until September 30, 2006: Provided, That the Commandant of the Coast Guard is authorized to dispose of surplus real property, by sale or lease, and the proceeds shall be credited to this appropriation as offsetting collections and made available only for the National Distress and Response System Modernization program, to remain available for obligation until September 30, 2004: Provided further, That none of the funds provided under this heading may be obligated or expended for the Integrated Deepwater Systems (IDS) system integration contract until the Secretary or Deputy Secretary of Transportation and the Director, Office of Management and Budget jointly certify to the House and Senate Committees on Appropriations that funding for the IDS program for fiscal years 2003 through 2007, funding for the National Distress and Response System Modernization program to allow for full deployment of said system by 2006, and funding for other essential search and rescue procurements, are fully funded in the Coast Guard Capital Investment Plan and within the Office of Management and Budget's budgetary pro-

jections for the Coast Guard for those years: Provided further, That none of the funds provided under this heading may be obligated or expended for the Integrated Deepwater Systems (IDS) integration contract until the Secretary or Deputy Secretary of Transportation and the Director, Office of Management and Budget jointly approve a contingency procurement strategy for the recapitalization of assets and capabilities envisioned in the IDS: Provided further, That upon initial submission to the Congress of the fiscal year 2003 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 2003 through 2007, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: Provided further, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: Provided further, That the Director, Office of Management and Budget shall submit the budget request for the IDS integration contract delineating sub-headings which include the following: systems integrator, ship construction, aircraft, equipment, and communications, providing specific assets and costs under each sub-heading.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, $16,927,000, to remain available until expended.

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, $15,466,000, to remain available until expended.

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, payment for career status bonuses under the National Defense Authorization Act, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), $876,346,000.

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, $83,194,000: Provided, That no more than $25,800,000 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, $20,222,000, to remain available until expended, of which $3,492,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104–264, $6,886,000,000, of which $5,773,519,000 shall be derived from the Airport and Airway Trust Fund, of which not to exceed $5,452,871,000 shall be available for air traffic services program activities; not to exceed $768,769,000 shall be available for aviation regulation and certification program activities; not to exceed $150,154,000 shall be available for civil aviation security program activities; not to exceed $195,799,000 shall be available for research and acquisition program activities; not to exceed $12,456,000 shall be available for commercial space transportation program activities; not to exceed $50,284,000 shall be available for financial services program activities; not to exceed $69,516,000 shall be available for human resources program activities; not to exceed $85,943,000 shall be available for regional coordination program activities; and not to exceed $109,208,000 shall be available for staff offices: Provided, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: Provided further, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: Provided further, That of the funds appropriated under this heading, not less than $6,000,000 shall be for the contract tower cost-sharing pro-

gram: 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 for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; 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 heading; to be derived from the Airport and Airway Trust Fund, $2,914,000,000, of which $2,536,900,000 shall remain available until September 30, 2004, and of which $377,100,000 shall 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 in the establishment and modernization of air navigation facilities: Provided further, That upon initial submission to the Congress of the fiscal year 2003 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 2003 through 2007, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: Provided further, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION)

Of the available balances under this heading, $15,000,000 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, $195,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2004: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for implementation of section 203 of Public Law 106–181; 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, $1,800,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: Provided, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of $3,300,000,000 in fiscal year 2002, notwithstanding section 47117(h) of title 49, United States Code: Provided further, That notwithstanding any other provision of law, not more than $57,050,000 of funds limited under this heading shall be obligated for administration and not less than $20,000,000 shall be for the Small Community Air Service Development Pilot Program.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

Of the unobligated balances authorized under 49 U.S.C. 48103, as amended, $301,720,000 are rescinded.

AVIATION INSURANCE REVOLVING FUND

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

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration, not to exceed $311,000,000, shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: Provided, That of the funds available under section 104(a)(1)(A) of title 23, United States Code: $7,500,000 shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended; $4,000,000 shall be available for motor carrier safety research; $841,000 shall be available for the motor carrier crash data improvement program; $6,000,000 shall be available for the nationwide differential global positioning system program; and $1,500,000 for environmental streamlining activities.

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 $31,799,104,000 for Federal-aid highways and highway safety construction programs for fiscal year 2002: Provided, That within the $31,799,104,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than $447,500,000 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 2002: Provided further, That this limitation on transportation research programs shall not apply to any funds authorized under section 110 of title 23, United States Code, and allocated to these programs, or to any authority previously made available for obligation: Provided

further, That within the $225,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects that are designed to achieve the goals and purposes set forth in section 5203 of the Intelligent Transportation Systems Act of 1998 (subtitle C of title V of Public Law 105–178; 112 Stat. 453; 23 U.S.C. 502 note) in the following specified areas:

Alameda-Contra Costa, California, $500,000;

Alaska statewide; $2,500,000;

Alexandria, Virginia, $750,000;

Arizona statewide EMS, $500,000;

Army trail road traffic signal coordination project, Illinois, $300,000;

Atlanta smart corridors, Georgia, $1,000,000;

Austin, Texas, $125,000;

Automated crash notification, UAB, Alabama, $2,500,000;

Bay County Area wide traffic signal system, Florida, $500,000;

Beaver County transit mobility manager, Pennsylvania, $800,000;

Brownsville, Texas, $250,000;

Carbondale technology transfer center, Pennsylvania, $1,000,000;

Cargo mate logistics and intermodal management, New York, $1,250,000;

Central Ohio, $1,500,000;

Chattanooga, Tennessee, $2,000,000;

Chinatown intermodal transportation center, California, $1,750,000;

Clark County, Washington, $1,000,000;

Commercial vehicle information systems and networks, New York, $450,000;

Dayton, Ohio, $1,250,000;

Detroit, Michigan (airport), $1,500,000;

Durham, Wake Counties, North Carolina, $500,000;

Eastern Kentucky rural highway information, $2,000,000;

Fargo, North Dakota, $1,000,000;

Forsyth, Guilford Counties, North Carolina, $1,000,000;

Genesee County, Michigan, $1,000,000;

Great Lakes, Michigan, $1,500,000;

Guidestar, Minnesota, $6,000,000;

Harrison County, Mississippi, $500,000;

Hawaii statewide, $1,000,000;

Hoosier SAFE–T, Indiana, $2,000,000;

Houma, Louisiana, $1,000,000;

I–90 connector testbed, New York, $1,000,000;

Illinois statewide, $2,000,000;

Inglewood, California, $500,000;

Integrated transportation management system, Delaware statewide, $2,000,000;

Iowa statewide, $562,000;

Jackson Metropolitan, Mississippi, $500,000;

James Madison University, Virginia, $1,500,000;

Kansas City, Kansas, $500,000;

Kittitas County workzone traffic safety system, Washington, $450,000;

Lansing, Michigan, $750,000;

Las Vegas, Nevada, $1,450,000;

Lexington, Kentucky, $750,000;

Libertyville traffic management center, Illinois, $760,000;

Long Island rail road grade crossing deployment, New York, $1,000,000;

Macomb, Michigan (border crossing), $1,000,000;

Maine statewide (rural), $500,000;

Maryland statewide, $1,000,000;

Miami-Dade, Florida, $1,000,000;

Monterey-Salinas, California, $750,000;

Montgomery County ECC & TMC, Maryland, $1,000,000;

Moscow, Idaho, $1,000,000;

Nebraska statewide, $$4,000,000;

New York statewide information exchange systems, New York, $500,000;

New York, New Jersey, Connecticut (TRANSCOM), $2,500,000;

North Greenbush, New York, $1,000,000;

Oklahoma statewide, $3,000,000;

Oxford, Mississippi, $500,000;

Pennsylvania statewide (turnpike), $500,000;

Philadelphia, Pennsylvania, $1,033,000;

Philadelphia, Pennsylvania (Drexel), $1,500,000;

Pioneer Valley, Massachusetts, $1,500,000;

Port of Long Beach, California, $500,000;

Port of Tacoma trucker congestion notification system, Washington, $200,000;

Roadside animal detection test-bed, Montana, $500,000;

Rochester-Genesse, New York, $800,000;

Rutland, Vermont, $750,000;

Sacramento, California, $3,000,000;

San Diego joint transportation operations center, California, $1,500,000;

San Francisco central control communications, California, $250,000;

Santa Anita, California, $300,000;

Santa Teresa, New Mexico, $750,000;

Shreveport, Louisiana, $750,000;

Silicon Valley transportation management center, California, $700,000;

South Carolina DOT, $3,000,000;

Southeast Corridor, Colorado, $7,000,000;

Southern Nevada (bus), $1,100,000;

Spillway road incident management system, Mississippi, $600,000;

St. Louis, Missouri, $1,000,000;

Statewide transportation operations center, Kentucky, $2,000,000;

Superior, I–39 corridor, Wisconsin, $2,500,000;

Texas statewide, $2,000,000;

Travel network, South Dakota, $2,325,000;

University of Arizona ATLAS Center, Arizona, $500,000;

Utah Statewide, $560,000;

Vermont statewide (rural), $1,500,000;

Washington statewide, $4,500,000;

Washington, D.C. metropolitan region, $2,000,000;

Wayne County road information management system, Michigan, $1,500,000;

Wichita, Kansas, $1,200,000;

Wisconsin communications network, $310,000;

Wisconsin statewide, $1,000,000;

Yakima County adverse weather operations, Washington, $475,000:

Provided further, That, notwithstanding any other provision of law, funds authorized under section 110 of title 23, United States Code, for fiscal year 2002 shall be apportioned to the States in accordance with the distribution set forth in section 110(b)(4)(A) and (B) of title 23, United States Code, except that before such apportionments are made, $35,565,651 shall be set aside for the program authorized under section 1101(a)(8)(A) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; $31,815,091 shall be set aside for the program authorized under section 1101(a)(8)(B) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; $21,339,391 shall be set aside for the program authorized under section 1101(a)(8)(C) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; $2,586,593 shall be set aside for the program authorized under section 1101(a)(8)(D) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; $25,579,000 shall be set aside for the program authorized under section 129(c) of title 23, United States Code, and section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991, as amended; $352,256,000 shall be set aside for the programs authorized under sections 1118 and 1119 of the Transportation Equity Act for the 21st Century, as amended; $3,348,128 shall be set aside for the program authorized under section 1101(a)(11) of the Transportation Equity Act for the 21st Century, as amended and section 162 of title 23, United States Code; $76,025,000 shall be set aside for the program authorized under section 118(c) of title 23, United States Code; $62,450,000 shall be set aside for the program authorized under section 144(g) of title 23, United States Code; $251,092,600 shall be set aside for the program authorized under section 1221 of the Transportation Equity Act for the 21st Century, as amended; $10,000,000 shall be set aside for the program authorized under section 502(e) of title 23, United States Code; $56,300,000 shall be available for border infrastructure improvements; $45,122,600 shall be available for allocation by the Secretary for public lands highways; and $23,896,000 shall be set aside and transferred to the Federal Motor Carrier Safety Administration as authorized by section 102 of Public Law 106–159: Provided further, That, of the funds to be apportioned to each State under section 110 for fiscal year 2002, the Secretary shall ensure that such funds are apportioned for the programs authorized under sections 1101(a)(1), 1101(a)(2), 1101(a)(3), 1101(a)(4), and 1101(a)(5) of the Transportation Equity Act for the 21st Century, as amended, in the same

ratio that each State is apportioned funds for such programs in fiscal year 2002 but for this section.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, $30,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

For necessary expenses for the Appalachian Development Highway System as authorized under Section 1069(y) of Public Law 102–240, as amended, $200,000,000, to remain available until expended.

STATE INFRASTRUCTURE BANKS

(RESCISSION)

Of the funds made available for State Infrastructure Banks in Public Law 104–205, $5,750,000 are rescinded.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY

LIMITATION ON ADMINISTRATIVE EXPENSES

(INCLUDING RESCISSION OF FUNDS)

For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a)(1)(B) of title 23, United States Code, not to exceed $110,000,000 shall be paid in accordance with law from appropriations made available by this Act and from any available take-down balances to the Federal Motor Carrier Safety Administration, together with advances and reimbursements received by the Federal Motor Carrier Safety Administration: Provided, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration.

Of the unobligated balances authorized under 23 U.S.C. 104(a)(1)(B), $6,665,342 are rescinded.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 31102, 31106 and 31309, $205,896,000, 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 $182,000,000 for "Motor Carrier Safety Grants", and "Information Systems": Provided further, That notwithstanding any other provision of law, of the $23,896,000 provided under 23 U.S.C. 110, $18,000,000 shall be for border State grants and $4,837,000 shall be for State commercial driver's license program improvements.

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, $127,780,000, of which $95,835,000 shall remain available until September 30, 2004: 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)

(INCLUDING RESCISSION OF CONTRACT AUTHORIZATION)

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 2002, are in excess of $72,000,000 for programs authorized under 23 U.S.C. 403.

Of the unobligated balances authorized under 23 U.S.C. 403, $1,516,000 are rescinded.

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, $223,000,000, 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 2002, are in excess of $223,000,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which $160,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, $15,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, $38,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, and $10,000,000 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 $8,000,000 of the funds made available for section 402, not to exceed $750,000 of the funds made available for section 405, not to exceed $1,900,000 of the funds made available for section 410, and not to exceed $500,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23, United States Code: Provided further, That not to exceed $500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, $110,857,000, of which $6,509,000 shall remain available until expended.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, $29,000,000, 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 2002.

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, $32,300,000, to remain available until expended.

ALASKA RAILROAD REHABILITATION

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

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), $521,476,000, to remain available until expended.

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, $13,400,000: Provided, That no more than $67,000,000 of budget authority shall be available for these purposes: Provided further, That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, $2,000,000 shall be reimbursed to the Department of Transportation's Office of Inspector General for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems: Provided further, That not to exceed $2,600,000 for the National transit database shall remain available until expended.

FORMULA GRANTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105–178, $718,400,000, to remain available until expended: Provided, That no more than $3,592,000,000 of budget authority shall be available for these pur-

poses: Provided further, That, notwithstanding any other provision of law, of the funds provided under this heading, $5,000,000 shall be available for grants for the costs of planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah: Provided further, That in allocating the funds designated in the preceding proviso, the Secretary shall make grants only to the Utah Department of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended: Provided further, That notwithstanding section 3008 of Public Law 105–178 and 49 U.S.C. 5309(m)(3)(C), $50,000,000 of the funds to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".

UNIVERSITY TRANSPORTATION RESEARCH

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

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, $23,000,000, to remain available until expended: Provided, That no more than $116,000,000 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)), $55,422,400 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305), $11,577,600 is available for State planning (49 U.S.C. 5313(b)); and $31,500,000 is available for the national planning and research program (49 U.S.C. 5314).

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105–178, $5,397,800,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: Provided, That $2,873,600,000 shall be paid to the Federal Transit Administration's formula grants account: Provided further, That $93,000,000 shall be paid to the Federal Transit Administration's transit planning and research account: Provided further, That $53,600,000 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 Ad-

ministration's university transportation research account: Provided further, That $100,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: Provided further, That $2,272,800,000 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, $568,200,000, to remain available until expended: Provided, That no more than $2,841,000,000 of budget authority shall be available for these purposes: Provided further, That there shall be available for fixed guideway modernization, $1,136,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, $568,200,000, together with $50,000,000 transferred from "Federal Transit Administration, Formula Grants"; and there shall be available for new fixed guideway systems $1,136,400,000, together with $1,488,840 of the funds made available under "Federal Transit Administration, Capital investment grants" in Public Law 105–277; to be available as follows:

$10,296,000 for Alaska or Hawaii ferry projects;

$1,000,000 for the Albuquerque, New Mexico, light rail project;

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

$13,000,000 for the Baltimore, Maryland, central light rail transit double track project;

$1,500,000 for the Baltimore, Maryland, rail transit project;

$2,000,000 for the Birmingham, Alabama, transit corridor project;

$10,631,245 for the Boston, Massachusetts, South Boston Piers transitway project;

$500,000 for the Boston, Massachusetts, urban ring transit project;

$7,000,000 for the Charlotte, North Carolina, South corridor light rail transit project;

$32,750,000 for the Chicago, Illinois, Douglas branch reconstruction project;

$55,000,000 for the Chicago, Illinois, METRA commuter rail and line extension projects;

$3,000,000 for the Chicago, Illinois, Ravenswood reconstruction project;

$6,000,000 for the Cleveland, Ohio, Euclid corridor transportation project;

$70,000,000 for the Dallas, Texas, North Central light rail transit extension project;

$55,000,000 for the Denver, Colorado, Southeast corridor light rail transit project;

$192,492 for the Denver, Colorado, Southwest corridor light rail transit project;

$150,000 for the Des Moines, Iowa, DSM bus feasibility project;

$200,000 for the Dubuque, Iowa, light rail feasibility project;

$25,000,000 for the Dulles corridor, Virginia, bus rapid transit project;

$27,000,000 for the Fort Lauderdale, Florida, Tri-County commuter rail upgrades project;

$2,000,000 for the Fort Worth, Texas, Trinity railway express project;

$750,000 for the Grand Rapids, Michigan, ITP metro area, major corridor project;

$12,000,000 for Honolulu, Hawaii, bus rapid transit project;

$10,000,000 for the Houston, Texas, Metro advanced transit project;

$300,000 for the Iowa, Metrolink light rail feasibility project;

$1,500,000 for the Johnson County, Kansas-Kansas City, Missouri, I–35 commuter rail project;

$2,000,000 for the Kenosha-Racine-Milwaukee, Wisconsin, commuter rail extension project;

$55,000,000 for the Largo, Maryland, metrorail extension project;

$2,000,000 for the Little Rock, Arkansas, river rail project;

$14,744,420 for the Long Island Rail Road, New York, East Side access project;

$9,289,557 for the Los Angeles, California, North Hollywood extension project;

$7,500,000 for the Los Angeles, California, East Side corridor light rail transit project;

$3,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail extension project;

$12,000,000 for the Maryland (MARC) commuter rail improvements projects;

$19,170,000 for the Memphis, Tennessee, Medical center rail extension project;

$5,000,000 for the Miami, Florida, South Miami-Dade busway extension project;

$10,000,000 for the Minneapolis-Rice, Minnesota, Northstar corridor commuter rail project;

$50,000,000 for the Minneapolis-St. Paul, Minnesota, Hiawatha corridor light rail transit project;

$4,000,000 for the Nashville, Tennessee, East corridor commuter rail project;

$141,000,000 for the New Jersey Hudson-Bergen light rail transit project;

$15,000,000 for the New Orleans, Louisiana, Canal Street car line project;

$1,200,000 for the New Orleans, Louisiana, Desire corridor streetcar project;

$2,000,000 for the New York, New York, Second Avenue subway project;

$20,000,000 for the Newark-Elizabeth, New Jersey, rail link project;

$2,500,000 for the Northeast Indianapolis, Indiana, downtown corridor project;

$2,500,000 for the Northern Indiana South Shore commuter rail project;

$6,500,000 for the Oceanside-Escondido, California, light rail extension project;

$500,000 for the Ohio, Central Ohio North corridor rail (COTA) project;

$5,000,000 for the Pawtucket-TF Green, Rhode Island, commuter rail and maintenance facility project;

$9,000,000 for the Philadelphia, Pennsylvania, Schuykill Valley metro project;

$10,000,000 for the Phoenix, Arizona, Central Phoenix/East Valley corridor project;

$8,000,000 for the Pittsburgh, Pennsylvania, North Shore connector light rail transit project;

$18,000,000 for the Pittsburgh, Pennsylvania, stage II light rail transit reconstruction project;

$64,000,000 for the Portland, Oregon, Interstate MAX light rail transit extension project;

$20,000,000 for the Puget Sound, Washington, RTA Sounder commuter rail project;

$9,000,000 for the Raleigh, North Carolina, Triangle transit project;

$328,000 for the Sacramento, California, light rail transit extension project;

$14,000,000 for the Salt Lake City, Utah, CBD to University light rail transit project;

$3,000,000 for the Salt Lake City, Utah, University Medical Center light rail transit extension project;

$60,000,000 for the San Diego, California, Mission Valley East light rail project;

$1,000,000 for the San Diego, California, Mid Coast corridor project;

$75,673,790 for the San Francisco, California, BART extension to the airport project;

$113,336 for the San Jose, California, Tasman West light rail transit project;

$40,000,000 for the San Juan, Puerto Rico, Tren Urbano project;

$1,700,000 for the Sioux City, Iowa, light rail project;

$28,000,000 for the St. Louis-St. Clair, Missouri, metrolink extension project;

$5,000,000 for the Stamford, Connecticut, urban transitway project;

$3,000,000 for the Stockton, California, Altamont commuter rail project;

$3,000,000 for the Virginia Railway Express station improvements project;

$500,000 for the Washington County, Oregon, Wilsonville to Beaverton commuter rail project;

$2,500,000 for the Wasilla, Alaska, alternative route project; and

$400,000 for the Yosemite, California, area regional transportation system project.

JOB ACCESS AND REVERSE COMMUTE GRANTS

Notwithstanding section 3037(l)(3) of Public Law 105–178, as amended, for necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, $25,000,000, to remain available until expended: Provided, That no more than $125,000,000 of budget authority shall be available for these purposes: Provided further, That up to $250,000 of the funds provided under this heading may be used by the Federal Transit Administration for technical assistance and support and performance reviews of the Job Access and Reverse Commute Grants program.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

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

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, $13,345,000, 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, $37,279,000, of which $645,000 shall be derived from the Pipeline Safety Fund, and of which $2,170,000 shall remain available until September 30, 2004: 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, $58,250,000, of which $7,864,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2004; of which $50,386,000 shall be derived from the Pipeline Safety Fund, of which $30,828,000 shall remain available until September 30, 2004.

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, 2004: Provided, That not more than $14,300,000 shall be made available for obligation in fiscal year 2002 from amounts made available by 49 U.S.C. 5116(i) and 5127(d): Provided further, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for 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, $50,614,000: Provided, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: Provided further, That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $18,457,000: Provided, That notwithstanding any other provision of law, not to exceed $950,000 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 2002, to result in a final appropriation from the general fund estimated at no more than $17,507,000.

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, $5,015,000: 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) $68,000,000, 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 2002 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. 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. 304. None of the funds in this Act shall be available for salaries and expenses of more than 105 political and Presidential appointees in the Department of Transportation: Provided, That none of the personnel covered by this provision or political and Pres-

idential appointees in an independent agency funded in this Act may be assigned on temporary detail outside the Department of Transportation or such independent agency except to the Office of Homeland Security.

SEC. 305. 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. 306. 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. 307. 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. 308. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 309. 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. 310. (a) For fiscal year 2002, 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)(1)(A) of title 23, United States Code, for the highway use tax evasion program, 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) of section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and $2,000,000,000 for such fiscal year under section 105 of title 23, United States Code (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, $2,000,000,000) for such fiscal year;

(5) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; 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 sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991; (7) under section 157 of title 23, United States Code, as in effect on the day before the date of the enactment of the Transportation Equity Act for the 21st Century; and (8) under section 105 of title 23, United States Code (but, only in an amount equal to $639,000,000 for such fiscal year).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute suffi-

cient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Efficiency 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. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

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

SEC. 312. 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. 313. 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: Provided, That, the Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

SEC. 314. 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, 2004, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 315. Notwithstanding any other provision of law, any funds appropriated before October 1, 2001, 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. 316. None of the funds in this Act may be used to compensate in excess of 335 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2002.

SEC. 317. 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. 318. Of the funds made available under section 1101(a)(12) and section 1503 of Public Law 105–178, as amended, $52,973,000 are rescinded.

SEC. 319. Beginning in fiscal year 2002 and thereafter, the Secretary may use up to 1 percent of the amounts made available to carry out 49 U.S.C. 5309 for oversight activities under 49 U.S.C. 5327.

SEC. 320. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities: Provided, That not more than $3,000,000 of the funds made available pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry routes.

SEC. 321. 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. 322. Section 3030(a) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end, the following line: "Washington County—Wilsonville to Beaverton commuter rail.".

SEC. 323. Section 3030(b) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end the following: "Detroit, Michigan Metropolitan Airport rail project.".

SEC. 324. 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. 325. 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. 326. (a) IN GENERAL.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).

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

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

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

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

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

SEC. 327. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 2002.

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

SEC. 329. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, $225,000.

SEC. 330. In addition to amounts otherwise made available in this Act, to enable the Secretary of Transportation to make grants for surface transportation projects, $144,000,000, to remain available until expended.

SEC. 331. During fiscal year 2002, for providing support to the Department of Defense, the Coast Guard Yard and other Coast Guard specialized facilities designated by the Commandant shall qualify as components of the Department of Defense for competition and workload assignment purposes: Provided, That in addition, for purposes of entering into joint public-private partnerships and other cooperative arrangements for the performance of work, the Coast Guard Yard and other Coast Guard specialized facilities may enter into agreements or other arrangements, receive and retain funds from and pay funds to such public and private entities, and may accept contributions of funds, materials, services, and the use of facilities from such entities: Provided further, That amounts received under this section may be credited to appropriate Coast Guard accounts for fiscal year 2002.

SEC. 332. 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. 333. (a) None of the funds made available in this Act shall be available for the design or construction of a light rail system in Houston, Texas.

(b) Notwithstanding (a), amounts made available in this Act under the heading "Federal Transit Administration, Capital investment grants" for a Houston, Texas, Metro advanced transit plan project shall be available for obligation or expenditure subject to the following conditions:

(1) Sufficient amounts shall be used for major investment studies in 4 major corridors.

(2) The Texas Department of Transportation shall review and comment on the findings of the studies under paragraph (1). Any comments by such department on such findings shall be included in any final report on such studies.

(3) If a final report on the studies under paragraph (1) is not available for at least the 1-month period preceding the date of any referendum held by the City of Houston, Texas, or by a county of Texas, regarding approval of the issuance of bonds for funding a light rail system in Houston, Texas, all information developed by such studies regarding passenger and cost estimates for such a system shall be made available to the public at least one month before the date of the referendum.

SEC. 334. None of the funds made available in this Act may be used for engineering work related to an additional runway at New Orleans International Airport.

SEC. 335. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation or weather reporting: Provided, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on "below-market" rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

SEC. 336. Notwithstanding any other provision of law, whenever an allocation is made of the sums authorized to be appropriated for expenditure on the Federal lands highway program, and whenever an apportionment is made of the sums authorized to be appropriated for expenditure on the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the bridge program, the Appalachian development highway system, and the minimum guarantee program, the Secretary of Transportation shall deduct a sum in such amount not to exceed two-fifths of 1 percent of all sums so made available, as the Secretary determines necessary, to administer the provisions of law to be financed from ap-

propriations for motor carrier safety programs and motor carrier safety research. The sum so deducted shall remain available until expended: Provided, That any deduction by the Secretary of Transportation in accordance with this paragraph shall be deemed to be a deduction under section 104(a)(1)(B) of title 23, United States Code.

SEC. 337. For an airport project that the Administrator of the Federal Aviation Administration (FAA) determines will add critical airport capacity to the national air transportation system, the Administrator is authorized to accept funds from an airport sponsor, including entitlement funds provided under the "Grants-in-Aid for Airports" program, for the FAA to hire additional staff or obtain the services of consultants: Provided, That the Administrator is authorized to accept and utilize such funds only for the purpose of facilitating the timely processing, review, and completion of environmental activities associated with such project.

SEC. 338. None of the funds made available in this Act may be used to further any efforts toward developing a new regional airport for southeast Louisiana until a comprehensive plan is submitted by a commission of stakeholders to the Administrator of the Federal Aviation Administration and that plan, as approved by the Administrator, is submitted to and approved by the Senate Committee on Appropriations and the House Committee on Appropriations.

SEC. 339. Notwithstanding any other provision of law, States may use funds provided in this Act under Section 402 of title 23, United States Code, to produce and place highway safety public service messages in television, radio, cinema and print media, and on the Internet in accordance with guidance issued by the Secretary of Transportation: Provided, That any State that uses funds for such public service messages shall submit to the Secretary a report describing and assessing the effectiveness of the messages: Provided further, That $8,000,000 of the funds allocated for innovative seat belt projects under section 157 of title 23, United States Code, shall be used by the States, as directed by the National Highway Traffic Safety Administrator, to purchase advertising in broadcast or print media to publicize the States' seat belt enforcement efforts during one or more of the Operation ABC National Mobilizations: Provided further, That up to $2,000,000 of the funds allocated for innovative seat belt projects under section 157 of title 23, United States Code, shall be used by the Administrator to evaluate the effectiveness of State seat belt programs that purchase advertising as provided by this section.

SEC. 340. Item 1348 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century is amended by striking "Extend West Douglas Road" and inserting "Construct Gastineau Channel Second Crossing to Douglas Island".

SEC. 341. None of the funds in this Act may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

SEC. 342. Item 642 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century, relating to Wash-

ington, is amended by striking "Construct passenger ferry facility to serve Southworth, Seattle" and inserting "Passenger only ferry to serve Kitsap and King Counties to Seattle".

SEC. 343. Item 1793 in section 1602 of the Transportation Equity Act for the 21st Century, relating to Washington, is amended by striking "Southworth Seattle Ferry" and inserting "Passenger only ferry to serve Kitsap and King Counties to Seattle".

SEC. 344. Item 576 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 278) is amended by striking "Bull Shoals Lake Ferry in Taney County" and inserting "Construct the Missouri Center for Advanced Highway Safety (MOCAHS)".

SEC. 345. The transit station operated by the Washington Metropolitan Area Transit Authority located at Ronald Reagan Washington National Airport, and known as the National Airport Station, shall be known and designated as the "Ronald Reagan Washington National Airport Station". The Washington Metropolitan Area Transit Authority shall modify the signs at the transit station, and all maps, directories, documents, and other records published by the Authority, to reflect the redesignation.

SEC. 346. None of the funds appropriated or otherwise made available in this Act may be made available to any person or entity convicted of violating the Buy American Act (41 U.S.C. 10a–10c).

SEC. 347. For fiscal year 2002, notwithstanding any other provision of law, historic covered bridges eligible for Federal assistance under section 1224 of the Transportation Equity Act for the 21st Century, as amended, may be funded from amounts set aside for the discretionary bridge program.

SEC. 348. None of the funds provided in this Act or prior Appropriations Acts for Coast Guard "Acquisition, construction, and improvements" shall be available after the fifteenth day of any quarter of any fiscal year, unless the Commandant of the Coast Guard first submits a quarterly report to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects including projects executed for the Coast Guard by the United States Navy and vessel traffic service projects: Provided, That such reports shall include an acquisition schedule, estimated current and year funding requirements, and a schedule of anticipated obligations and outlays for each major acquisition project: Provided further, That such reports shall rate on a relative scale the cost risk, schedule risk, and technical risk associated with each acquisition project and include a table detailing unobligated balances to date and anticipated unobligated balances at the close of the fiscal year and the close of the following fiscal year should the Administration's pending budget request for the acquisition, construction, and improvements account be fully funded: Provided further, That such reports shall also provide abbreviated information on the status of shore facility construction and renovation projects: Provided further, That all information submitted in such reports shall be current as of the last day of the preceding quarter.

SEC. 349. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by $5,000,000, which limits fiscal year 2002 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than $120,323,000: 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. 350. SAFETY OF CROSS-BORDER TRUCKING BETWEEN UNITED STATES AND MEXICO. (a) No funds limited or appropriated in this Act may be obligated or expended for the review or processing of an application by a Mexican motor carrier for authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border until the Federal Motor Carrier Safety Administration—

(1)(A) requires a safety examination of such motor carrier to be performed before the carrier is granted conditional operating authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border;

(B) requires the safety examination to include—

(i) verification of available performance data and safety management programs;

(ii) verification of a drug and alcohol testing program consistent with part 40 of title 49, Code of Federal Regulations;

(iii) verification of that motor carrier's system of compliance with hours-of-service rules, including hours-of-service records;

(iv) verification of proof of insurance;

(v) a review of available data concerning that motor carrier's safety history, and other information necessary to determine the carrier's preparedness to comply with Federal Motor Carrier Safety rules and regulations and Hazardous Materials rules and regulations;

(vi) an inspection of that Mexican motor carrier's commercial vehicles to be used under such operating authority, if any such commercial vehicles have not received a decal from the inspection required in subsection (a)(5);

(vii) an evaluation of that motor carrier's safety inspection, maintenance, and repair facilities or management systems, including verification of records of periodic vehicle inspections;

(viii) verification of drivers' qualifications, including a confirmation of the validity of the Licencia de Federal de Conductor of each driver of that motor carrier who will be operating under such authority; and

(ix) an interview with officials of that motor carrier to review safety management controls and evaluate any written safety oversight policies and practices.

(C) requires that—

(i) Mexican motor carriers with three or fewer commercial vehicles need not undergo on-site safety examination; however 50 percent of all safety examinations of all Mexican motor carriers shall be conducted onsite; and

(ii) such on-site inspections shall cover at least 50 percent of estimated truck traffic in any year.

(2) requires a full safety compliance review of the carrier consistent with the safety fitness evaluation procedures set forth in part 385 of title 49, Code of Federal Regulations, and gives

the motor carrier a satisfactory rating, before the carrier is granted permanent operating authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border, and requires that any such safety compliance review take place within 18 months of that motor carrier being granted conditional operating authority, provided that;

(A) Mexican motor carriers with three or fewer commercial vehicles need not undergo onsite compliance review; however 50 percent of all compliance reviews of all Mexican motor carriers shall be conducted on-site; and

(B) any Mexican motor carrier with 4 or more commercial vehicles that did not undergo an on-site safety exam under (a)(1)(C), shall undergo an on-site safety compliance review under this section.

(3) requires Federal and State inspectors to verify electronically the status and validity of the license of each driver of a Mexican motor carrier commercial vehicle crossing the border;

(A) for every such vehicle carrying a placardable quantity of hazardous materials;

(B) whenever the inspection required in subsection (a)(5) is performed; and

(C) randomly for other Mexican motor carrier commercial vehicles, but in no case less than 50 percent of all other such commercial vehicles.

(4) gives a distinctive Department of Transportation number to each Mexican motor carrier operating beyond the commercial zone to assist inspectors in enforcing motor carrier safety regulations including hours-of-service rules under part 395 of title 49, Code of Federal Regulations;

(5) requires, with the exception of Mexican motor carriers that have been granted permanent operating authority for three consecutive years—

(A) inspections of all commercial vehicles of Mexican motor carriers authorized, or seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border that do not display a valid Commercial Vehicle Safety Alliance inspection decal, by certified inspectors in accordance with the requirements for a Level I Inspection under the criteria of the North American Standard Inspection (as defined in section 350.105 of title 49, Code of Federal Regulations), including examination of the driver, vehicle exterior and vehicle under-carriage;

(B) a Commercial Vehicle Safety Alliance decal to be affixed to each such commercial vehicle upon completion of the inspection required by clause (A) or a re-inspection if the vehicle has met the criteria for the Level I inspection; and

(C) that any such decal, when affixed, expire at the end of a period of not more than 90 days, but nothing in this paragraph shall be construed to preclude the Administration from requiring reinspection of a vehicle bearing a valid inspection decal or from requiring that such a decal be removed when a certified Federal or State inspector deter-

mines that such a vehicle has a safety violation subsequent to the inspection for which the decal was granted.

(6) requires State inspectors who detect violations of Federal motor carrier safety laws or regulations to enforce them or notify Federal authorities of such violations;

(7)(A) equips all United States-Mexico commercial border crossings with scales suitable for enforcement action; equips 5 of the 10 such crossings that have the highest volume of commercial vehicle traffic with weigh-in-motion (WIM) systems; ensures that the remaining 5 such border crossings are equipped within 12 months; requires inspectors to verify the weight of each Mexican motor carrier commercial vehicle entering the United States at said WIM equipped high volume border crossings; and

(B) initiates a study to determine which other crossings should also be equipped with weigh-in-motion systems;

(8) the Federal Motor Carrier Safety Administration has implemented a policy to ensure that no Mexican motor carrier will be granted authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border unless that carrier provides proof of valid insurance with an insurance company licensed in the United States;

(9) requires commercial vehicles operated by a Mexican motor carrier to enter the United States only at commercial border crossings where and when a certified motor carrier safety inspector is on duty and where adequate capacity exists to conduct a sufficient number of meaningful vehicle safety inspections and to accommodate vehicles placed out-of-service as a result of said inspections.

(10) publishes—

(A) interim final regulations under section 210(b) of the Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 31144 nt.) that establish minimum requirements for motor carriers, including foreign motor carriers, to ensure they are knowledgeable about Federal safety standards, that may include the administration of a proficiency examination;

(B) interim final regulations under section 31148 of title 49, United States Code, that implement measures to improve training and provide for the certification of motor carrier safety auditors;

(C) a policy under sections 218(a) and (b) of that Act (49 U.S.C. 31133 nt.) establishing standards for the determination of the appropriate number of Federal and State motor carrier inspectors for the United States-Mexico border;

(D) a policy under section 219(d) of that Act (49 U.S.C. 14901 nt.) that prohibits foreign motor carriers from leasing vehicles to another carrier to transport products to the United States while the lessor is subject to a suspension, restriction, or limitation on its right to operate in the United States; and

(E) a policy under section 219(a) of that Act (49 U.S.C. 14901 nt.) that prohibits foreign motor carriers from oper-

ating in the United States that is found to have operated illegally in the United States.

(b) No vehicles owned or leased by a Mexican motor carrier and carrying hazardous materials in a placardable quantity may be permitted to operate beyond a United States municipality or commercial zone until the United States has completed an agreement with the Government of Mexico which ensures that drivers of such vehicles carrying such placardable quantities of hazardous materials meet substantially the same requirements as U.S. drivers carrying such materials.

(c) No vehicles owned or leased by a Mexican motor carrier may be permitted to operate beyond United States municipalities and commercial zones under conditional or permanent operating authority granted by the Federal Motor Carrier Safety Administration until—

(1) the Department of Transportation Inspector General conducts a comprehensive review of border operations within 180 days of enactment to verify that—

(A) all new inspector positions funded under this Act have been filled and the inspectors have been fully trained;

(B) each inspector conducting on-site safety compliance reviews in Mexico consistent with the safety fitness evaluation procedures set forth in part 385 of title 49, Code of Federal Regulations, is fully trained as a safety specialist;

(C) the requirement of subparagraph (a)(2) has not been met by transferring experienced inspectors from other parts of the United States to the United States-Mexico border, undermining the level of inspection coverage and safety elsewhere in the United States;

(D) the Federal Motor Carrier Safety Administration has implemented a policy to ensure compliance with hours-of-service rules under part 395 of title 49, Code of Federal Regulations, by Mexican motor carriers seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border;

(E) the information infrastructure of the Mexican government is sufficiently accurate, accessible, and integrated with that of U.S. law enforcement authorities to allow U.S. authorities to verify the status and validity of licenses, vehicle registrations, operating authority and insurance of Mexican motor carriers while operating in the United States, and that adequate telecommunications links exist at all United States-Mexico border crossings used by Mexican motor carrier commercial vehicles, and in all mobile enforcement units operating adjacent to the border, to ensure that licenses, vehicle registrations, operating authority and insurance information can be easily and quickly verified at border crossings or by mobile enforcement units;

(F) there is adequate capacity at each United States-Mexico border crossing used by Mexican motor carrier commercial vehicles to conduct a sufficient number of meaningful vehicle safety inspections and to accommodate vehicles placed out-of-service as a result of said inspections;

(G) there is an accessible database containing sufficiently comprehensive data to allow safety monitoring of all

Mexican motor carriers that apply for authority to operate commercial vehicles beyond United States municipalities and commercial zones on the United States-Mexico border and the drivers of those vehicles; and

(H) measures are in place to enable U.S. law enforcement authorities to ensure the effective enforcement and monitoring of license revocation and licensing procedures of Mexican motor carriers.

(2) The Secretary of Transportation certifies in writing in a manner addressing the Inspector General's findings in paragraphs (c)(1)(A) through (c)(1)(H) of this section that the opening of the border does not pose an unacceptable safety risk to the American public.

(d) The Department of Transportation Inspector General shall conduct another review using the criteria in (c)(1)(A) through (c)(1)(H) consistent with paragraph (c) of this section, 180 days after the first review is completed, and at least annually thereafter.

(e) For purposes of this section, the term "Mexican motor carrier" shall be defined as a Mexico-domiciled motor carrier operating beyond United States municipalities and commercial zones on the United States-Mexico border.

(f) In addition to amounts otherwise made available in this Act, to be derived from the Highway Trust Fund, there is hereby appropriated to the Federal Motor Carrier Safety Administration, $25,866,000 for the salary, expense, and capital costs associated with the requirements of this section.

SEC. 351. Notwithstanding any other provision of law, for the purpose of calculating the non-federal contribution to the net project cost of the Regional Transportation Commission Resort Corridor Fixed Guideway Project in Clark County, Nevada, the Secretary of Transportation shall include all non-federal contributions (whether public or private) made on or after January 1, 2000 for engineering, final design, and construction of any element or phase of the project, including any fixed guideway project or segment connecting to that project, and also shall allow non-federal funds (whether public or private) expended on one element or phase of the project to be used to meet the non-federal share requirement of any element or phase of the project.

SEC. 352. (a) FINDINGS.—Congress makes the following findings:

(1) The condition of highway, railway, and waterway infrastructure across the Nation varies widely and is in need of improvement and investment.

(2) Thousands of tons of hazardous materials, including a very small amount of high-level radioactive material, are transported along the Nation's highways, railways, and waterways each year.

(3) The volume of hazardous material transport increased by over one-third in the last 25 years and is expected to continue to increase. Some propose significantly increasing radioactive material transport.

(4) Approximately 261,000 people were evacuated across the Nation because of rail-related incidents involving hazardous materials between 1978 and 1995, and during that period industry reported 8 transportation accidents involving the small

volume of high level radioactive waste transported during that period.

(5) The Federal Railroad Administration has significantly decreased railroad inspections and has allocated few resources since 1993 to assure the structural integrity of railroad bridges. Train derailments have increased by 18 percent over roughly the same period.

(6) The poor condition of highway, railway, and waterway infrastructure, increases in the volume of hazardous material transport, and proposed increases in radioactive material transport increase the risk of incidents involving such materials.

(7) Measuring the risks of hazardous or radioactive material incidents and preventing such incidents requires specific information concerning the condition and suitability of specific transportation routes contemplated for such transport to inform and enable investment in related infrastructure.

(8) Mitigating the impact of hazardous and radioactive material transportation incidents requires skilled, localized, and well-equipped emergency response personnel along all specifically identified transportation routes.

(9) Incidents involving hazardous or radioactive material transport pose threats to the public health and safety, the environment, and the economy.

(b) STUDY.—The Secretary of Transportation shall, in consultation with the Comptroller General of the United States, conduct a study of the effects to public health and safety, the environment, and the economy associated with the transportation of hazardous and radioactive material.

(c) MATTERS TO BE ADDRESSED.—The study under subsection (b) shall address the following matters:

(1) Whether the Federal Government conducts or reviews individualized and detailed evaluations and inspections of the condition and suitability of specific transportation routes for the current, and any anticipated or proposed, transport of hazardous and radioactive material, including whether resources and information are adequate to conduct such evaluations and inspections.

(2) The costs and time required to ensure adequate inspection of specific transportation routes and related infrastructure and to complete the infrastructure improvements necessary to ensure the safety of current, and any anticipated or proposed, hazardous and radioactive material transport.

(3) Whether emergency preparedness personnel, emergency response personnel, and medical personnel are adequately trained and equipped to promptly respond to incidents along specific transportation routes for current, anticipated, or proposed hazardous and radioactive material transport.

(4) The costs and time required to ensure that emergency preparedness personnel, emergency response personnel, and medical personnel are adequately trained and equipped to promptly respond to incidents along specific transportation routes for current, anticipated, or proposed hazardous and radioactive material transport.

(5) The availability of, or requirements to, establish governmental and commercial information collection and dissemina-

tion systems adequate to provide public and emergency responders in an accessible manner, with timely, complete, specific, and accurate information (including databases) concerning actual, proposed, or anticipated shipments by highway, railway, or waterway of hazardous and radioactive materials, including incidents involving the transportation of such materials by those means and the public safety implications of such dissemination.

(d) DEADLINE FOR COMPLETION.—The study under subsection (b) shall be completed not later than six months after the date of the enactment of this Act.

(e) REPORT.—Upon completion of the study under subsection (b), the Secretary shall submit to Congress a report on the study.

SEC. 353. In selecting projects to carry out using funds apportioned under section 110 of title 23, United States Code, the States of Georgia, Alabama, and Mississippi shall give priority consideration to the following projects:

(1) Improving Johnson Ferry Road from the Chattahoochee River to Abernathy Road, including the bridge over the Chattahoochee River, Georgia;

(2) Widening Abernathy Road from 2 to 4 lanes from Johnson Ferry Road to Roswell Road, Georgia;

(3) Constructing approaches to the Patton Island Bridge, Alabama; and

(4) Planning, design, engineering, and construction of an interchange on I–55, at approximately mile marker 114, and connector roads in Madison County, Mississippi.

SEC. 354. Section 355(a) of the National Highway System Designation Act of 1995 (109 Stat. 624) is amended by striking "has achieved" and all that follows and inserting the following: "has achieved a safety belt use rate of not less than 50 percent.".

SEC. 355. Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall conduct a study and submit to Congress a report on the costs and benefits of constructing a third bridge across the Mississippi River in the Memphis, Tennessee, metropolitan area.

SEC. 356. (a) Congress makes the following findings:

(1) Section 345 of the National Highway System Designation Act of 1995 authorizes limited relief to drivers of certain types of commercial motor vehicles from certain restrictions on maximum driving time and on-duty time.

(2) Subsection (c) of that section requires the Secretary of Transportation to determine by rulemaking proceedings that the exemptions granted are not in the public interest and adversely affect the safety of commercial motor vehicles.

(3) Subsection (d) of that section requires the Secretary of Transportation to monitor the safety performance of drivers of commercial motor vehicles who are subject to an exemption under section 345 and report to Congress prior to the rulemaking proceedings.

(b) It is the sense of Congress that the Secretary of Transportation should not take any action that would diminish or revoke any exemption in effect on the date of the enactment of this Act for drivers of vehicles under section 345 of the National Highway System Designation Act of 1995 (Public Law 104–59; 109 Stat. 613; 49

U.S.C. 31136 note) unless the requirements of subsections (c) and (d) of such section are satisfied.

SEC. 357. Point Retreat Light Station shall be transferred to the Alaska Lighthouse Association consistent with the terms and conditions of section 416(b)(2) of Public Law 105–383.

SEC. 358. PRIORITY HIGHWAY PROJECTS, MINNESOTA. In selecting projects to carry out using funds apportioned under section 110 of title 23, United States Code, the State of Minnesota shall give priority consideration to the following projects:

(1) The Southeast Main and Rail Relocation Project in Moorhead, Minnesota.

(2) Improving access to and from I–35 W at Lake Street in Minneapolis, Minnesota.

SEC. 359. Notwithstanding any other provision of law, the Secretary of Transportation shall approve 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—

(1) at the locations identified in section 358 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (113 Stat. 1027);

(2) on the west side of Interstate Route 285 from Henderson Mill Road to Chamblee Tucker Road in DeKalb County, Georgia;

(3) on the east and west side of Interstate Route 85, extending from Virginia Avenue to Metropolitan Parkway in Fulton County, Georgia;

(4) on the east and west sides of Interstate 285 from the South Fulton Parkway/Interstate Route 85 interchange north to Interstate Route 20;

(5) on the east side of Interstate Route 75 from Howell Mill Road to West Paces Ferry Road in Fulton County, Georgia;

(6) on the east and west sides of Interstate Route 75 between Chastain Road and Georgia State Route 92 in Cobb and Cherokee Counties, Georgia; and

(7) on the south side of Interstate 95 in Bensalem Township, between exit 25 and exit 26, Bucks County, Pennsylvania.

SEC. 360. Notwithstanding any other provision of law, of the funds apportioned to the State of Oklahoma under section 110 of title 23, United States Code, for fiscal year 2001, the $4,300,000 specified under the heading "Federal-Aid Highways (Limitation on Obligations)" in the Department of Transportation and Related Agencies Appropriations Act, 2001 (Public Law 106–346) for reconstruction of U.S. 177 in the vicinity of Cimarron River, Oklahoma, shall be available instead only for the widening of U.S. 177 from SH–33 to 32nd Street in Stillwater, Oklahoma, and such amount shall be subject to the provisions of the last proviso under such heading.

SEC. 361. Section 3030(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting at the end:

"(D) Alabama State Docks intermodal passenger and freight facility.".

SEC. 362. Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended by adding at the end the following:

"(44) The Louisiana Highway 1 corridor from Grand Isle, Louisiana, along Louisiana Highway 1, to the intersection with United States Route 90.".

SEC. 363. Item 425 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 272) is amended by striking "Extend" and all that follows through "Parish" and inserting the following: "Extend and improve Louisiana Route 42 from and along U.S. 61 to I–10 in Ascension and East Baton Rouge Parishes".

SEC. 364. Items 111 and 1583 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 261 and 315), relating to Kentucky, are each amended by inserting after "Paducah" the following: "and other areas in the city of Paducah and McCracken County, Kentucky".

SEC. 365. (a) Section 1105(c)(3) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by striking: "then to a Kentucky Corridor centered on the cities of Pikeville, Jenkins, Hazard, London, Somerset, Columbia, Bowling Green, Hopkinsville, Benton, and Paducah" and inserting: "then to a Kentucky Corridor centered on the cities of Pikeville, Jenkins, Hazard, London, and Somerset; then, generally following the Louie B. Nunn Parkway corridor from Somerset to Columbia, to Glasgow, to I–65; then to Bowling Green, Hopkinsville, Benton, and Paducah".

(b) Section 1105(e)(5)(A) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by inserting after "subsection (c)(1)", the following: "subsection (c)(3) (solely as it relates to the Kentucky Corridor),".

SEC. 366. Section 1105(c)(18) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by adding:

"(E) In Kentucky, the corridor shall utilize the existing Purchase Parkway from the Tennessee state line to Interstate 24.".

SEC. 367. Section 1105(e)(5)(B)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by adding: "The Louie B. Nunn Parkway corridor referred to in subsection (c)(3) shall be designated as Interstate Route 66. A state having jurisdiction over any segment of routes and/or corridors referred to in subsections (c)(3) shall erect signs identifying such segment that is consistent with the criteria set forth in subsections (e)(5)(A)(i) and (e)(5)(A)(ii) as Interstate Route 66. Notwithstanding the provisions of subsections (e)(5)(A)(i) and (e)(5)(A)(ii), or any other provisions of this Act, the Commonwealth of Kentucky shall erect signs, as approved by the Secretary, identifying the routes and/or corridors described in subsection (c)(3) for the Commonwealth, as segments of future Interstate Route 66. The Purchase Parkway corridor referred to in subsection (c)(18)(E) shall be designated as Interstate Route 69. A state having jurisdiction over any segment of routes and/or corridors referred to in subsections (c)(18) shall erect signs identifying such segment that is consistent with the criteria set forth in subsections (e)(5)(A)(i) and (e)(5)(A)(ii) as Interstate Route 69. Notwithstanding the provisions of subsections (e)(5)(A)(i) and (e)(5)(A)(ii), or any

other provisions of this Act, the Commonwealth of Kentucky shall erect signs, as approved by the Secretary, identifying the routes and/or corridors described in subsection (c)(18) for the Commonwealth, as segments of future Interstate Route 69.".

SEC. 368. Notwithstanding any other provision of law, any funds made available to the southern coalition for advanced transportation (SCAT) in the Department of Transportation and Related Agencies Appropriations Act, 2000, Public Law 106–69, under Capital Investment Grants, or identified in the conference report accompanying the Department of Transportation and Related Agencies Appropriations Act, 2001, Public Law 106–346, that remain unobligated shall be transferred to Transit Planning and Research and made available to the electric transit vehicle institute (ETVI) in Tennessee for research administered under the provisions of 49 U.S.C. 5312.

SEC. 369. Chapter 9 of title II of the Supplemental Appropriations Act, 2001 (Public Law 107–20) is amended by deleting the heading "(Highway Trust Fund)" under the heading "Federal-aid Highways"; and inserting in the body under the heading "Federal-aid Highways" after "available" the following: "from the Highway Trust Fund (other than the mass transit account) or the general fund"; and striking "103–311" and inserting in lieu thereof "103–331".

SEC. 370. Notwithstanding the project descriptions contained in table item number 865 of section 1602 of Public Law 105–178, table item number 77 of section 1106(a) of Public Law 102–240 and section 1069(d) relating to the Riverside Expressway in Fairmont, West Virginia, amounts available under such provision shall be available to carry out any project eligible under title 23, United States Code, in the vicinity of Fairmont, West Virginia.

SEC. 371. Item 71 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century, Public Law 105–178, is amended by replacing "restore First and Main Streets to two-way traffic" with "traffic safety and pedestrian improvements in downtown Miamisburg".

SEC. 372. Item 258 in the table under the heading "Capital Investment Grants" in title I of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106–69; 113 Stat. 1006) is amended by striking "Killington-Sherburne satellite bus facility" and inserting "Marble Valley Regional Transit District buses".

SEC. 373. Of the funds available in item 73 of the table contained in section 1106(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), $5,700,000 shall be available for construction of a parking facility for the inner harbor/redevelopment project in Buffalo, New York.

SEC. 374. Of the funds available in item 630 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) as amended by section 1102 of chapter 11 of the Consolidated Appropriations Act, 2001 (Public Law 106–554) shall be available for the construction of a parking facility for the inner harbor/redevelopment project in Buffalo, New York.

This Act may be cited as the "Department of Transportation and Related Agencies Appropriations Act, 2002".

And the Senate agree to the same.

HAROLD ROGERS,
FRANK R. WOLF,
TOM DELAY,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
JO ANN EMERSON,
JOHN E. SWEENEY,
BILL YOUNG,
MARTIN OLAV SABO,
JOHN W. OLVER,
ED PASTOR,
CAROLYN C. KILPATRICK,
JOSÉ E. SERRANO,
JAMES E. CLYBURN,
DAVID R. OBEY,
Managers on the Part of the House.

PATTY MURRAY,
ROBERT C. BYRD,
BARBARA A. MIKULSKI,
HARRY REID,
HERB KOHL,
RICHARD J. DURBIN,
PATRICK LEAHY,
DANIEL INOUYE,
RICHARD C. SHELBY,
CHRISTOPHER BOND,
ROBERT F. BENNETT,
BEN NIGHTHORSE CAMPBELL,
KAY BAILEY HUTCHISON,
TED STEVENS,
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. 2299) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, 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. The committee of conference approves report language included by the House (House Report 107–108) or the Senate (Senate Report 107–38 accompanying the companion measure S. 1178) that is not changed by the conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2002, 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.

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

The conference agreement provides $67,778,000 for the salaries and expenses of the office of the secretary instead of $68,446,000 as proposed by the House and $67,349,000 as proposed by the Senate. New bill language is included that specifies amounts by office, consistent with actions in prior years, and limits transfers among each office to no more than 7 percent. The bill language specifies that any transfer shall be submitted for approval to the House and Senate Committees on Appropriations. The following table summarizes the fiscal year 2002 appropriation for each office:

Immediate office of the Secretary	$1,929,000
Immediate office of the Deputy Secretary	619,000
Office of the General Counsel	13,355,000
Office of the Assistant Secretary for Policy	3,058,000
Office of the Assistant Secretary for Aviation and International Affairs	7,421,000
Office of the Assistant Secretary for Budget and Programs	7,728,000
Office of the Assistant Secretary for Government Affairs	2,282,000
Office of the Assistant Secretary for Administration	19,250,000
Office of Public Affairs	1,723,000
Executive Secretariat	1,204,000
Board of Contract Appeals	507,000
Office of Small and Disadvantaged Business Utilization	1,240,000
Office of Intelligence and Security	1,321,000
Office of the Chief Information Officer	6,141,000

The conferees direct the office of the secretary to submit its congressional justification materials in support of the individual offices of the offices of the secretary at the same level of detail provided in the congressional justifications presented in fiscal year 2002.

Bill language, as proposed by both the House and the Senate, allows the Department to spend up to $60,000 for official reception and representation activities.

The conference agreement modifies bill language that was contained in both the House and the Senate bills that credits to this appropriation up to $2,500,000 in funds received in user fees by excluding fees authorized in Public Law 107–71.

Aviation consumer hotline.—The conference agreement includes $720,000 for the Department's Aviation Consumer Protection Division's consumer hotline. The conferees note that a hotline for consumer complaints currently exists in the Office of the General Counsel. However, the phone line is understaffed, leaving many consumers frustrated when a phone recording is the only place to register a complaint. This can cause considerable hardship for individuals with disabilities who may have travel complaints

that warrant immediate attention. The conferees direct that these funds are to be used to establish a 1–800 disability inquiry line that is staffed from 7:00 a.m. until 11:00 p.m. each day.

Study of air travel services.—The conferees are interested in the impact the joint entry of suppliers of air travel services into the market for direct distribution has had to date on consumers, airline competition, and ticket prices.

Accordingly, the conferees request the Office of the Assistant Secretary for Aviation and International Affairs report on its monitoring efforts pursuant to the launch of the joint airline distribution ventures. The report should address, at a minimum, the following issues raised by the Department as potential concerns related to such ventures:

Deviations from plans, policies, and procedures initially proposed in the joint venture's business plan and contained in its charter associate agreements;

The extent to which the joint venture has adhered to its commitment to not bias displays of fares or services;

The extent to which ties between the airline-owners and the "Most Favored Nation" clause in the charter agreement have resulted in monopolistic or other anti-competitive market behavior; and

Whether airline-owners of the joint ventures or charter associates have acted in an anti-competitive manner by choosing not to distribute fares through other online distribution outlets.

The conferees request the Office of Aviation and International Affairs to submit its findings to the DOT Inspector General's office no later than April 1, 2002, for its evaluation and comment. The House and Senate Transportation Appropriations Subcommittees request the Inspector General to report on these findings no later than 90 days after receiving the findings from the Office of Aviation and International Affairs.

Reorganization.—The conferees are aware that consideration is being given to a reorganization of functions and offices within the office of the secretary and the department is in the process of establishing the new Transportation Security Administration. The conferees expect that any transfer of functions or reorganization must be formally approved by the House and Senate Committees on Appropriations through the regular reprogramming process.

Administrative directions.—The conferees direct the department to submit its annual congressional justifications for each modal administration to the House and Senate Committees on Appropriations on the date on which the President's budget is delivered officially to Congress.

Assessments.—The conferees direct that assessments charged by the office of the secretary to modal administrations should be for administrative activities, not policy initiatives. The conferees have seen violations of this direction in fiscal year 2001 and will not tolerate further problems.

OFFICE OF CIVIL RIGHTS

The conference agreement provides $8,500,000 for the office of civil rights as proposed by both the House and the Senate.

TRANSPORTATION SECURITY ADMINISTRATION

The conference agreement provides $1,250,000,000 for the new multi-modal Transportation Security Administration for civil aviation security services pursuant to Public Law 107–71. Neither the House nor the Senate bill contained a similar appropriation. The bill language specifies that the security fees shall be credited to this appropriation as offsetting collections. The bill also specifies that the general fund appropriation shall be reduced, as fees are collected, to result in an anticipated final fiscal year appropriation of zero.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

The conference agreement provides $11,993,000 for transportation planning, research, and development instead of $5,193,000 as proposed by the House and $15,592,000 as proposed by the Senate. Adjustments to the budget request shall be available for the following activities:

Northeast advanced vehicle consortium	$2,600,000
WestStart's vehicular flywheel project in the Pacific Northwest	1,000,000
International ferry service from Blaine, WA to White Rock, B.C.	200,000
North Dakota State University system planning and resource management	150,000
Auburn University, AL campus transit study	375,000
Bypass mail system computer software and hardware upgrades in Alaska	2,075,000
North Puget Sound intermodal center planning study	400,000

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

The conference agreement includes a limitation of $125,323,000 on activities of the transportation administration service center (TASC) as proposed by both the House and the Senate.

Modal usage of TASC.—The conferees direct the department, in its fiscal year 2003 Congressional justifications for each modal administration, to account for increases and decreases in TASC billings based on planned usage requested or anticipated by the modes rather than TASC as proposed by the House.

Information technology omnibus procurement (ITOP).—The conferees direct the DOT Inspector General to conduct a thorough review of the ITOP program and report findings to the House and Senate Committees on Appropriations no later than February 15, 2002 as specified in the House report.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

The conference agreement provides an appropriation of $900,000 for the minority business resource center program and limits the loans to $18,367,000 as proposed by both the House and the Senate.

MINORITY BUSINESS OUTREACH

The conference agreement provides a total of $3,000,000 for minority business outreach as proposed by the House and the Senate. Language pertaining to funding availability, as proposed by the Senate, has been deleted.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $63,000,000 for payments to air carriers as proposed by the House instead of $50,000,000 as proposed by the Senate. Of this total, $13,000,000 is in new appropriations and the remainder is to be derived from overflight user fees and, if necessary, unobligated balances from the facilities and equipment account of the Federal Aviation Administration. The conference agreement does not include a provision contained in the Senate bill that tightens the eligibility criteria for communities to receive essential air service subsidies.

COAST GUARD

OPERATING EXPENSES

The conference agreement provides $3,382,000,000 for Coast Guard operating expenses instead of $3,382,588,000 as proposed by the House and $3,427,588,000 as proposed by the Senate. The agreement specifies that $440,000,000 of the total is available only for defense-related activities instead of $340,000,000 as proposed by the House and $695,000,000 proposed by the Senate. The agreement includes $24,945,000 to be derived from the oil spill liability trust fund as proposed by the House instead of $25,000,000 as proposed by the Senate.

Funding for search and rescue stations, surf stations, and command centers.—The conference agreement specifies that $14,541,000 is only for increased staffing, training, and personnel protective gear at search and rescue stations, surf stations, and command centers, instead of $13,541,000 proposed by the Senate. Further, the agreement includes language, proposed by the Senate, requiring the Inspector General to audit and certify that these funds are being used solely to supplement the fiscal year 2001 level of effort in this area. The conferees agree that these activities are in dire need of increased funding, and that the Coast Guard should give search and rescue a higher priority for funding in future budget submissions.

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

	House bill	Senate bill	Conference agreement
Budget estimate	$3,382,838,000	$3,382,838,000	$3,382,838,000
Changes to the budget estimate:			
Minor IT projects (transfer from AC&I)	+1,000,000		+1,000,000
SCBA (transfer from AC&I)	+1,000,000		
Civilian pay raise (4.6%)	+4,000,000		
Selective reenlistment bonuses	−3,000,000		
Aviation career continuation pay	−300,000		
Clothing maintenance allowance	−300,000		
Contract costs	−3,000,000		−4,000,000
Operating funds—"other activities"	−4,000,000		−4,000,000
Local notice to mariners	−925,000		−888,000
Human resources information system	−1,173,000		−1,105,000
Marine transportation system	−845,000		−845,000
Ice operations	−4,457,000		

	House bill	Senate bill	Conference agreement
Search and rescue readiness	+12,000,000	+8,000,000	+9,000,000
Pay and benefits shortfalls		+36,750,000	
Amount recommended	3,382,838,000	3,427,588,000	3,382,000,000

Aviation depot maintenance.—The conferees agree that the Coast Guard should work toward developing full and open competition for aviation depot maintenance services of C–130 aircraft as soon as possible, but no later than fiscal year 2003.

Marine Fire and Safety Association.—The conferees remain supportive of efforts by the Marine Fire and Safety Association (MFSA) to provide specialized firefighting training and retain an oil spill response contingency plan for the Columbia River. The conferees direct the Secretary to provide $255,000 to continue efforts by the nonprofit organization comprised of numerous fire departments on both sides of the Columbia River. The funding will be utilized to provide specialized communications, firefighting training and equipment, and to implement the oil spill response contingency plan for the Columbia River.

Lighthouse conveyances.—The conference agreement includes sufficient funding to complete the conveyance of several Coast Guard lighthouse properties and improvements, as authorized under Public Law 105–383, that have not been transferred. The conferees expect the Coast Guard to convey the remaining authorized lighthouse properties not later than the end of fiscal year 2002. If the Commandant determines, by June 31, 2002, that the Coast Guard is unable to complete any of the conveyances in the coming fiscal year, the conferees direct the Commandant to submit a report to the House and Senate Committees on Appropriations within fifteen days of that decision explaining the reasons why each property has not been transferred and providing an estimated date of completion of that transfer.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

The conference agreement includes $636,354,000 for acquisition, construction, and improvement programs of the Coast Guard instead of $600,000,000 as proposed by the House and $669,323,000 as proposed by the Senate. The bill specifies that $20,000,000 of total funding is to be derived from the oil spill liability trust fund, as proposed by the Senate, instead of $19,956,000 proposed by the House. Consistent with past years and the House and Senate bills, the conference agreement distributes funds in the bill by budget activity.

A table showing the distribution of this appropriation by project as included in the fiscal year 2002 budget estimate, House bill, Senate bill, and the conference agreement follows:

Acquisition, Construction, and Improvements
Fiscal Year 2002

Program Name	FY 2002 estimate	House recommended	Senate recommended	Conference agreement
Vessels:	**79,390,000**	**90,990,000**	**79,640,000**	**89,640,000**
Survey and design - cutters and boats	500,000	500,000	500,000	500,000
Seagoing buoy tender (WLB) replacement	70,000,000	68,000,000	70,000,000	68,000,000
Polar class icebreaker reliability improvement program	8,890,000	4,490,000	4,490,000	4,490,000
41 foot utility boat replacement	0	18,000,000	0	12,000,000
85-Foot fast patrol craft	0	0	4,650,000	4,650,000
Aircraft:	**500,000**	**26,000,000**	**12,500,000**	**9,500,000**
Aviation parts and support	0	26,000,000	12,000,000	9,000,000
C-130J system provisioning and training support analyses	500,000	0	500,000	500,000
Other Equipment:	**95,471,000**	**74,173,000**	**97,921,000**	**79,293,000**
Ports and waterways safety system (PAWSS)	17,600,000	6,100,000	14,400,000	6,000,000
Marine information for safety and law enforcement (MISLE)	7,450,000	7,450,000	7,450,000	7,450,000
National distress system modernization	42,000,000	42,000,000	42,000,000	42,000,000
Defense message system implementation	2,000,000	2,000,000	2,000,000	1,500,000
Commercial satellite communications	1,500,000	1,500,000	1,500,000	1,500,000
Global Maritime Distress and Safety System (GMDSS)	2,200,000	2,200,000	2,200,000	2,200,000
Search and Rescue Capabilities Enhancement Project	1,320,000	1,320,000	1,320,000	1,320,000
Thirteenth district microwave modernization project	800,000	800,000	800,000	800,000
Hawaii Rainbow communications system modernization	3,100,000	0	3,100,000	3,100,000
High frequency recapitalization and modernization	2,500,000	2,500,000	2,500,000	2,000,000
Readiness management system	1,675,000	0	1,675,000	0
DOD C4I interoperability	1,530,000	1,530,000	1,530,000	0
Command center readiness/infrastructure recapitalization	727,000	727,000	727,000	727,000
P-250 pump replacement	2,046,000	2,046,000	2,046,000	2,046,000
Configuration management -- phase II	6,023,000	4,000,000	6,023,000	3,000,000
Self-contained breathing apparatus (SCBA) replacement	1,000,000	0	1,000,000	1,000,000
Minor information technology projects	2,000,000	0	2,000,000	0
Maritime electro-optical/infrared (EO/IR) sensors for cutters/boats	0	0	5,000,000	4,000,000
Ice detecting radar - Cordova, AK	0	0	650,000	650,000
Shore Facilities and Aids to Navigation:	**79,262,000**	**44,206,000**	**88,862,000**	**73,100,000**
Survey and design - shore projects	5,000,000	7,000,000	7,000,000	4,000,000
Minor AC&I shore construction projects	7,262,000	5,500,000	7,262,000	4,000,000
Housing	11,000,000	13,500,000	11,000,000	13,500,000
Waterways ATON projects	5,000,000	4,706,000	6,000,000	5,500,000
Rebuild Coast Guard Station, Port Huron, MI	3,100,000	3,100,000	3,100,000	3,100,000
Consolidate facilities - Elizabeth City, NC	6,300,000	0	6,300,000	0
Consolidate warehouse - Coast Guard Yard, MD	12,600,000	0	12,600,000	12,600,000
Rebuild Group/MSO - Long Island Sound, NY	4,900,000	4,900,000	4,900,000	0
Construct new Station - Brunswick, GA	3,600,000	3,600,000	3,600,000	3,600,000
Replace utilities, ISC building number 8 - Boston, MA	1,600,000	1,600,000	1,600,000	1,600,000
Construct engineering building, ISC Honolulu - Honolulu, HI	7,200,000	0	7,200,000	7,200,000
Consolidate Kodiak aviation support - Kodiak, AK	5,700,000	0	5,700,000	5,700,000
Unallocated increase	6,000,000	0	0	0
Reconstruction North Wall, Escanaba Municipal Dock, MI	0	300,000	0	300,000
Rebuild ISC Seattle Pier 36 - Phase I	0	0	12,600,000	10,000,000
Coast Guard Marine Safety & Rescue Station - Chicago, IL	0	0	0	2,000,000
Personnel and Related Support:	**66,700,000**	**64,631,000**	**65,200,000**	**64,631,000**
Direct personnel costs	65,700,000	63,931,000	64,500,000	63,931,000
Core acquisition costs	1,000,000	700,000	700,000	700,000
Integrated Deepwater Systems:	**338,000,000**	**300,000,000**	**325,200,000**	**320,190,000**
Total appropriation	**659,323,000**	**600,000,000**	**669,323,000**	**636,354,000**

Integrated deepwater systems (IDS).—The conference agreement includes $320,190,000 for the integrated deepwater systems (IDS) program instead of $300,000,000 proposed by the House and $325,200,000 proposed by the Senate. The agreement includes language, proposed by the House and Senate, prohibiting obligation of funds for the IDS systems integration contract until (1) certification is received from the Department of Transportation and the Office of Management and Budget that the program is fully funded in fiscal year 2003–2007 budget plans; (2) certification is received that the national distress and response system modernization program is funded to allow for full deployment by fiscal year 2006, and that other essential search and rescue procurements are fully funded; and (3) the Department of Transportation and Office of Management and Budget approve a contingency procurement strategy for assets and capabilities encompassed by the IDS program. Certification authorities for the Department of Transportation for the above items are the Secretary or Deputy Secretary, as proposed by the Senate, instead of the Secretary or his designee, as proposed by the House. Further, the bill includes language, proposed by the Senate, requiring future IDS budget submissions to be specified to a certain level of detail, and making funds available for obligation for five years, instead of three years as proposed by the House.

Capital investment plan.—The bill includes language, proposed by the Senate, specifying a rescission of $100,000 per day for each day after initial submission of the fiscal year 2003 President's budget that the Coast Guard capital investment plan has not been submitted to the Congress. A similar provision is included under Federal Aviation Administration, "Facilities and equipment".

41-foot utility boat replacement.—The conference agreement includes $12,000,000 to begin replacement of the existing 41-foot utility boat fleet, instead of $18,000,000 as proposed by the House. The conferees do not accept Coast Guard statements that a full year or more will be needed to develop requirements and specifications for this urgently-needed replacement vessel. The conferees urge the Coast Guard to streamline and expedite the requirements process so that contract award for this replacement project can take place by the end of fiscal year 2002. In the development of requirements, the Coast Guard is to actively involve, and consider the input of, field commanders and enlisted personnel who operate and maintain these boats in carrying out search and rescue missions.

ATC glass technology.—The conferees agree that, of the funds provided for aviation parts and support, $1,000,000 is only for the application of ambient temperature-cured (ATC) glass technology to Coast Guard aircraft, as proposed by the House.

National distress and response system modernization program (NDRSMP).—The conferees believe the Secretary or Deputy Secretary of Transportation and the Director of OMB should be attendant to the following milestones in assessing whether the national distress and response system modernization program (NDRSMP) will be fully deployed by fiscal year 2006. Not later than the end of fiscal year 2003, the Coast Guard should prove, at initial operating capability (IOC), the fully integrated technology of the NDRSMP at two of the 46 NDRSMP regions and complete low rate initial production at an additional four regions. IOC should in-

clude: (1) the capability to locate distressed vessels by identifying vessels through identification of the origin of the communications signal; (2) the ability to send and receive data among Coast Guard and other federal and state research and rescue assets; and (3) the compatibility with international communications standards under the International Convention for Safety of Life at Sea. The Coast Guard should also complete the following percentages of the NDRSMP by the end of the corresponding years shown below:

Fiscal year 2004: 35 percent;
Fiscal year 2005: 70 percent; and
Fiscal year 2006: 100 percent.

Coast Guard Marine Safety and Rescue Station, Chicago, IL.—The conference agreement includes $2,000,000 for Coast Guard participation in reconstruction of a joint-use Coast Guard Marine Safety and Rescue Station along the Chicago Lake Michigan shoreline. Specifically, the facility would house Coast Guard, City of Chicago, and State of Illinois equipment and personnel for the purposes of air/marine search and rescue, port security, research, and maritime safety. The conferees expect the Coast Guard to work with the City of Chicago and the State of Illinois to plan, fund, and construct this facility. The conferees intend for the Chicago Coast Guard Marine Safety and Rescue Station to complement the air search and rescue station in Waukegan, Illinois and the Coast Guard Marine Safety Office Chicago in Burr Ridge, Illinois.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

(RESCISSIONS)

The conference agreement deletes rescissions proposed by the Senate totaling $8,700,000. Funding in the programs proposed for rescission is no longer available.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

The conference agreement includes $16,927,000 for environmental compliance and restoration as proposed by both the House and Senate.

ALTERATION OF BRIDGES

The conference agreement includes $15,466,000 for alteration of bridges deemed hazardous to marine navigation as proposed by the House and Senate. The conference agreement distributes these funds as follows:

Bridge and location	*Conference agreement*
New Orleans, LA, Florida Avenue RR/HW Bridge	$3,250,000
Brunswick, GA, Sidney Lanier Highway Bridge	1,600,000
Charleston, SC, Limehouse Bridge	1,100,000
Mobile, AL, Fourteen Mile Bridge	5,741,000
Morris, IL, EJ&E Railroad Bridge	1,525,000
Galveston, TX, Galveston Causeway	500,000
Boston, MA, Chelsea Street Bridge	1,750,000
Total	15,466,000

Millenium port selection.—In an effort to expand U.S. trade with Latin America and South America, the State of Louisiana has developed the Millenium Port Commission. Funds were provided in

fiscal years 2000 and 2001 for federal support of this commission's activities. The conferees encourage the Millenium Port Commission, cooperating Louisiana ports, and the U.S. Army Corps of Engineers to complete a detailed feasibility analysis of all major options for the Millenium Port by January 1, 2002.

RETIRED PAY

The conference agreement includes $876,346,000 for Coast Guard retired pay as proposed by both the House and the Senate. This is scored as a mandatory program for federal budget purposes. The conference agreement includes language proposed by the Senate authorizing these funds for the payment of fifteen-year career status bonuses.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides $83,194,000 for reserve training as proposed by the House and Senate. The agreement allows the Reserves to reimburse Coast Guard "Operations" up to $25,800,000 for Coast Guard support of Reserve activities, as proposed by the House and Senate.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

The conference agreement provides $20,222,000 for Coast Guard research, development, test, and evaluation instead of $21,722,000 as proposed by the House and Senate. The conferees agree that within the funding provided, $500,000 is for the University of Maine Advanced Engineered Wood Composites Center's demonstration and evaluation of engineered wood composites at Coast Guard facilities, instead of $1,000,000 as proposed by the Senate.

Columbia River Aquatic Nuisance Species Initiative (CRANSI).—The conferees are concerned over threats that invasive, non-indigenous plants and animals pose to U.S. waterways and the economy. Within the funds provided, the conferees agree that $500,000 is for the Columbia River Aquatic Nuisance Species Initiative (CRANSI), at the Center for Lakes and Reservoirs at Portland State University, to support surveys of non-indigenous aquatic species in the Columbia River, as proposed by the Senate.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

The conference agreement provides $6,886,000,000 for operating expenses of the Federal Aviation Administration instead of $6,870,000,000 as proposed by the House and $6,916,000,000 as proposed by the Senate. These funds are in addition to amounts made available as a mandatory appropriation of user fees in the Federal Aviation Administration Reauthorization Act of 1996 (Public Law 104–264). Of the total amount provided, $5,773,519,000 is to be derived from the airport and airway trust fund, consistent with Public Law 106–181. The total funding provided is

$341,765,000 (5.2 percent) above the fiscal year 2001 enacted level and is the maximum amount authorized. The bill specifies amounts by budget activity, as proposed by the House, continuing a practice initiated in fiscal year 2001.

Aeronautical charting and cartography.—The conference agreement includes language proposed by the House prohibiting funds for any aeronautical charting and cartography activities conducted by, or coordinated through, the Transportation Administrative Service Center.

User fees.—The conference agreement modifies language proposed by the House prohibiting funds to plan, finalize, or implement new user fees not specifically authorized by Congress. The agreement prohibits funds only for the finalization or implementation of new, unauthorized fees.

Use of credit hours.—The conferees direct FAA to discontinue the granting of credit hours, or related benefits, in the settlement of union grievances until the OST office of general counsel, working with legal counsel of the FAA and OIG, determines in writing that such practice is consistent with the 1998 collective bargaining agreement with the National Air Traffic Controllers Association (NATCA) and other existing labor agreements. Once this determination is made, the Secretary is requested to make its finding available to the House and Senate Committees on Appropriations. The House proposed a prohibition on the granting of credit hours for the settlement of union grievances during fiscal year 2002.

Travel policy.—The conferees do not agree with House direction prohibiting FAA from changing its travel policy regarding per diem payments for extended temporary duty assignments. The conferees understand that FAA has modified its travel policies to address findings of the DOT Inspector General in this area.

Personnel reform.—The conferees direct the Administrator to report to the House and Senate Committees on Appropriations, not later than January 15, 2002, on how the agency has implemented, and/or plans to implement, the Senate directive regarding personnel reform.

Airspace redesign.—The conference agreement includes $12,500,000 for the New York/New Jersey airspace redesign, as proposed by the Senate, instead of $8,500,000 proposed by the House.

Restoration of air traffic supervisors.—The conference agreement restores $5,000,000 of the proposed reductions in air traffic supervisor staffing included in the President's budget. The budget proposed a reduction of $5,400,000 due to planned expansion of the controller-in-charge (CIC) concept. In restoring these positions, the conferees agree with the position of the House that supervisory levels should not be reduced further at this time.

National airspace system (NAS) handoff.—The conference agreement provides $7,600,000 in this appropriation and $51,006,100 in "Facilities and equipment" (F&E) for second year maintenance costs for newly commissioned equipment under the National airspace system (NAS) handoff program. The President's budget included $76,400,000 under F&E for this purpose. The conferees believe it is inconsistent with the principles of existing authorizing legislation to fund these costs under F&E. In all budget

submissions through fiscal year 2001, costs to operate and maintain such systems after the first year of operation were to transition to FAA's operating budget. However, due to operating budget pressures, this year the Administration proposed to shift the second year of such costs to the F&E appropriation. These are, in effect, operating costs transferred to a capital appropriation. While the conferees note that Public Law 106–181 significantly raised F&E funding, it did so with an understanding that those additional funds would be used for capital costs and not to cover shortfalls in a constrained operating budget. The conferees believe that FAA needs to live within its authorized funding levels for operations without program shifts of this nature.

GPS non-precision approaches.—The conference agreement includes $5,000,000 to increase the number of GPS non-precision instrument approaches developed and published for airports that are not part 139 certificated, and to develop GPS routes to help supplement the current airway route system. These routes will provide important safety and other benefits to general aviation pilots, including increased access to currently inaccessible airports. In that regard, the conferees direct FAA to assure that the GPS instrument approaches provide the necessary procedural information known as LNAV/VNAV minima, to enable their use by pilots in obtaining guidance to the runway once the wide area augmentation system is in place.

Aviation safety reporting system.—The conferees are aware that the NASA's aviation safety reporting system (ASRS) is a critical component of our aviation safety system. The success of ASRS lies in its ability to offer confidentiality and limited immunity to those who submit reports on unintentional violations of federal aviation regulations. The conferees direct the FAA to work to meet the goal of funding ASRS at $3,400,000 in fiscal year 2002.

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

FAA Operations
Distribution by PPA
Fiscal Year 2002

	House bill	*Senate bill*	*Conference agreement*
Air Traffic Services:			
Budget estimate:	**5,447,421,000**	**5,447,421,000**	**5,447,421,000**
Reduce controller training	-8,574,000	0	0
Controller productivity initiatives	-5,000,000	0	-5,000,000
Information security management	-215,000	0	0
Restoration of air traffic supervisors	5,400,000	0	5,000,000
Base adjustment	-4,102,000	0	0
Contract tower cost sharing	6,000,000	6,000,000	6,000,000
MARC	2,000,000	0	2,000,000
Staffing adjustment	-22,000,000	0	-11,000,000
NAS handoff (transfer from F&E)	44,828,000	0	7,600,000
4.6 percent pay raise	29,125,000	0	0
Air Traffic Services Subcommittee	0	862,000	850,000
Unspecified	0	-6,862,000	0
Proposal	**5,494,883,000**	**5,447,421,000**	**5,452,871,000**
Aviation Regulation and Certification:			
Budget estimate:	**744,744,000**	**744,744,000**	**744,744,000**
Staffing adjustment	-18,000,000	0	-9,000,000
Base adjustment	-3,000,000	0	0
4.6 percent pay raise	4,126,000	0	0
Additional AVR staffing (36.5 FTE)	0	12,200,000	12,200,000
Additional certification activity	0	3,600,000	3,600,000
Safer Skies	0	22,700,000	5,475,000
HIMS	0	500,000	500,000
Medallion Program - Alaska	0	3,000,000	3,000,000
Alien Species Action Plan - Hawaii	0	3,000,000	3,000,000
GPS non-precision instrument approaches	0	5,000,000	5,000,000
Drug and alcohol validity testing	0	250,000	250,000
Unspecified	0	-11,000,000	0
Proposal	**727,870,000**	**783,994,000**	**768,769,000**
Civil Aviation Security:			
Budget estimate	**150,154,000**	**150,154,000**	**150,154,000**
Reduction in discretionary activities	-8,500,000	0	0
Headquarters facility security	-750,000	0	0
Staffing adjustment	-5,750,000	0	0
4.6 percent pay raise	795,000	0	0
Proposal	**135,949,000**	**150,154,000**	**150,154,000**
Research and Acquisition:			
Budget estimate:	**196,674,000**	**196,674,000**	**196,674,000**
Staffing adjustment	-1,750,000	0	-875,000
4.6 percent pay raise	334,000	0	0
Proposal	**195,258,000**	**196,674,000**	**195,799,000**

FAA Operations
Distribution by PPA
Fiscal Year 2002

	House bill	*Senate bill*	*Conference agreement*
Commercial Space Transportation:			
Budget estimate:	**14,706,000**	**14,706,000**	**14,706,000**
Staffing adjustment	-2,500,000	0	-2,000,000
4.6 percent pay raise	48,000	0	0
Unspecified	0	-250,000	-250,000
Proposal	**12,254,000**	**14,456,000**	**12,456,000**
Financial Services:			
Budget estimate:	**50,684,000**	**50,684,000**	**50,684,000**
Staffing adjustment	-800,000	0	-400,000
Resource tracking pgm (transfer from F&E)	500,000	0	0
4.6 percent pay raise	96,000	0	0
Proposal	**50,480,000**	**50,684,000**	**50,284,000**
Human Resources:			
Budget estimate:	**74,516,000**	**74,516,000**	**74,516,000**
Reduction to growth	-7,000,000	0	-5,000,000
4.6 percent pay raise	119,000	0	0
Proposal	**67,635,000**	**74,516,000**	**69,516,000**
Region/Center Operations:			
Budget estimate:	**90,893,000**	**90,893,000**	**90,893,000**
Staffing adjustment	-2,100,000	0	1,050,000
National park overflight tour mgmt plans	-6,000,000	0	-6,000,000
Aeronautical Ctr NAS handoff (transfer)	1,200,000	0	0
4.6 percent pay raise	620,000	0	0
Proposal	**84,613,000**	**90,893,000**	**85,943,000**
Staff Offices:			
Budget estimate:	**116,208,000**	**116,208,000**	**116,208,000**
Staffing adjustment	-5,000,000	0	-4,000,000
Additional adjustment to mirror inflation rate	-3,000,000	0	-3,000,000
4.6 percent pay raise	568,000	0	0
Proposal	**108,776,000**	**116,208,000**	**109,208,000**
Accountwide Adjustments:			
OST assessments	-750,000	0	-750,000
Travel	-5,148,000	0	-5,148,000
Executive bonuses	-500,000	0	-500,000
Vacant executive positions	-1,320,000	0	-1,320,000
Travel, supplies, communications, etc.	0	-9,000,000	-1,282,000
Proposal	**-7,718,000**	**-9,000,000**	**-9,000,000**
Total appropriation	6,870,000,000	6,916,000,000	6,886,000,000

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $2,914,000,000 for facilities and equipment as proposed by the House and the Senate. This is the level mandated by Public Law 106–181, and represents an increase of $257,235,000 (9.7 percent) above the fiscal year 2001 enacted level.

Administration of potential shortfall due to EAS transfer.—Public Law 104–264 requires the FAA Administrator to cover any shortfall in funding for the essential air service program (below the mandatory amount of $50,000,000) out of any funds otherwise available to the Administrator. While P.L. 104–264 authorized the collection of overflight user fees to cover these expenses, fee receipts have never equaled the mandatory appropriation level, and are not expected to do so in fiscal year 2002. The conferees agree that any shortfall due to transfer of funds to the essential air service program should be borne by unobligated balances from the "Facilities and equipment" appropriation, and should not be derived from programs, projects, or activities designated as items of special Congressional interest in Congressional reports or in the fiscal year 2002 base for reprogramming document. The Senate proposed up to $10,000,000 of any shortfall should be derived from "Grants-in-aid for airports".

Capital investment plan.—The conference agreement includes a provision, proposed by the Senate, specifying a rescission of $100,000 per day for each day after initial submission of the fiscal year 2003 President's budget that the FAA's capital investment plan has not been submitted to the Congress. This is similar to a provision enacted for fiscal year 2001.

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

Facilities and Equipment
Fiscal Year 2002

Program Name	FY 2002 estimate	FY 2002 House	FY 2002 Senate	Conference agreement
ENGINEERING DEVELOPMENT, TEST AND EVALUATION:				
ADVANCED TECHNOLOGY DEVELOPMENT & PROTOTYPING	36,634,000	52,181,000	36,834,000	55,991,000
SAFE FLIGHT 21	26,500,000	35,000,000	39,300,000	39,300,000
SUBTOTAL - ADV DEV/PROTOTYPING	**63,134,000**	**87,181,000**	**76,134,000**	**95,291,000**
EN ROUTE AUTOMATION	72,200,000	72,200,000	46,200,000	46,200,000
OCEANIC AUTOMATION SYSTEM	84,400,000	84,400,000	84,400,000	84,400,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	35,813,200	35,813,200	35,813,200	35,813,200
NEXT GENERATION VHF A/G COMMUNICATION SYSTEM	15,950,000	15,950,000	15,950,000	15,950,000
FREE FLIGHT PHASE ONE	122,570,000	193,270,000	122,570,000	122,570,000
FREE FLIGHT PHASE TWO	114,900,000	42,200,000	69,900,000	69,900,000
SUBTOTAL - EN ROUTE PROGRAMS	**445,833,200**	**443,833,200**	**374,833,200**	**374,833,200**
TERMINAL AUTOMATION (STARS)	104,700,000	104,700,000	104,700,000	104,700,000
SUBTOTAL - TERMINAL PROGRAMS	**104,700,000**	**104,700,000**	**104,700,000**	**104,700,000**
LOCAL AREA AUGMENTATION SYSTEM FOR GPS (LAAS)	16,660,000	42,450,000	16,660,000	43,109,700
WIDE AREA AUGMENTATION SYSTEM (WAAS)	49,000,000	75,900,000	49,000,000	80,900,000
SUBTOTAL - LANDING/NAVAIDS	**65,660,000**	**118,350,000**	**65,660,000**	**124,009,700**
NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	2,300,000	2,300,000	2,300,000	2,300,000
TECHNICAL CENTER FACILITIES	11,000,000	9,500,000	11,000,000	10,250,000
TECHNICAL CENTER INFRASTRUCTURE SUSTAINMENT	2,900,000	2,900,000	2,900,000	2,900,000
SUBTOTAL, RDT&E EQUIPMENT AND FACILITIES	**16,200,000**	**14,700,000**	**16,200,000**	**15,450,000**
TOTAL ACTIVITY 1	***695,527,200***	***768,764,200***	***637,527,200***	***714,283,900***
AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT:				
EN ROUTE AUTOMATION	162,763,000	162,763,000	155,863,000	155,863,000
NEXT GENERATION WEATHER RADAR (NEXRAD)	6,300,000	6,300,000	6,300,000	6,300,000
AIR TRAFFIC OPERATIONS MANAGEMENT	1,000,000	1,000,000	1,000,000	1,000,000
WEATHER AND RADAR PROCESSOR (WARP)	24,171,000	24,171,000	24,171,000	24,171,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	2,300,000	2,300,000	2,300,000	2,300,000
ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	44,000,000	44,000,000	44,000,000	44,000,000
VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	13,100,000	13,100,000	16,000,000	16,000,000
AIR TRAFFIC MANAGEMENT	43,300,000	43,300,000	49,300,000	49,300,000
CRITICAL COMMUNICATIONS SUPPORT	1,900,000	1,900,000	1,900,000	1,900,000
AIR/GROUND COMMUNICATION INFRASTRUCTURE	24,400,000	24,400,000	30,700,000	30,700,000
VOLCANO MONITOR	0	0	2,000,000	2,000,000
ATC BEACON INTERROGATOR (ATCBI) REPLACEMENT	65,927,500	65,927,500	66,412,500	66,412,500
ATC EN ROUTE RADAR FACILITIES	3,000,000	3,000,000	3,000,000	3,000,000
EN ROUTE COMMS AND CONTROL FACILITIES IMPROVEMENT	1,540,280	1,540,280	1,540,280	1,540,280
AVIATION WEATHER SERVICES IMPROVEMENTS	15,720,000	14,000,000	22,520,000	22,520,000
CORRIDOR INFORMATION WEATHER SYSTEM (CIWS)	0	0	5,000,000	5,000,000
FAA TELECOMMUNICATIONS INFRASTRUCTURE (FTI)	39,000,000	39,000,000	39,000,000	39,000,000
NEXT GENERATION VHF AIR-GROUND COMMS SYSTEM (NEXCOMM	19,000,000	19,000,000	19,000,000	19,000,000
GUAM CERAP - RELOCATE	6,400,000	6,400,000	6,400,000	6,400,000
OCEANIC AUTOMATION SYSTEM	3,700,000	3,700,000	3,700,000	3,700,000
SUBTOTAL - EN ROUTE PROGRAMS	**477,521,780**	**475,801,780**	**500,106,780**	**500,106,780**
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE)	5,000,000	5,000,000	5,000,000	5,000,000
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE-X)	24,800,000	24,800,000	24,800,000	24,800,000
TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	3,000,000	3,000,000	3,000,000	3,000,000
TERMINAL AUTOMATION	98,500,000	98,500,000	87,500,000	96,000,000
TERMINAL AIR TRAFFIC CONTROL FACILITIES REPLACEMENT	100,700,000	150,000,000	117,700,000	131,620,000

Facilities and Equipment
Fiscal Year 2002

Program Name	FY 2002 estimate	FY 2002 House	FY 2002 Senate	Conference agreement
CONTROL TOWER/TRACON FACILITIES - IMPROVE	54,558,059	57,558,059	57,558,059	57,558,059
TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ETVS	11,947,500	15,000,000	21,947,500	20,000,000
EMPLOYEE SAFETY/OSHA AND ENVIRONMENTAL COMPLIANCE STD	28,400,000	28,400,000	28,400,000	28,400,000
HOUSTON AREA AIR TRAFFIC SYSTEM	11,000,000	11,000,000	11,000,000	11,000,000
POTOMAC METROPLEX	6,300,000	6,300,000	6,300,000	6,300,000
NORTHERN CALIFORNIA METROPLEX	5,000,000	5,000,000	5,000,000	5,000,000
ATLANTA METROPLEX	1,000,000	1,000,000	1,000,000	1,000,000
NAS INFRASTRUCTURE MANAGEMENT SYSTEM (NIMS)	30,325,100	15,000,000	18,000,000	16,000,000
AIRPORT SURVEILLANCE RADAR (ASR-9)	12,800,000	12,800,000	22,800,000	22,800,000
AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)	12,627,500	12,627,500	13,127,500	12,627,500
VOICE RECORDER REPLACEMENT PROGRAM	3,600,000	8,000,000	3,600,000	6,000,000
TERMINAL DIGITAL RADAR (ASR-11)	156,377,500	98,520,300	108,530,600	65,000,000
WEATHER SYSTEMS PROCESSOR	3,927,500	3,927,500	3,927,500	3,927,500
DOD/FAA ATC FACILITIES TRANSFER	1,100,000	1,100,000	2,800,000	2,800,000
PRECISION RUNWAY MONITORS	3,927,500	3,927,500	3,927,500	3,927,500
TERMINAL RADAR (ASR) - IMPROVE	3,837,500	3,000,000	3,837,500	3,000,000
TERMINAL COMMUNICATIONS IMPROVEMENTS	936,700	936,700	936,700	936,700
MODE S - PROVIDE	2,100,000	2,100,000	2,100,000	2,100,000
TERMINAL APPLIED ENGINEERING	6,500,000	4,000,000	6,500,000	4,000,000
SUBTOTAL - TERMINAL PROGRAMS	**588,264,859**	**571,497,559**	**559,292,859**	**532,797,259**
AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	12,300,000	12,300,000	13,280,000	13,280,000
OASIS	33,943,000	33,943,000	33,943,000	33,943,000
WEATHER MESSAGE SWITCHING CENTER REPLACEMENT	2,500,000	2,500,000	2,500,000	2,500,000
FLIGHT SERVICE FACILITIES IMPROVEMENT	1,202,100	1,202,100	1,202,100	1,202,100
FLIGHT SERVICE STATION SWITCH MODERNIZATION	10,000,000	10,000,000	10,000,000	10,000,000
FLIGHT SERVICE STATION MODERNIZATION	4,700,000	4,700,000	4,700,000	4,700,000
SUBTOTAL - FLIGHT SERVICE PROGRAMS	**64,645,100**	**64,645,100**	**65,625,100**	**65,625,100**
VOR	2,000,000	2,000,000	2,000,000	2,000,000
INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE	18,753,000	45,932,000	30,753,000	45,000,000
TRANSPONDER LANDING SYSTEM (TLS)	0	3,000,000	6,000,000	6,000,000
LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	1,533,000	1,533,000	1,533,000	1,533,000
RUNWAY VISUAL RANGE (RVR)	3,000,000	7,085,000	3,000,000	7,085,000
NDB SUSTAIN	1,013,000	1,013,000	1,013,000	1,013,000
NAVIGATIONAL AND LANDING AIDS - IMPROVE	2,525,361	2,525,361	2,525,361	2,525,361
APPROACH LIGHTING SYSTEM IMPROVEMENT (ALSIP)	5,367,000	28,517,000	33,331,000	46,481,500
PRECISION APPROACH PATH INDICATORS (PAPI)	13,500,000	13,500,000	13,500,000	13,500,000
DISTANCE MEASURING EQUIPMENT (DME)	2,800,000	2,800,000	4,800,000	4,800,000
VISUAL NAVAIDS	3,000,000	3,000,000	3,000,000	3,000,000
GULF OF MEXICO OFFSHORE PROGRAM	6,900,000	6,900,000	6,900,000	6,900,000
LORAN-C UPGRADE/MODERNIZATION	13,000,000	13,000,000	21,000,000	19,000,000
WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR GPS	26,900,000	0	26,900,000	0
LOCAL AREA AUGMENTATION SYSTEM (LAAS) FOR GPS	17,449,700	0	27,449,700	0
INSTRUMENT APPROACH PROCEDURES AUTOMATION (IAPA)	3,700,000	3,700,000	3,700,000	3,700,000
NAVIGATION AND LANDING AIDS - SERVICE LIFE EXTENSION PROG	3,000,000	3,000,000	3,000,000	3,000,000
SUBTOTAL - LANDING AND NAVIGATIONAL AIDS	**124,441,061**	**137,505,361**	**190,405,061**	**165,537,861**
ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	2,500,000	2,500,000	4,000,000	4,000,000
FUEL STORAGE TANK REPLACEMENT AND MONITORING	9,300,000	9,300,000	9,300,000	9,300,000
FAA BUILDINGS AND EQUIPMENT - IMPROVE/MODERNIZE	11,700,000	11,700,000	11,700,000	11,700,000
ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	54,200,000	54,200,000	54,200,000	54,200,000
AIR NAVAIDS AND ATC FACILITIES (LOCAL PROJECTS)	2,000,000	2,000,000	2,000,000	2,000,000
AIRCRAFT RELATED EQUIPMENT PROGRAM	14,700,000	14,700,000	7,500,000	7,500,000
COMPUTER AIDED ENG GRAPHICS (CAEG) REPLACEMENT	2,600,000	2,600,000	2,600,000	2,600,000
CABLE LOOP SYSTEMS	4,000,000	4,000,000	4,000,000	4,000,000
INFORMATION TECHNOLOGY INTEGRATION	1,500,000	1,500,000	1,500,000	1,500,000

Facilities and Equipment
Fiscal Year 2002

Program Name	FY 2002 estimate	FY 2002 House	FY 2002 Senate	Conference agreement
AIRCRAFT FLEET MODERNIZATION	1,500,000	1,500,000	1,500,000	1,500,000
SUBTOTAL - OTHER ATC FACILITIES	**104,000,000**	**104,000,000**	**98,300,000**	**98,300,000**
TOTAL ACTIVITY 2	***1,358,872,800***	***1,353,449,800***	***1,413,729,800***	***1,362,367,000***
NON-ATC FACILITIES AND EQUIPMENT:				
NAS MANAGEMENT AUTOMATION PROGRAM (NASMAP)	1,100,000	1,100,000	1,100,000	1,100,000
HAZARDOUS MATERIALS MANAGEMENT	21,700,000	21,700,000	21,700,000	21,700,000
AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	22,100,000	22,100,000	22,100,000	22,100,000
OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS)	3,000,000	3,000,000	3,000,000	3,000,000
LOGISTICS SUPPORT SYSTEM AND FACILITIES	5,000,000	5,000,000	5,000,000	5,000,000
TEST EQUIPMENT - MAINTENANCE SUPPORT	900,000	900,000	900,000	900,000
INTEGRATED FLIGHT QUALITY ASSURANCE	2,000,000	2,000,000	2,000,000	2,000,000
SAFETY PERFORMANCE ANALYSIS SUBSYSTEM (SPAS)	2,100,000	2,100,000	2,100,000	2,100,000
NATIONAL AVIATION SAFETY DATA CENTER	1,800,000	1,800,000	1,800,000	1,800,000
NAS RECOVERY COMMUNICATIONS (RCOM)	4,800,000	4,800,000	4,800,000	4,800,000
PERFORMANCE ENHANCEMENT SYSTEM	2,500,000	2,500,000	2,500,000	2,500,000
EXPLOSIVE DETECTION TECHNOLOGY	97,500,000	97,500,000	97,500,000	97,500,000
FACILITY SECURITY RISK MANAGEMENT	22,400,000	22,400,000	22,400,000	22,400,000
INFORMATION SECURITY	13,600,000	13,600,000	13,600,000	13,600,000
SUBTOTAL - SUPPORT EQUIPMENT	**200,500,000**	**200,500,000**	**200,500,000**	**200,500,000**
AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	12,000,000	12,000,000	12,000,000	12,000,000
NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES	2,000,000	2,000,000	0	0
DISTANCE LEARNING	1,300,000	1,300,000	1,300,000	1,300,000
SUBTOTAL - TRAINING EQUIPMENT & FACILITIES	**15,300,000**	**15,300,000**	**13,300,000**	**13,300,000**
TOTAL ACTIVITY 3	***215,800,000***	***215,800,000***	***213,800,000***	***213,800,000***
MISSION SUPPORT:				
SYSTEM ENGINEERING AND DEVELOPMENT SUPPORT	26,300,000	26,300,000	26,300,000	26,300,000
PROGRAM SUPPORT LEASES	35,500,000	35,500,000	35,500,000	35,500,000
LOGISTICS SUPPORT SERVICES	7,200,000	7,200,000	7,200,000	7,200,000
MIKE MONRONEY AERONAUTICAL CENTER - LEASE	14,600,000	14,600,000	14,600,000	14,600,000
IN-PLANT NAS CONTRACT SUPPORT SERVICES	2,800,000	2,800,000	2,800,000	2,800,000
TRANSITION ENGINEERING SUPPORT	38,300,000	38,300,000	38,300,000	38,300,000
FREQUENCY AND SPECTRUM ENGINEERING - PROVIDE	3,000,000	3,000,000	3,000,000	3,000,000
PERMANENT CHANGE OF STATION MOVES	11,800,000	11,800,000	11,800,000	11,800,000
FAA SYSTEM ARCHITECTURE	1,000,000	1,000,000	1,000,000	1,000,000
TECHNICAL SERVICES SUPPORT CONTRACT (TSSC)	45,800,000	45,800,000	45,800,000	45,800,000
RESOURCE TRACKING PROGRAM	4,000,000	4,000,000	4,000,000	4,000,000
CENTER FOR ADVANCED AVIATION SYSTEM DEV. (MITRE)	76,400,000	80,400,000	81,543,000	81,543,000
TOTAL ACTIVITY 4	***266,700,000***	***270,700,000***	***271,843,000***	***271,843,000***
PERSONNEL AND RELATED EXPENSES:				
PERSONNEL AND RELATED EXPENSES	377,100,000	377,100,000	377,100,000	377,100,000
TOTAL ACTIVITY 5	***377,100,000***	***377,100,000***	***377,100,000***	***377,100,000***
ACCOUNTWIDE:	0	***-71,814,000***		***-25,393,900***
TOTAL	**2,914,000,000**	**2,914,000,000**	**2,914,000,000**	**2,914,000,000**

Advanced technology development and prototyping.—The conference agreement includes $55,991,000 for advanced technology development and prototyping. A comparison of the budget estimate to the House and Senate proposed levels and the conference agreement follows:

Item	House recommended	Senate recommended	Conference agreement
Budget estimate	$36,634,000	$36,634,000	$36,634,000
Airport research	+7,547,000		+7,457,000
Concrete pavement research		+2,000,000	+2,000,000
WAAS navigation		-5,700,000	
ADS–B transfer		-2,800,000	-2,800,000
Juneau, AK weather research	+5,000,000	+6,700,000	+6,700,000
Free flight phase 2 transfer	+2,000,000		
Separation standards study	+1,000,000		
Louisville, KY tech demo			+5,000,000
Fogeye demonstration			+1,000,000
Total	52,181,000	36,834,000	55,991,000

Concrete pavement research.—Funds provided for concrete pavement research are for airfield pavement improvement activities authorized under sections 905 and 743 of Public Law 106–181.

Louisville, KY technology demonstration.—The conference agreement includes $5,000,000 to initiate an operational demonstration integrating numerous advanced technologies being developed separately by the FAA into a single airport environment. Although FAA has been developing technologies under several programs, there has been limited testing of these concepts as an integrated system at individual airports. This demonstration will focus on the various operational impacts of integrating GPS-based technology, common ARTS, wake vortex alerting systems, and the application of improved area navigation procedures. Louisville International Airport is ideal for such a program due to its unique operating characteristics.

Fogeye demonstration.—The conferees are aware of emerging technology, known as fogeye, which utilizes ultraviolet light to assist in low visibility landings and prevent runway incursions. The conference agreement includes $1,000,000 for further evaluation of this technology. In utilizing these funds, the FAA is encouraged to seek the full participation of an airline and airport sponsor to develop a plan for an operational demonstration of fogeye technology to demonstrate the effectiveness of the system at a commercial service airport.

Local area augmentation system.—The conference agreement includes $43,109,700 for this program, $9,000,000 above the budget estimate, all of which is provided in budget activity one as proposed by the House. The conferees encourage FAA to consider installation of this system at Las Vegas-McCarran International Airport in Nevada once the systems are ready for production. The conferees continue to view the LAAS procurement as an opportunity for FAA to expedite the cost advantageous procurement of precision approach capability through an aggressive public-private cooperative acquisition strategy. The agreement provides the flexibility and resources to continue this innovative acquisition. The following milestones are anticipated in fiscal year 2002: (1) category I con-

tract award by the fourth quarter; (2) category II/III integrity and continuity allocations between avionics and ground equipment determined; (3) finalization of the concept of operations required for fiscal year 2003 development of airport procedures; (4) integration of LAAS capabilities into a certifiable avionics receiver; and (5) development of a data collection plan and initiation of flight evaluations for development of complex LAAS approaches (e.g., curved, segmented, and offset). The FAA is directed to report quarterly to the House and Senate Committees on Appropriations regarding the progress toward these and other LAAS milestones.

Wide area augmentation system.—The conferees agree to provide total funding of $80,900,000 for further development and implementation of the wide area augmentation system (WAAS), all of which is provided in budget activity one as proposed by the House. The conferees do not agree to a specific amount for the development of WAAS standards and procedures. The $5,000,000 provided above the budget estimate is only for initial funds for geostationary satellite services, as recommended by FAA since initial submission of the President's budget. The conferees agree that acquisition of communication services from a third geostationary satellite are critically needed for the program to proceed expeditiously. The conferees continue to have concerns over the schedule slippages and certification issues that plague this program. It appears that the answer to each emerging challenge is a dramatically more expensive version of the original program, with lower performance criteria. The conferees believe the solution to WAAS certification may lie, in part, from the use of positioning data from other navigational or communication capabilities which should not be ignored by the agency. In addition, the FAA should not feel compelled to clear certification hurdles for the entire WAAS program before certifying individual applications for the WAAS signal. Safety and efficiency benefits from WAAS-based applications should be measured against the current national airspace system, not against a notional system should the entire WAAS system be eventually certified for use. As in past years, the conferees continue to urge FAA to assess the role and requirements for emerging communications, navigation, and surveillance capabilities as this troubled procurement proceeds.

ASR–9.—The conferees do not agree with Senate direction to leave in place the ASR–9 radar being sited between Salt Lake City and Provo, Utah for the 2002 Winter Olympics until an ASR–11 radar system is available to replace it. The conferees leave it to the agency's discretion to decide where this system is most needed after completion of the Winter Olympics.

Aviation weather services improvements.—Of the funding provided for this program, the conferees agree that $3,000,000 is to continue the collaborative effort between FAA and NOAA's National Severe Storms Laboratory to continue research and testing of phased array radar technology and to incorporate airport/aircraft tracking and weather information. The same level of funding was provided in fiscal year 2001.

Terminal automation.—The conference agreement provides $96,000,000 for this program, instead of $98,500,000 proposed by the House and $87,500,000 proposed by the Senate. Within the

funding provided, the conferees agree that ARTS sustainment activities are to be fully funded at the budget request level.

Automated observation of visibility for cloud height and cloud coverage (AOVCC).—For the past two years, the conferees have requested FAA to implement product improvements and upgrades to current automated weather information programs at airports and report to Congress on the agency's plans to accelerate the deployment of upgrade technology upon successful demonstration of the automated observation of visibility for cloud height and cloud coverage (AOVCC) system. Despite this direction, such report has not been received. Therefore, the conferees direct FAA, in coordination with the National Aeronautics and Space Administration, to complete this testing expeditiously and submit the previously-directed report no later than April 1, 2002.

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

Location	*Amount*
ALSF–2 acquisition and installation	$11,300,000
MALSR installation	5,800,000
ILS installations, JFK/LaGuardia, New York, NY	1,653,000
ILS/MALSR installation, Lonesome Pine, VA	1,000,000
Upgrade ILS to CAT III, Kingston, NC	3,780,000
Acquire/install ILS, Madison County, AL	1,500,000
Upgrade ILS, North Bend, OR	3,500,000
ILS/Localizer/glideslope/MALSR, Mena, AR	580,000
Install ILS, Northeastern Regional, NC	500,000
Install ILS, Kissimmee Municipal, FL	1,000,000
Install ILS, Orlando International, FL	2,000,000
ILS/MALSR, Sanford, FL	300,000
ILS/MALSR, Dekalb County, IN	974,000
Install ILS, runway 13/31, Mineral Wells, TX	675,000
Install ILS, Dalles Municipal, OR	1,000,000
Install ILS, runway 17, Max Westheimer, OK	1,534,000
ILS, Klawok Airport, AK	1,000,000
ILS, Elizabethtown Airport, KY	900,000
Lambert-St. Louis International, MO	1,500,000
Wilmington International, NC	1,154,000
Edenton Northeastern Regional, NC	500,000
Reno Stead Airport, NV	2,000,000
Keokuk Airport, IA	350,000
Rice Lake Regional, WI	500,000
Total	45,000,000

Runway visual range.—Of the $7,085,000 provided for this program, $85,000 is for RVR equipment at the Minneapolis-St. Paul International Airport in Minnesota, and $5,000,000 is for continued acquisition of next generation RVR systems.

Airport movement area safety system.—The conference agreement does not include direction proposed by the Senate on this program.

Terminal air traffic control facilities replacement.—The conference agreement includes $131,620,000 for replacement of air traffic control towers and other terminal facilities. The agreement distributes these funds as follows:

Location	*Conference agreement*
Las Vegas McCarran, NV	$4,000,000
Fort Wayne International, IN	3,000,000
Stewart Airport, NY	6,700,000
Cleveland Hopkins, OH	2,000,000

Location	*Conference agreement*
Spokane, WA	3,120,000
Reno-Tahoe, NV	6,000,000
Battle Creek, MI	1,750,000
Rogers, AZ	750,000
Billings, MT	2,725,000
Pascagoula, MS	2,000,000
Topeka, KS	2,875,000
LaGuardia, NY	2,000,000
Boston, MA (Tracon)	5,066,000
Savannah, GA	500,000
Salina, KS	560,000
St. Louis, MO (Tracon)	2,400,000
Corpus Christi, TX	650,000
Roanoke, VA	2,140,000
Newark, NJ	1,407,000
Bedford, MA	468,000
Vero Beach, FL	592,000
Albuquerque, NM	593,000
Beaumont, TX	800,000
Everett, WA	1,064,000
Louisville, KY	1,600,000
Seattle, WA	2,922,000
Richmond, VA	2,500,000
Grand Canyon, AZ	1,500,000
Newport News, VA	1,300,000
Port Columbus, OH	1,229,000
North Las Vegas, NV	550,000
Wilmington, DE	55,000
Phoenix, AZ	26,330,000
Seattle, WA (Tracon)	26,084,000
Manchester, NH	5,840,000
Reno, NV	1,461,000
Chantilly, VA (Dulles)	970,000
Abilene, TX	1,045,000
Ft. Lauderdale Exec, FL	638,000
East St. Louis, IL	572,000
Islip, NY	550,000
Oshkosh, WI	365,000
Deer Valley, AZ	805,000
Swanton, OH	824,000
Indianapolis, IN	820,000
W. Palm Beach, FL	175,000
Baltimore, MD	175,000
Portland, OR (Tracon)	75,000
Houston, TX (Tracon)	75,000
Total	131,620,000

Terminal digital radar (ASR–11).—The conference agreement includes $65,000,000 for continued site implementation and limited production of the ASR–11 radar system. The conferees are aware of the continued uncertainty over the future of this system. If funds become excess to requirements during the year, FAA may use this funding to develop interim or alternate solutions to the problem of providing digital radar coverage in the national airspace system and augmenting funds for upgrade of the ASR–9 radar system.

Transponder landing systems.—The conference agreement includes $6,000,000 for transponder landing systems as proposed by the Senate instead of $3,000,000 as proposed by the House. The conferees agree that, once the system is certified, the funds made available in this and prior appropriations Acts should be used for both the procurement and installation of these systems. The conferees direct the administrator to rapidly conclude benefit-cost

studies and site surveys at locations listed in the Senate report, as well as previous Congressional reports, with the goal of funding the procurement and installation of those projects with the highest justifiable need during fiscal year 2002. The conferees continue to support this program and encourage FAA to work rapidly toward certifying the system.

Approach lighting system improvement program (ALSIP).—The conference agreement provides $46,481,500 for this program, to be distributed as follows:

Location	*Conference agreement*
Items in budget request	$3,114,000
MALSR installation and procurement	10,000,000
Lighting beacon, Powell County Airport, KY	150,000
Installation of MALSF, North Las Vegas, NV	650,000
Medium intensity runway lights, Posey Field, AL	100,000
Runway lighting, rural airports in Alaska	10,000,000
ALSF–1 and related, Minneapolis-St. Paul, MN	6,500,000
Lighting upgrades, Hartsfield Atlanta, GA	3,500,000
North Bend Airport, OR	4,000,000
MALSR, Olive Branch Airport, MS	855,000
MALSR, Stennis International, MS	750,000
Lighting, Rutland Airport, VT	1,000,000
MALSR, Reno-Tahoe International, NV	1,000,000
MALSR, Reno Stead Airport, NV	1,462,500
MALSR, Niagara Falls International, NY	2,400,000
MALSR, Reading Airport, PA	500,000
MALSR, Baton Rouge Municipal Airport, LA	500,000
Total	$46,481,500

The recommendation includes elimination of the $967,000 requested for procurement and installation of an ALSF–2 at Minneapolis-St. Paul International Airport. Funds are provided elsewhere in this budget line for similar activities at that location. The conferees emphasize that the $10,000,000 in additional funding for MALSR systems is for installation of previously purchased systems and to keep the production line operational for future procurements.

Explosive detection systems.—The conferees agree to provide $97,500,000 for the acquisition and deployment of explosive detection systems at airports. Consistent with the President's budget, the conference agreement distributes funds as shown below:

Activity	*Conference agreement*
Bulk EDS systems	$38,000,000
Trace detection systems	12,000,000
Threat image projection (TIP) systems	12,000,000
Computer-based training (CBT) systems	2,000,000
Systemintegration	33,500,000
Total	97,500,000

Bulk explosive detection systems.—Given the current security situation and requirements in the recently enacted Aviation and Transportation Security Act for improved baggage screening, orders for bulk explosive detection systems (EDS) are expected to grow substantially. Section 110 of the Aviation and Transportation Security Act requires that systems be in operation to screen all checked baggage at airports in the United States as soon as practicable, but not later than the sixty days following enactment of that Act. Although this provision allows the use of manual or canine searches

to supplement electronic screening as an interim measure, to minimize the intrusiveness and inefficiency of this procedure, the Act also requires the Undersecretary of Transportation for Security to ensure that EDS systems are deployed as soon as possible to ensure that airports have the equipment necessary to electronically screen all checked baggage no later than December 31, 2002. Given these requirements, it is imperative for the Federal Government to ensure the continued viability of competition for these systems, which has been a struggle over the past few years. Therefore, the conferees do not agree with direction proposed by the House, but instead direct FAA to take all necessary actions to maintain two certified manufacturers of bulk explosive detection systems within the United States. In addition, implementation of these systems has been plagued by FAA's inability to specify maintenance requirements such as mean time between failure and mean time to restore the system after a failure occurs. Without such guidance, vendors cannot design their systems to meet the operational needs of screening forces at our nation's airports. In order to address this issue as quickly as possible, the conferees direct FAA to develop specifications for reliability, maintainability, and availability for bulk EDS systems over the coming year and include them in solicitations for the further acquisition of these systems.

Trace explosive detection systems.—The conferees understand that new non-intrusive screening technology for the detection of explosives carried by passengers is now ready for deployment after careful and thorough evaluation by the FAA. This commercially available technology, funded by the FAA, builds on existing trace detection instrument capacities already in use protecting airport passengers, the military, U.S. embassies, and commercial nuclear power plants. The conferees urge FAA to accelerate deployment of new non-intrusive screening technologies to airports, to address the threat of explosives carriage on board commercial aircraft.

Model guidelines for encoded data on driver's licenses.—In light of the terrorist attacks of September 11th, it is clear that all levels of government need to work in concert to deter and prevent future attacks. One means of doing so is to ensure that individuals asked to identify themselves are not using false identities. The increasing availability through the internet of expertly crafted false identification makes the task very difficult. The conferees are aware of technology, existing today, that can quickly scan any encoded data on the reverse of a driver's license to validate the license as legitimately issued. By reviewing personal data encoded on the license, it can also be used to assist in making a quick determination that the person displaying the license is the person to whom it was issued. The conferees strongly encourage the department to consider the development of model guidelines specifying the types of encoded data that should be placed on driver's licenses for security purposes, and to work in concert with states and related licensing bodies toward the early implementation of such measures. This could benefit the nation's efforts to improve security as well as assist in reducing fraud and underage drinking.

Document and biometric scanning technologies.—Document and biometric scanners linked to federal databases by computers and containing advanced authentication capabilities would facili-

tate the processing of background checks, provide fingerprint and additional biometric identification capabilities, and authenticate documents presented for identification. It is the conferees' understanding that such off the shelf, commercially available technology is in use or being tested by the Immigration and Naturalization Service. The conferees encourage FAA to assess such document and biometric scanning technologies for use at all commercial service airports. The conferees also recommend that the Secretary implement standards to make use of technologies that quickly and inexpensively assess the daily fitness-for-duty of airport security screeners with respect to impairment due to illegal drugs, sleep deprivation, legal medications, and alcohol.

Fingerprint identification technologies.—The conferees are aware of the promise of forensic-quality fingerprint and palmprint identification technologies for the rapid verification of identities and employee background checks. The Aviation and Transportation Security Act requires the department to investigate the application of biometric technologies such as these off the shelf systems. The conferees encourage FAA and the Transportation Security Administration to evaluate these technologies for their immediate application to aviation security missions.

Lambert St. Louis International Airport, MO.—In order for the new 9000 foot commercial runway at Lambert St. Louis International Airport to open as scheduled in 2005, the airport must have a mobile ASR–9 Radar Unit moved to St. Louis in 2002. FAA has previously committed to St. Louis to carry out this relocation. The conferees direct FAA to honor this commitment thereby allowing FAA sufficient time to relocate the existing ASR–9 radar to a new site by early 2003 in order to accommodate the navigational aide requirements of the new runway.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION)

The conference agreement rescinds $15,000,000 in unobligated balances from the "Facilities and equipment" appropriation. The administrator is requested to notify the House and Senate Committees on Appropriations describing the individual programs, projects, or activities from which this reduction is to be drawn before such action is finalized.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides $195,000,000 for FAA research, engineering, and development instead of $191,481,000 as proposed by the House and $195,808,000 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
Fiscal Year 2002

Program Name	House recommended	Senate recommended	Conference agreement
System Development and Infrastructure	**13,450,000**	**16,584,000**	**16,031,000**
System planning & resource management	1,200,000	1,458,000	1,200,000
Technical laboratory facility	12,250,000	12,545,000	12,250,000
Center for Advanced Aviation System Development	0	0	0
Information security	0	2,581,000	2,581,000
Weather	**21,668,000**	**25,668,000**	**23,668,000**
In-house support	0	1,962,000	0
Weather program	21,668,000	0	23,668,000
Inflight Icing	0	2,068,000	0
Storm Growth and Decay	0	2,964,000	0
NEXRAD Algorithms	0	1,500,000	0
Aviation Gridded Forecast System	0	1,870,000	0
Model Development and Enhancement	0	1,659,000	0
Winter Weather Research	0	1,550,000	0
Ceiling & Visibility	0	750,000	0
Turbulence	0	2,749,000	0
Airborne Humidity Sensor	0	501,000	0
National Ceiling & Visibility	0	1,956,000	0
Ocean Convective Nowcasting	0	1,139,000	0
Wake Turbulence	0	5,000,000	0
Aircraft Safety Technology	**60,223,000**	**64,093,000**	**63,782,000**
Advanced materials/structural safety	4,974,000	2,974,000	2,974,000
Propulsion and fuel systems	5,168,000	8,968,000	8,568,000
Flight safety/atmospheric hazards research	4,150,000	6,420,000	6,420,000
Aging aircraft	32,111,000	31,911,000	32,000,000
Aircraft catastrophic failure prevention research	2,794,000	2,794,000	2,794,000
Aviation safety risk analysis	5,784,000	5,784,000	5,784,000
Fire research and safety	5,242,000	5,242,000	5,242,000
System Security Technology	**44,511,000**	**55,325,000**	**44,511,000**
Explosives and weapons detection	32,624,000	43,438,000	32,624,000
Aircraft hardening	4,640,000	4,640,000	4,640,000
Airport security technology integration	2,084,000	2,084,000	2,084,000
Aviation security human factors	5,163,000	5,163,000	5,163,000
Human Factors & Aviation Medicine	**24,027,000**	**25,927,000**	**24,527,000**
Flight deck/maintenance/system integration human factors	9,906,000	9,906,000	9,906,000
Air traffic control/airway facilities human factors	8,000,000	9,900,000	8,500,000
Aeromedical research	6,121,000	6,121,000	6,121,000
Environment and Energy	**27,602,000**	**7,602,000**	**22,081,000**
Strategic Partnerships	**0**	**609,000**	**400,000**
Total appropriation	191,481,000	195,808,000	195,000,000

System planning and resource management.—The conferees do not agree with Senate direction on this program. Funds for this activity have been provided under Office of the Secretary, "Transportation planning, research, and development".

Propulsion and fuel systems.—Of the funds provided, $2,000,000 is for the Specialty Metals Processing Consortium, $1,000,000 is for research into the use of blended aviation fuels containing at least 80 percent ethanol, and $400,000 is for the General Aviation Propulsion-Compression Ignition Test and Evaluation Program (GAP–CITEP), a joint FAA–NASA effort to evaluate alternative fuels to facilitate the transition away from leaded fuels for general aviation aircraft.

Flight safety/atmospheric hazards research.—As proposed by the Senate, the conferees agree to provide funding for the joint industry-university aviation safety initiative at Roswell Industrial Air Center in New Mexico, and agree to Senate direction on this program. The conferees stipulate that the funding is intended for start-up costs, and that this activity should work to reach a self-sufficient funding level, without Federal support, once the activity has begun operations.

Weather.—Of the funds provided, $4,000,000 is for wake turbulence research, instead of $5,000,000 proposed by the Senate.

Aging aircraft.—The conference agreement provides $32,000,000 for this program instead of $32,111,000 as proposed by the House and $31,911,000 as proposed by the Senate. Of the funds provided, the conferees agree to the following allocations:

Activity	*Conference agreement*
National Institute for Aviation Research	$4,200,000
Center for Aviation System Reliability	3,000,000
Aircraft Nondestructive Inspection Validation Center	3,000,000
Engine Titanium Consortium	3,600,000
Airworthiness Assurance Center of Excellence	4,600,000

Explosives and weapons detection.—Of the funds provided, $5,000,000 is only for further development of pulsed fast neutron analysis (PFNA) technology, as proposed by the Senate. The conferees note that, during fiscal year 2002, additional funds for activities under this heading may materialize, to be offset by new security user fees that are being put in place. The Aviation and Transportation Security Act (Public Law 107–71) authorizes appropriation of the new user fees for research and development related to aviation security.

Environment and energy.—The conference agreement includes $22,081,000, of which $20,000,000 is for lower noise aircraft technologies as proposed by the House. The conferees are concerned that necessary airport infrastructure cannot be expanded in some locations due to understandable community concerns over aircraft noise. Further, aircraft noise results in millions of federal dollars being spent each year on mitigation measures, diverting funds which could be applied to capacity enhancement or safety projects. Therefore, the conferees have provided $20,000,000 to speed up the introduction of lower noise aircraft technologies. The conferees expect FAA to work directly with the National Aeronautics and Space Administration to advance aircraft engine noise research.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement includes a liquidating cash appropriation of $1,800,000,000, as proposed by the House and the Senate.

Obligation limitation.—The conferees agree to an obligation limitation of $3,300,000,000 for the "Grants-in-aid for airports" program as proposed by the House and the Senate. This is the amount mandated by Public Law 106–181.

Administration.—The conference agreement includes funding to administer the "Grants-in-aid for airports" program under a limitation on obligations in this account, as proposed by the Senate, with a modified amount. The agreement includes a limitation of $57,050,000 instead of $64,597,000 as proposed by the Senate. The conference agreement includes $7,497,000 for airport-related research under "Facilities and equipment". The House bill included no funding to administer this program.

Runway incursion prevention devices.—The bill includes language proposed by the House allowing funds under this limitation to be used for procurement, installation, and commissioning of runway incursion prevention devices, and systems. This continues a provision initiated in fiscal year 2001.

Small Community Air Service Development Pilot Program.—The bill includes language proposed by the House authorizing the use of funds for section 203 of Public Law 106–181 (the Small Community Air Service Development Pilot Program). Further, the bill specifies that $20,000,000 of the funds limited under this program is available only for the conduct of this program in fiscal year 2002. The Senate bill included $27,000,000 for this program in a separate appropriation.

Letters of intent.—The conference agreement includes funding under the limitation on obligations for the following existing letters of intent:

State and airport	*Fiscal year 2002 funding*
Alaska: Anchorage International	3,500,000
Arkansas: Fayetteville, NW Arkansas Regional	7,000,000
California:	
Mammoth Lakes, Mammoth/Yosemite	7,368,000
San Jose International	9,000,000
Florida:	
Fort Myers, Southwest Florida International	4,000,000
Miami, Miami International	2,840,000
Orlando International	5,000,000
Orlando International	2,000,000
Georgia: William B. Hartsfield Atlanta International Airport	10,178,000
Illinois:	
Chicago Midway	9,000,000
Belleville, MidAmerica	14,000,000
Maryland: Baltimore-Washington International	4,748,000
Michigan: Detroit Metropolitan Wayne County	12,000,000
Minnesota: Minneapolis-St. Paul International	13,000,000
Missouri:	
Springfield-Branson Regional	3,300,000

State and airport	*Fiscal year 2002 funding*
Lambert-St. Louis International	7,500,000
Nebraska: Omaha, Eppley Airfield	2,200,000
Nevada:	
Las Vegas-Henderson Sky Harbor	2,000,000
Reno/Tahoe International	6,000,000
New Hampshire: Manchester	7,500,000
Ohio: Cleveland Hopkins International	5,000,000
Tennessee: Memphis, Memphis International	6,934,000
Texas:	
Dallas/Fort Worth International	3,292,000
Houston, George Bush Intercontinental	9,400,000
Utah: Salt Lake City International	7,000,000
Washington: Seattle-Tacoma International	12,000,000

High priority projects.—Of the funds covered by the obligation limitation in this bill, the conferees direct FAA to provide not less than the following funding levels, out of available resources, for the following projects in the corresponding amounts. The conferees agree that state apportionment funds may be construed as discretionary funds for the purposes of implementing this provision, consistent with the practice begun in fiscal year 2001. To the maximum extent possible, the administrator is directed to ensure that the airport sponsors for these projects first use available entitlement funds to finance these projects. The conferees note that, separate from the funding for high priority projects cited below, the FAA Administrator will have at least $750,000,000 in additional funds available for competitive discretionary grants for airport projects, new letters of intent, carryover grants from fiscal year 2001, and grants under the Small Community Air Service Development Pilot Program.

Airport	Project Description	Allocation
Akutan SPB Airport	Runway construction, security fencing, and access road	$ 4,000,000
Girdwood Airport	Security and other improvements	1,000,000
Petersburg Airport	Runway extension, apron, expansion, and security measures	2,000,000
St. Paul Airport and St. George Airport , Pribilof Islands,	Runway paving, security fencing, flood control measures, and other improvements	2,000,000
Abbeville Municipal Airport	Master plan and related improvements	1,000,000
Birmingham International	Purchase of residences	2,000,000
Clayton Municipal	Runway extension and security improvements	1,500,000
Fairhope Municipal	Runway replace; conversion of runway to taxiway	1,000,000
Greenville Municipal	Taxiway construction; apron improvements	800,000
Gulf Shores Airport	Land acquisition; taxiway widening; drainage imp.	800,000
Huntsville International	Runway extension and security improvements	1,500,000
Madision County Executive	Land acquisition	500,000
Montgomery Regional Airport	Security improvements/terminal reconstruction ph. II	2,000,000
Northwest Alabama Regional	Taxiway and aircraft parking; apron rehabilitation	550,000
Posey Field	Runway, taxiway, and apron projects	811,000
Rankin-Fite	Parallel taxiway	2,000,000
Russellville Municipal Airport	Security, land acquisition, and runway extension	1,000,000
Bay Minette	Various improvements	500,000
City of Monroeville Airport	Various improvements	450,000
Troy Municipal Airport	Security fencing and runway/taxiway rehabilitation	2,000,000
Benton Airport	Relocation of airport to new site	1,000,000
Jonesboro Municipal	Runway extension and strengthening	500,000
Bishop Airport	Various improvements	3,100,000
Meadows Field	Extension of runway 30L	3,000,000
Santa Barbara Airport	Extend U.S. Forest Service ramp	750,000
Stockton Metropolitan Airport	Various improvements	1,600,000
Panama City-Bay County Airport	Preliminary site design/environmental studies	2,000,000
St. Petersburg-Clearwater	Runway	3,975,000
Glynco Jetport	Terminal renovation	1,000,000
Ankeny Regional Airport	Taxiway, access road & security improvements	1,000,000
Aurora Airport	Rehabilitation/relocation of taxiway	1,500,000
DeKalb Taylor Municipal	ODALS; reconstruction of taxiway	1,900,000
Quad City Airport	Taxiway extension & airfield security	1,000,000
Anderson Municipal	Improve runway safety area	500,000
Gary/Chicago Airport	Expansion of general use apron	1,000,000
Wichita Mid-Continent	Construction of taxiway AAAA	4,500,000
Bluegrass Field	Expansion of air carrier ramp	1,000,000
Georgetown-Scott County	Apron extension	550,000
Glasgow Airport	Helipad for air ambulance	150,000
Harlan County	Various improvements	2,000,000
Henderson City County Airport	Relocate taxiway	350,000
Louisville-Jefferson County Regional Airport Authority	Noise mitigation, and taxiway Lima reconstruction	3,000,000
Somerset Airport	Parallel taxiway; apron and access road work	3,000,000
Williamsburg/Whitley County	Grade & drain for 5,500 foot runway	2,000,000
Baton Rouge Metropolitan	Noise mitigation, apron improvements, master plan and security improvements	4,175,000
Hammond Municipal	Continue runway extension	1,000,000
Lafayette Regional	Various improvements	1,000,000
Howell Livingston County	Construction of new runway	1,500,000
Oakland County International	Land and real property, noise reduction	2,000,000

Otsego Regional	Airway strengthening and widening	1,000,000
Kennett Memorial	Construction of new runway	1,500,000
Lee's Summit Municipal	Runway extension	5,800,000
Mexico Municipal Airport	Runway extension and security improvements	700,000
Golden Triangle Regional	Runway/taxiway lighting system; other improvements	500,000
Gulfport-Biloxi Regional Airport	Land acquisition and security improvements	3,000,000
Jackson International	Apron, taxiway construction for new air cargo area	1,000,000
Billings Logan International	Aircraft parking, noise reduction, security improvements, and other improvements to reduce aircraft incursions	2,000,000
Missoula International	Land acquisition & runway relocation	4,000,000
Andrews-Murphy	Runway extension; etc.	1,000,000
Concorde Regional Airport	Runway extension	1,000,000
Harnett County Airport	Extend runway 5,000 feet	3,122,700
Piedmont Triad International	Construct parallel runway/connecting taxiways	4,000,000
Bismarck Municipal	Construct new terminal; expand parking	1,500,000
Grand Forks International	Runway construction and security improvements	750,000
Minot International Airport	Runway reconstruction	3,600,000
Dona Ana County	Taxiway widening and strengthening	2,700,000
McCarran International	Reconstruct/rehabilitate apron pavement T1	2,000,000
Reno Stead Airport	Runway reconstruction and extension	4,000,000
Buffalo-Niagara International	Land acquisition and runway safety improvements	4,000,000
Floyd Bennett Memorial	Construction of taxiways B and D	594,000
Lake Placid Airport	Rehabilitation of taxiway	383,000
Westchester County Airport	Construct central aircraft deicing facility	5,000,000
Akron-Canton Regional	Safety upgrade & extension of runway 1/19	3,000,000
James A. Rhodes Airport	Extend runway 1/19	600,000
Rickenbacker International	Terminal apron rehabilitation	1,000,000
Toledo Express Airport	Construct aircraft parking aprons;other improvements	1,000,000
Stillwater Regional	Runway extension and taxiway extension	1,000,000
Tulsa International Airport	Terminal and security upgrades	6,000,000
Redmond Airport	Terminal area expansion	1,400,000
Jimmy Stewart Airport	Construct new, longer runway	4,000,000
Lancaster Airport	Runway extension and security improvements	2,000,000
Upper Cumberland Regional	Various improvements	3,000,000
Abilene Regional	Taxiway extension; entrance blvd; aircraft parking	1,000,000
Alliance Airport	Extension of two runways	4,500,000
Galveston Scholes International	Various improvements	500,000
Sugar Land Municipal	GA apron construction	2,880,000
Terrell Municipal	Various improvements	1,000,000
Dulles International	Taxiway improvements	4,632,000
New Lee County Airport	Construct runway/taxiway/apron/access road	500,000
Reagan Washington National	Various improvements	1,777,300
Richmond International Airport	Security and taxiway improvements	2,000,000
Rohlsen Airport	Runway extension	2,000,000
Bennington Airport	Runway extension and security improvements	$500,000
Pearson Airpark	Various improvements	500,000
Quillayute Airport	Master plan and related improvements	500,000
Spokane International Airport	Various improvements	4,000,000
Chippewa Valley Regional	Construct 816 foot runway safety area	3,700,000
La Crosse Municipal	Various improvements	500,000
Rock County Airport	Extend/strengthen runway & parallel taxiway; ILS	5,400,000
State of West Virginia	Various airport improvements	9,000,000
Jackson County	Various improvements	1,500,000

The conferees further direct that the specific funding allocated above shall not diminish or prejudice the application of a specific airport or geographic region to receive other AIP discretionary grants or multiyear letters of intent.

Alliance Airport, TX.—The Alliance facility serves as a major alternative hub for air cargo traffic. The conferees continue to voice strong support for the runway extension project at Alliance Airport, and encourage FAA to complete a letter of intent and support funding for the timely completion of this project.

Baton Rouge Metropolitan Airport, LA.—The FAA is directed to expedite the review, and act upon, the Baton Rouge Metropolitan Airport's application for the reconstruction of runway 4L/22R.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

The conference agreement includes a rescission of unused contract authority totaling $301,720,000. These funds are above the annual obligation ceiling for fiscal year 2002, and remain unavailable to the program. The conference agreement also deletes an appropriation of $720,000, proposed by the House under this heading, for "Office of the secretary, salaries and expenses". The conference agreement includes funding for this office under the Office of the Secretary.

AVIATION INSURANCE REVOLVING FUND

The conference agreement retains language authorizing expenditures and investments from the Aviation Insurance Revolving Fund for aviation insurance activities, as proposed by the Senate. The House had proposed to relocate this language to title III of the bill (general provisions). This provision has been carried in appropriations Acts for many years.

SMALL COMMUNITY AIR SERVICE DEVELOPMENT

The conference agreement deletes the appropriation of $20,000,000 for this program proposed by the Senate. The conferees agree that this is a worthy program, as authorized by Public Law 106–181. Funding of $20,000,000 has been provided for this program under the "Grants-in-aid for airports" program.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

The conference agreement limits administrative expenses of the Federal Highway Administration (FHWA) to $311,000,000, instead of $311,837,000 as proposed by the House and $316,521,000 as proposed by the Senate.

The conference agreement provides that certain sums be made available under section 104(a)(1)(A) of title 23, U.S.C. to carry out specified activities as follows: $7,500,000 shall be available for child passenger protection education grants as authorized under section 2003(b) of Public Law 105–178, as amended; $4,000,000 shall be

available for motor carrier safety research; $841,000 shall be available for motor carrier crash data improvement program; $1,500,000 shall be available for environmental streamlining; and $6,000,000 shall be available for the nationwide differential global positioning system.

The conferees recommend the following adjustments to the budget request by program and activity of the funding provided for FHWA's administrative expenses:

Department of Defense trade collections data	−$1,616,000
Equipment (information technology)	−2,529,000
Five new innovative finance positions	−500,000
Undistributed reduction in administrative expenses	−2,048,000

FHWA streamlining.—The conferees direct the Federal Highway Administration (FHWA) to provide the House and Senate Committees on Appropriations a report, not later than January 2, 2002, summarizing FHWA's streamlining efforts. The report should include specific examples of FHWA activities that help streamline the environmental process.

Incidental Appurtenances For Recreational Vehicles.—The conferees encourage the FHWA Administrator to include in its final rule regarding exclusion of devices from commercial vehicle length and width requirements, an allowance for the commercial transport of recreational vehicles with incidental appurtenances (retractable awnings).

Performance based outcomes.—The conferees recognize the impact the performance based outcomes can have on the road building industry by allowing contractors the freedom and flexibility to focus on quality and long term performance and encourage the Department of Transportation to further explore their use.

FEDERAL-AID HIGHWAYS

The conference agreement limits obligations for the federal-aid highways program to $31,799,104,000 instead of $31,716,797,000 as proposed by the House and $31,919,103,000 as proposed by the Senate.

Rural consultation in planning process.—The conferees direct the FHWA to submit a letter to the House and Senate Committees on Appropriations, no later than February 1, 2002, describing actions the administration has taken to ensure that transportation officials from rural areas are being consulted in the long-range transportation planning process.

I–90 Steering Committee.—The conferees direct the FHWA to continue working with the I–90 Steering Committee in Washington State to advance the R–8A alternative through the environmental review process.

Work zone safety.—The conferees are concerned that each year over 700 people are killed in work zones throughout our nation. The conferees are aware that the Federal Highway Administration has collaborated with the Texas transportation institute (TTI) to establish the national work zone safety information clearinghouse. The clearinghouse serves as a valuable resource in the development and distribution of work zone safety materials for state and local agencies. The conferees are aware that TTI has proposed a work zone safety research program that seeks to improve data collection

in an effort to better manage the dangers of roadway work zones. The conferees encourage the Federal Highway Administration to evaluate TTI's proposals and consider requesting funding in future budget submissions.

Environmental streamlining pilot projects.—The conferees direct the Secretary of Transportation to give priority consideration to funding for Washington State's environmental permit streamlining program using funds provided for environmental streamlining initiatives under this Act. The conferees expect the regional administrators of the Federal Highway Administration, the Environmental Protection Agency, the National Marine Fisheries Service, the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service to serve on the Washington State transportation permit efficiency and accountability committee as non-voting members. The Secretary shall issue a report to the House and Senate Committees on Appropriations, the Senate Committee of Environment and Public Works, and the House Committee on Transportation and Infrastructure by April 1, 2002, on the status of this pilot program. The Conferees further direct the Secretary to give priority consideration to additional projects, such as the one in Orange County, California.

SURFACE TRANSPORTATION RESEARCH

Within the funds provided for surface transportation research, the conference agreement includes $101,000,000 for highway research and development for the following activities:

Environmental, planning, real estate	$16,042,500
Research and technology program support	8,135,000
International research	500,000
Structures	13,449,500
Safety	15,619,000
Operations and asset management	9,891,000
Pavements research	13,753,000
Long term pavement project (LTPP)	10,000,000
Advanced research	2,640,000
Policy research	8,330,000
Other (field services, delivery, strategic planning)	2,640,000
Subtotal	$101,000,000
Long-term pavement performance research project and superpave program (additional funds from revenue aligned budget authority)	10,000,000
Total	111,000,000

Environmental, planning, and real estate.—The conference agreement provides $16,042,500 for environmental, planning, and real estate research. Within the funds provided for this research activity, the FHWA is encouraged to provide $1,000,000 for the completion of the dust and persistent particulate abatement demonstration study at Kotzebue, Alaska; and no less than $1,250,000 for environmental streamlining activities.

Research and technology.—The conference agreement provides $8,135,000 for research and technology program support. Within the funds provided for this activity, the FHWA is encouraged to provide up to $600,000 for the Center on Coastal Transportation Engineering Research at the University of South Alabama.

Structures.—The conference agreement provides $13,449,500 for structures research. Within the funds provided for structures research, the conferees encourage the FHWA to provide: $1,250,000 for research into composite structure and related engineering research at West Virginia University's Constructed Facilities Center; $500,000 to conduct non-corrosive anti-icing projects in the Chicago region; $1,500,000 for research conducted at the Transportation Research Center at Washington State University, including non destructive evaluation of bridges to determine load capacities, impacts of earthquake mitigation on elevated highway structures and the development of advanced composite material for bridges; and $400,000 for electromagnetic interrogation of structures project at the University of Vermont to develop wireless methods of assessing structural integrity.

Safety.—The conference agreement provides $15,619,000 for safety research. Within the funds provided for this activity, the conferees encourage FHWA to provide: $300,000 to continue the research into the effectiveness of Freezefree anti-icing systems; and $1,000,000 to the National Transportation Research Center in Tennessee to conduct broad based laboratory-to-roadside research into heavy vehicle safety issues. These funds will also allow FHWA to expedite the State DOT testing on the interactive highway safety design model (IHSDM) to explore the safety implications of alternative designs.

Operations and asset management.—The conference agreement provides $9,891,000 for operations and asset management. Within the funds provided for this activity, the conferees encourage FHWA to provide $1,000,000 to South Carolina State University for the Southern Rural Transportation Center.

Pavements.—The conference agreement provides $13,753,000 for pavements research. Within the funds provided for this activity, the conferees encourage FHWA to provide: $750,000 for a continuation of the alkali silica reactivity research with lithium based technologies to mitigate alkali silica reactivity to prevent highway pavement cracking; $500,000 to the Center for Portland Cement Concrete Pavement Technology at Iowa State; and $750,000 to support the Institute for Aggregate Research at Michigan Technical University.

Policy.—The conference agreement provides $8,330,000 for policy research. Within the funds provided for this activity, FHWA shall provide $2,000,000 to the Academy for Community Transportation Innovation for transportation research on integrating public involvement, technology, and environmental issues in the transportation planning process.

Long term pavement performance research project and SUPERPAVE program.—The conferees recognize the importance of technology development and deployment of research and technology products funded through the federal-aid highways program. The conferees have included an additional $10,000,000 in revenue aligned budget authority to be utilized in conjunction with the administration's planned funds to carry out the long term pavement performance research project and to assure the implementation of the SUPERPAVE program.

INTELLIGENT TRANSPORTATION SYSTEMS

The conference agreement includes a total of $225,000,000 for intelligent transportation systems. Of the total, $105,000,000 is for intelligent transportation systems (ITS) research and development, as provided by both the House and Senate, for the following activities:

Research and development	$48,680,000
Operational tests	12,930,000
Evaluations	7,750,000
Architecture and standards	15,290,000
Integrations	11,350,000
Program support	9,000,000
Total	105,000,000

Research.—The conference agreement provides $48,680,000 for research and development. Within the funds provided for this activity, the conferees encourage FHWA to provide $6,800,000 for commercial vehicle research.

Intelligent transportation systems deployment projects.—Within the funds available for intelligent transportation systems deployment, the conference agreement provides that not less than the following sums shall be available for intelligent transportation projects in these specified area

Project name and Conference total	
Alameda-Contra Costa, California	$500,000
Alaska statewide	2,500,000
Alexandria, Virginia	750,000
Arizona statewide EMS	500,000
Army trail road traffic signal coordination project, Illinois	300,000
Atlanta smart corridors, Georgia	1,000,000
Austin, Texas	125,000
Automated Crash Notification System, UAB, Alabama	2,500,000
Bay County Area wide traffic signal system, Florida	500,000
Beaver County transit mobility manager, Pennsylvania	800,000
Brownsville, Texas	250,000
Carbondale technology transfer center, Pennsylvania	1,000,000
Cargo mate logistics and intermodal management, New York	1,250,000
Central Ohio	1,500,000
Chattanooga, Tennessee	2,000,000
Chinatown intermodal transportation center, California	1,750,000
Clark County, Washington	1,000,000
Commercial vehicle information systems and networks, New York	450,000
Dayton, Ohio	1,250,000
Detroit, Michigan (airport)	1,500,000
Durham, Wake Counties, North Carolina	500,000
Eastern Kentucky rural highway information	2,000,000
Fargo, North Dakota	1,000,000
Forsyth, Guilford Counties, North Carolina	1,000,000
Genesee County, Michigan	1,000,000
Great Lakes, Michigan	1,500,000
Guidestar, Minnesota	6,000,000
Harrison County, Mississippi	500,000
Hawaii statewide	1,000,000
Hoosier SAFE–T, Indiana	2,000,000
Houma, Louisiana	1,000,000
I–90 connector testbed, New York	1,000,000
Illinois statewide	2,000,000
Inglewood, California	500,000
Integrated transportation management system, Delaware statewide	2,000,000
Iowa Statewide	562,000
Jackson Metropolitan, Mississippi	500,000

James Madison University, Virginia	1,500,000
Kansas City, Kansas	500,000
Kittitas County workzone traffic safety system, Washington	450,000
Lansing, Michigan	750,000
Las Vegas, Nevada	1,450,000
Lexington, Kentucky	750,000
Libertyville traffic management center, Illinois	760,000
Long Island rail road grade crossing deployment, New York	1,000,000
Macomb, Michigan (border crossing)	1,000,000
Maine statewide (rural)	500,000
Maryland statewide	1,000,000
Miami-Dade, Florida	1,000,000
Monterey-Salinas, California	750,000
Montgomery County ECC & TMC, Maryland	1,000,000
Moscow, Idaho	1,000,000
Nebraska statewide	4,000,000
New York statewide information exchange systems, New York	500,000
New York, New Jersey, Connecticut (TRANSCOM)	2,500,000
North Greenbush, New York	1,000,000
Oklahoma statewide	3,000,000
Oxford, Mississippi	500,000
Pennsylvania statewide (turnpike)	500,000
Philadelphia, Pennsylvania	1,033,000
Philadelphia, Pennsylvania (Drexel)	1,500,000
Pioneer Valley, Massachusetts	1,500,000
Port of Long Beach, California	500,000
Port of Tacoma trucker congestion notification system, Washington	200,000
Roadside animal detection test-bed, Montana	500,000
Rochester-Genesse, New York	800,000
Rutland, Vermont	750,000
Sacramento, California	3,000,000
San Diego joint transportation operations center, California	1,500,000
San Francisco central control communications, California	250,000
Santa Anita, California	300,000
Santa Teresa, New Mexico	750,000
Shreveport, Louisiana	750,000
Silicon Valley transportation management center, California	700,000
South Carolina DOT	3,000,000
Southeast Corridor, Colorado	7,000,000
Southern Nevada (bus)	1,100,000
Spillway road incident management system, Mississippi	600,000
St. Louis, Missouri	1,000,000
Statewide transportation operations center, Kentucky	2,000,000
Superior, I–39 corridor, Wisconsin	2,500,000
Texas statewide	2,000,000
Travel network, South Dakota	2,325,000
University of Arizona ATLAS Center, Arizona	500,000
Utah Statewide	560,000
Vermont statewide (rural)	1,500,000
Washington statewide	4,500,000
Washington, D.C. metropolitan region	2,000,000
Wayne County road information management system, Michigan	1,500,000
Wichita, Kansas	1,200,000
Wisconsin communications network	310,000
Wisconsin statewide	1,000,000
Yakima County adverse weather operations, Washington	475,000

Illinois Statewide ITS.—Within the amount made available for Illinois Statewide ITS, funds shall be made available to the City of Quincy for the 18th St. Bridge and to the City of Carbondale for the Southern Illinois University-Carbondale's Materials Technology Center.

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

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 name and Conference total	
Bainbridge-Seattle ferry system, dolphin replacement project, Washington	$4,000,000
Battery Maritime building, New York	750,000
Baylink Ferry intermodal center and upgrades and improvements to facilities (City of Vallejo), California	2,000,000
Cherry Grove ferry dock, New York	90,000
City of Brewer waterfront redevelopment shoreline stabilization, Maine	1,000,000
City of Palatka, Florida	300,000
City of Rochester harbor & ferry terminal improvement projects, New York	4,500,000
Cleveland Trans-Erie ferry, Ohio	800,000
Coffman Cove-Wrangell/Mitkof Island ferries and facilities, Alaska	10,000,000
Corpus Christi ferry landings, Texas	200,000
Ferry Boat terminal building dock construction, Pennsylvania	1,000,000
Fire Island terminal infrastructure, New York	200,000
Fishers Island ferry district, Connecticut	1,500,000
Hatteras Inlet ferry connecting Ocracoke Island and North Carolina Outer Banks, North Carolina	1,450,000
Haverstraw-Ossining-Yonkers ferry service terminals, New York	2,500,000
Jamaica Bay transportation hub, New York	200,000
Jersey City Pier redevelopment & terminal construction project (also bus), New Jersey	2,000,000
Key West ferry terminal, Florida	300,000
Kings Point ferry, Warren County, Mississippi	500,000
New Bedford Massachusetts ferry and ferry facility project, Massachusetts	1,450,000
North Carolina State ferry (dredging and environmental studies), North Carolina	689,000
Oak Harbor Municipal Pier terminal, Washington	200,000
Plaquemines Parish ferry, Louisiana	1,200,000
San Francisco Bay Area Water Transit Authority Fuel Cell project	100,000
Sand Point dock, Rhode Island	250,000
Sandy Hook ferry terminal, New Jersey	1,000,000
Savannah water ferry, Georgia	1,000,000
St. George Ferry terminal, New York	500,000
St. Johns River ferry terminal, Florida	1,000,000
Station Square River landing boat docks, Pennsylvania	1,000,000
Toledo-Lucas County Port Authority Marina ferry, Ohio	500,000
Treasure Island ferry service, California	800,000
Whitehall terminal, New York	600,000

NATIONAL CORRIDOR PLANNING AND DEVELOPMENT PROGRAM

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

Project name and Conference total	
Alameda Corridor-East construction project, California	$4,000,000
Ambassador Bridge Gateway, Michigan	9,000,000
Arch Road/Sperry Road Corridor Widening	2,000,000
Arizona 95 to I–40 Connector, California	3,000,000
Bristol/First Street intersection Santa Ana, California	1,000,000
Byram-Clinton/Norrell Corridor, Mississippi	3,500,000
Chesapeake Bypass, Lawrence, Ohio	4,000,000
Clay/Leslie Industrial Park access, Kentucky	4,000,000
Coalfields Expressway, West Virginia	16,000,000
Continental 1, Pennsylvania and New York	1,000,000
Curry Pike multilaning project, Indiana	1,000,000

Des Moines metro I–235 Reconstruction, Iowa	700,000
Dixie Highway Flyover Bridge, Florida	1,500,000
East-West Highway, Maine	3,500,000
Essen Lane & I–12 Interchange, Louisiana	1,000,000
Everett Development 41st Street overpass project, Washington	1,500,000
Exit 6 of I–95, Pennsylvania	350,000
Falls to the Falls Corridor, Cook, Minnesota	7,000,000
FAST Corridor project, Washington	20,000,000
FM 1016 from US 83 to Madero, Texas	500,000
Foothills Parkway TN–1, Tennessee	1,000,000
Freeport Business Center off ramp, Texas	500,000
Gravina Bridge, Alaska	1,000,000
Heartland Parkway/Highway 55, Kentucky	500,000
Hendricks county North-South Corridor, Indiana	750,000
Highway 192 in McCreary County, Kentucky	1,600,000
Highway 20 Freeport bypass review, design and engineering, Illinois	1,000,000
Highway 231 Glover Carey Bridge and Owensboro intersection, Kentucky	1,000,000
Highway 61, Avenue of the Saints interchange, Moscow Mills, Missouri	2,500,000
Highway 61, Green County between Greensburg and Columbia, Kentucky	250,000
Highway 71 Texarkana South, Arkansas	7,000,000
Hoosier Heartland Industrial Corridor Lafayette to Logansport, Indiana	1,000,000
Hwy 92 Whitley County, Kentucky	300,000
I–29 construction from Exit 81 North to South of I–90 at Sioux Falls, South Dakota	12,000,000
I–35 expansion, Hill County, Texas	2,000,000
I–35 Replacement Bridge, Dallas County, Texas	1,000,000
I–4 Crosstown Expressway Connector, Florida	1,000,000
I–44/US 65 Interchange, Missouri	1,500,000
I–49 Interchange at Caddo Port Road, Louisiana	3,800,000
I–49 south from Lafayette east to Westbank, Louisiana	15,000,000
I–5 trade corridor, Oregon	5,000,000
I–5/SR56 connectors, California	2,000,000
I–66, Kentucky	20,000,000
I–66, Pike County, Kentucky	2,500,000
I–69 Connector from I–530 in Pine Bluff, Arkansas	4,000,000
I–69 construction Odom Road to I–55, Mississippi	9,000,000
I–69 Corridor, Louisiana	10,000,000
I–69 Corridors 18 and 20, Texas	1,500,000
I–69 Evansville to Indianapolis, Indiana	2,586,000
I–69 Great River Bridge, Arkansas	—
I–69 on SIU 11 along US 61, Mississippi	500,000
I–84 Exit 6/Route 37 interchange, Connecticut	2,300,000
I–85 extension to I–59/20, Alabama	3,000,000
I–87 Corridor Study, New York	2,000,000
I–90/94 new by-pass to Highway 3 EIS, Montana	3,500,000
I–905 Otay Mesa Border port-of-entry, California	7,500,000
Interstate 75 and Central Sarasota Parkway interchange, Florida	1,000,000
King Coal Highway, West Virginia	20,000,000
KY 1848 from I–64 to US 60, Kentucky	320,000
La Entrada al Pacifico feasibility study, Texas	200,000
Lincoln Bypass, California	2,000,000
Memphis-Huntsville-Atlanta Highway preliminary engineering and construction, Alabama	1,000,000
Midland Reliever Route for freeway connection from SH 349 to I–20, Texas	1,000,000
Missouri Highway 7, Missouri	3,750,000
Monticello Street underpass, Kentucky	1,000,000
MS Highway 44/Pearl River Bridge extension project, Mississippi	3,000,000
New Boston Road (a segment of National Great River Road), Illinois	1,000,000
New York Harbor rail freight tunnel, New York	5,000,000
North/South transitway, Charlotte/Mecklenburg, North Carolina	3,500,000
Northern Border Cascadia program of projects, Washington	2,500,000

North-South Highway project, Alabama	1,000,000
Outer Belt Connector, Kendall & Kane Counties, Illinois	15,000,000
Pennyrile Parkway, Kentucky	1,000,000
Phoenix Avenue improvements and airport access construction, Arkansas	1,750,000
Port of Claiborne/Grand Gulf Connector Access Road, Mississippi	8,000,000
Port of South Louisiana to I–10 Connector, Louisiana	1,000,000
Ports-to-Plains Corridor development management plan, Texas	1,700,000
Railroad Avenue Underpass East Chicago, Indiana	2,500,000
Rapid River Bridge, Idaho	1,000,000
Reconstruct MD 117 at MD 124 in Montgomery County, Maryland	1,000,000
Route 10, West Virginia	15,000,000
Route 116 between Ashfield and Conway, Massachusetts	2,500,000
Route 2 bypass & safety improvements in Erving, Massachusetts	3,000,000
Route 340/522 bridge replacement, Virginia	100,000
Route 669 bridge widening, Virginia	500,000
Route 71 McDonald County, Missouri	6,000,000
Seward Highway safety improvements at Bird Creek, Alaska	15,000,000
SR 149 Relocation, Ohio	500,000
SR–67 between I–110 & US–49, Mississippi	9,000,000
St. Rt. 905 phase I, California	1,000,000
State border safety inspection facilities, Texas	12,000,000
Stewart Airport connector study, New York	350,000
STH 29 between I–94 and CTH J, Wisconsin	10,000,000
Stone Coal Road in Johnson County, Kentucky	1,500,000
Tuscaloosa eastern bypass from I–59 to Rice Mine Road, Alabama	20,000,000
U.S. 24 Corridor improvement study between Toledo, Ohio and Indiana	2,500,000
U.S. Highway 212 Hennepin County, Minnesota	3,000,000
U.S. Highway 54, Kansas	4,000,000
Upgrade road to I–64/US Route 35, West Virginia	3,000,000
US 19, Florida	25,000,000
US 231/I–10 freeway Connector from Dothan to AI/FL state line, Alabama	1,000,000
US 25 N to Renfro Valley, Kentucky	2,000,000
US 27 from Somerset to KY70, Kentucky	5,000,000
US 27 to Burnside, Kentucky	800,000
US 278, Alabama	1,000,000
US 395 North Spokane Corridor, Washington	6,000,000
US 412 Overpass at I–44, Oklahoma	1,500,000
US 431 from Epleys Station North to Lewisburg, Kentucky	850,000
US 60 Butler County, Missouri	1,500,000
US 60 right-of-way, KY 425 to US 41, Henderson County, Kentucky	500,000
US Route 15 expansion form Pennsylvania to Presho, New York	3,000,000
US Route 20 in North Huntingdon Township, Pennsylvania	200,000
US–151 expansion Dickeyville & Dodgeville, Wisconsin	3,000,000
US 19/US 129/SR 11 Connector, Georgia	1,000,000
US–2 planning & construction, New Hampshire	1,000,000
US–41A, Kentucky	100,000
US–49/I–55 flyover, Mississippi	1,500,000
US–63 improvements for Corridor 39, Arkansas	15,000,000
US–64/87 Ports to Plains corridor study, New Mexico	1,000,000
US–95 improvements from milepost 522 to Canadian border, Idaho	9,000,000
USH 10 between Stevens Point & Waupaca, Wisconsin	4,000,000
Weidle Road Improvements, Illinois	500,000
Wichita South Area transportation study, Kansas	1,000,000
Yakima grade separation program of projects, Washington	4,000,000

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PROGRAM

Within the funds made available for the transportation and community and system preservation program, funds are to be distributed to the following projects and activities:

Project name and Conference total

Access improvement to Rostraver Industrial Park, Pennsylvania	$500,000
Advanced traffic analysis center, North Dakota	500,000
Alkali Creek bike/pedestrian trail, Montana	500,000
Alliance transportation congestion mitigation, Ohio	2,000,000
Artesia Boulevard Rehabilitation, California	200,000
Atlantic Avenue Extension, Queens, New York	2,000,000
Atlantic Avenue Trail Extension, Virginia	800,000
Austin TX Bicycle Commuting Project, Texas	375,000
Bandyville Road, Illinois	525,000
Bicycle/Pedestrian connections to Charlotte's trail systems, North Carolina	200,000
Boston-North Shore corridor study, Massachusetts	250,000
Broadway Armory Parking Facility, Illinois	750,000
Bronx River Greenway, New York	750,000
Brooklyn Bridge Park Development Corporation Study, New York	1,000,000
Buffalo City inner harbor and waterfront development, New York	1,570,000
Cabarrus Avenue Gateway, North Carolina	2,800,000
Cades Cove Loop improvements, Tennessee	2,000,000
Casper Second Street extension, Wyoming	1,000,000
Cedar Rapids Edgewood Road project, Iowa	3,000,000
Central business district trail link Prairie Duneland and Iron Horse Heritage, Indiana	970,000
Charles Town streetscape improvements and welcome center, West Virginia	400,000
Chester waterfront development streetscape, Pennsylvania	500,000
Church Street Marketplace in Burlington, Vermont	1,500,000
City of Elk Point bike/pedestrian trail system, South Dakota	200,000
City of Frisco, Texas	1,000,000
City of Havana, Illinois	1,500,000
City of Tea bike/pedestrian path, South Dakota	50,000
City of Woburn, Massachusetts	2,000,000
Claymont transportation project, Delaware	100,000
Columbia Harden Street improvements, South Carolina	5,000,000
Completion of US 101 Regional Bikeway System, California	500,000
Concord 20/20 vision program, New Hampshire	500,000
Cross County Corridor study, Maryland	500,000
Crowley Historic Parkerson Avenue redevelopment, Louisiana	500,000
Cullman County pedestrian walkway, Alabama	100,000
Derby, traffic congestion, Connecticut	2,000,000
Downeast Heritage Center project, Calais, Maine	400,000
Downtown Development District, Louisiana	500,000
Dynamic Rollover Laboratory, Auburn University project, Alabama	1,500,000
East Branch DuPage River Greenway Trail Plan, Illinois	75,000
East Chicago Railroad Avenue Project, Indiana	1,000,000
East Haddam Mobility Improvements, Connecticut	500,000
Eastern Market pedestrian overpass park, Michigan	500,000
Eastern shore trail project from USS Alabama to Weeks Bay National Reserve, Alabama	1,500,000
Elimination of grade crossing and redirection of corridor traffic, Ashland, Wisconsin	1,900,000
Estill County bypass lighting around Irvine, Kentucky	50,000
Estill County industrial park access road, Kentucky	300,000
Everett development project track replacement, Washington	3,700,000
Fairhope Trax & Trails, Alabama	1,000,000
Farrington safety enhancements, Hawaii	2,000,000
Fegenbush Lane Bridge at Fern Creek, Kentucky	400,000
FM 49 widening from US 83 to FM 1016, Texas	1,000,000
Foxhall Road Safety Reconstruction Project, DC	2,000,000
Fruitvale, California	2,000,000
Galesburg Railroad Relocation Study, Illinois	150,000
Goucher Wheel and Walk Way, Pennsylvania	1,000,000
Grand Forks greenway trail system, North Dakota	1,000,000
Great Dismal Swamp Corridor Master Plan, Virginia	180,000
Great Lake recreation area traffic study, Oklahoma	250,000
Green Airport Initiative, California	2,000,000
Green Island, New York Road and infrastructure project	2,600,000

GSB–88 Emulsified binder treatment research, Alabama	1,000,000
Gulf Coast Pedestrian Walkover, Highway 98, Florida	1,000,000
Hanceville Downtown Revitalization, Alabama	400,000
Harris County 911 emergency network, Texas	500,000
HART bus tracking, Florida	1,000,000
Henderson downtown street widening, North Carolina	1,000,000
Henderson riverfront project, Kentucky	1,000,000
Highway 2 feasibility project, Montana	1,000,000
Highway 24 segment completion, Texas	1,000,000
Highway 45, Lowndes County	2,000,000
Highway 61 from KY487 to Columbia PE/design, Kentucky	1,000,000
Highway 71 Alma to Mena, Arkansas	1,000,000
Hillsborough weigh station, North Carolina	350,000
Historic Erie Canal Aqueduct redevelopment, New York	1,100,000
Hopewell Borough Street flooding project, New Jersey	300,000
Houston Main Street corridor master plan, Texas	500,000
Huffman Prairie Flying Field pedestrian & multimodal gateway entrance, Ohio	1,500,000
I–15, Sevier River to Mills reconstruction, Utah	2,000,000
I–5/SR 432 Interchange Access, Washington	1,000,000
I–74 Mississippi River Bridge	2,000,000
Injury Control Research Center, UAB project	1,250,000
Interchange at 159th St. and I–35, Olathe, Kansas	2,000,000
Intersection improvements, Highway 41 and US 17, North of Mount Pleasant, South Carolina	500,000
Interstate Route 295 and Commercial Street project, Portland, Maine	1,200,000
Isleta Boulevard Reconstruction Project, New Mexico	5,000,000
Johnstown Road, Kentucky	800,000
Jonesboro Caraway Overpass project, Arkansas	1,500,000
Kalispell Bypass Project, Kalispell, Montana	400,000
Kenai River Trail, Alaska	500,000
Kentucky Transportation Cabinet for Regional Trail Improvements, Kentucky	2,350,000
Lake Street access to I–35 West, Minnesota	4,000,000
Lambertville Street flooding improvements, New Jersey	300,000
Lancaster Avenue improvements, Fort Worth, Texas	1,500,000
Land Use Municipal Resource Center, New Jersey	2,000,000
Lees Town Road project, KY	500,000
Lewis Avenue Bridge, California	200,000
Lincoln Antelope Valley 16th Street overpass, Nebraska	1,600,000
Littleton integrated and networked community, New Hampshire	750,000
Littleton Main Street pedestrian improvements, New Hampshire	2,000,000
Lodi project, improvements to route 46, New Jersey	1,000,000
Los Angeles County bike path, California	1,000,000
Louisville Bypass, Nebraska	1,000,000
Louisville Waterfront/River Road pedestrian islands improvement and park entry Preston Street project, Kentucky	1,000,000
Macon community preservation and redevelopment, Georgia	200,000
Madison State Street project, Wisconsin	1,000,000
Main Street Streetscaping, Jacksonville, Florida	500,000
Maine Avenue Redesign, California	100,000
Mamaroneck pedestrian improvements, New York	125,000
Manalapan Township Woodward Road reconstruction, New Jersey	250,000
Marin Parklands Visitor Access, California	1,000,000
Maryland Route 404 upgrade project	3,000,000
Marysville Road, Montana	1,000,000
Marysville streetscape improvements, Tennessee	4,000,000
McKinley/Riverside Avenue Safety Improvements, Indiana	1,245,000
Median on US 42 from Harrods Creek to River Road, Kentucky	600,000
Metrolina traffic management center, North Carolina	1,000,000
Metrowest Community Transportation Pilot Project, Massachusetts	450,000
Miami-Dade FL multi-modal public transportation transfer center	3,500,000
Midwest City downtown revitalization project, Oklahoma	1,000,000
Missouri Highway 21	7,000,000
Mobile Greenways, Alabama	1,750,000
Mobile Waterfront Terminal and Maritime Center of the Gulf Project, Alabama	5,000,000

Mount Vernon, NY commuter rail station improvements, New York	1,000,000
Museum campus trolleys expanded service, Illinois	500,000
Mystic streetscape projects, Connecticut	1,000,000
National Underground Railroad Freedom Center, Ohio	3,000,000
Navajo Gateway, Oklahoma	200,000
New Rochelle NY North Avenue pedestrian street improvements, New York	1,000,000
NFTA Development Plan, New York	100,000
Oceanport Road flooding improvements, New Jersey	300,000
Ohio & Erie Canal Corridor, Ohio	1,000,000
Olympic Discovery Trail, Washington	1,600,000
Ortega Street Pedestrian overcrossing gateway, California	125,000
Owensboro Riverfront redevelopment project, Kentucky	1,800,000
Palmer railroad right-of-way, Alaska	1,100,000
Park City sidewalks, Kentucky	42,600
Parkerson Avenue Pedestrian and Streetscape Improvements, Louisiana	165,000
Parking Facility, Marysville, Tennessee	1,650,000
Payette River Greenway project, Idaho	105,000
Peachtree Corridor project, Georgia	6,000,000
Phalen Boulevard, Minnesota	1,750,000
Pharr bridge toll connector, Texas	415,000
Pioneer Valley Commission, West Springfield, Massachusetts	400,000
Pistol Creek pedestrian bridge, Tennessee	900,000
Port of Vicksburg Study, Mississippi	400,000
Portage Canal Rehabilitation & Pedestrian/Bicycle Facility, Wisconsin	1,000,000
Prattville-Daniel Pratt Historic District development, Alabama	500,000
Queens Boulevard Pedestrian Improvements, New York	500,000
Raritan Township Clover Hill Road Reconstruction, New Jersey	1,000,000
Redlands Transportation & Community Preservation, California	500,000
Rhinelander Relocation, Oneida County, Wisconsin	9,600,000
River Street reconstruction, Lindenhurst, New York	500,000
Riverwinds project in West Deptford, New Jersey	500,000
Road 200 South Improvement Project, Indiana	700,000
Roadway expansion, East Metropolitan Business Park, Mississippi	2,000,000
Robbins Commuter Rail Station upgrade, Illinois	250,000
Rose Bowl access mitigation, California	300,000
Rose Crossing in Kingston and Roane Counties, Tennessee (roadways, trails and improvements)	1,050,000
Route 101 corridor study for Amherst, Milford, and Wilton, New Hampshire	200,000
Route 17 Paramus and Essex Street, Hackensack, congestion alleviation, New Jersey	300,000
Route 22/Mill Road pedestrian street improvements, New York	750,000
Route 3 upgrade PE between Franklina and Boscawen, New Hampshire	100,000
Route 710 Connector Improvements and Traffic Calming, Riviera Beach, Florida	300,000
Route 79 relocation and harbor enhancements, Massachusetts	1,000,000
Saddle Road improvement project, Hawaii	4,000,000
Santa Carita Cross Valley Connector, California	1,000,000
Satsop Development Park, Washington	1,500,000
SC 277 Pedestrian Walkway, South Carolina	1,000,000
Schuylkill Valley Metro Feasibility Study, Pennsylvania	500,000
SH 121/Grandview Ave. Railroad Grade Separation, Colorado	250,000
Shore Road, Lindenhurst, New York	500,000
Somerset downtown revitalization, Kentucky	2,000,000
South 7th Street, Lindenhurst, New York	250,000
South Amboy Regional Intermodal Transportation Initiative, New Jersey	1,000,000
South Capitol Gateway & Improvement Study, Maryland and the District of Columbia	500,000
South Carolina Route 38/I–95 Interchange improvements, South Carolina	1,500,000
South Com regional dispatch trauma center, Illinois	170,000
South LaBrea Avenue and Imperial Highway Improvements, California	1,000,000

Southern bypass around the southwestern portion of Somerset, Kentucky	6,600,000
Southern Rural Transportation Center, South Carolina	9,000,000
Springfield center city streetscape improvements, Missouri	1,000,000
Springfield Metro/VRE Pedestrian Access improvements, Virginia	500,000
SR–520 Convening with communities, Washington	1,000,000
SR91 Freeway Corridor Transportation Enhancement, California	500,000
St. Landry Road extension in Ascension Parish and I–10 link study, Louisiana	500,000
Stamford Waterside, Connecticut	250,000
State Route 25 Safety Improvements, California	2,000,000
State Route 46 expansion study, Florida	1,200,000
Stearns Road corridor, multi-use Trails, Illinois	1,000,000
Stockton Miracle Mile/Pacific Avenue resurfacing, California	1,000,000
Strong Avenue improvements and rail location, Vermont	1,500,000
Stuttgart Two-Lane Bypass, Arkansas	750,000
Sunland Park Drive extension, Texas	500,000
Sutherland, NE viaduct to UP tracks and US Highway 30, Nebraska	2,000,000
Syracuse lakefront project, New York	1,500,000
Temple Street reopening project, Connecticut	1,000,000
Tioughnioga waterfront development, New York	500,000
Titan Road improvement project, Colorado	2,000,000
Tompkins County strategic initiative, New York	130,000
Traffic Calming Program, Jackson, Mississippi	2,000,000
Transportation Research Institute, University of Alabama	7,000,000
Trunk Highway 610/10 interchange at I–94, Minnesota	1,600,000
Tukwila transit oriented development at Long Acres, Washington	1,500,000
Tulare County Farm-to-Market Roads, California	2,500,000
Tuscaloosa City riverwalk and parkway development, Alabama	1,000,000
U.S. 51 widening, Illinois	1.500,000
U.S. 98 highway lighting, Daphne, Alabama	2,000,000
University of South Florida, University of Central Florida I–4 Corridor project	1,750,000
US 17–92/Horatio Ave. Intersection Traffic Mitigation, Florida	1,000,000
Vine Grove sidewalks, Kentucky	125,000
Walerga Road Bridge Replacement, California	1,000,000
Warren Sidewalk Reconstruction, Rhode Island	1,000,000
Waterford National Historic District, Virginia	1,000,000
West Windsor Township bicycle path, New Jersey	200,000
White Lake Road, Michigan	1,000,000
Wichita Riverwalk on Arkansas River, Kansas	600,000
Widen highways 159, 269, 379, Florida	750,000
Winooski, Vermont streetscape project	1,500,000
Wyandanch traffic signals, sidewalks and improvements, New York	400,000
Ybor City Streetcar Intermodal Station, Florida	2,000,000

Montana Highway 2.—The conference agreement includes $1,000,000 for Montana Highway 2. These funds may be used only for feasibility studies, the preparation of an EIS, or preliminary engineering and design activities. None of these funds may be spent for any purpose along those sections of Highway 2 that are either contiguous with or are in the general vicinity of Glacier National Park.

South Capitol Gateway.—The Secretary, in cooperation with the District of Columbia Department of Planning, the District of Columbia National Capitol Revitalization Commission, and the Department of Interior and in consultation with the National Capital Planning Commission and other interested parties, shall conduct a study of methods to make improvements to promote commercial, recreational and residential activities and to improve pedestrian and vehicular access on South Capitol Street and the Frederick Douglass Bridge between Independence Avenue and the Suitland Parkway, and on New Jersey Avenue between Independence Ave-

nue and M Street Southeast. Not later than September 20, 2003, the Secretary shall transmit to the House and Senate Committees on Appropriations a report containing the results of the study with an assessment of the impacts (including environmental, aesthetic, economic, and historical impacts) associated with the implementation of each of the methods examined under the study.

BRIDGE DISCRETIONARY PROGRAM

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

Project name and Conference total	
45th Street Bridge over Harlem River, New York	$5,800,000
A. Max Brewer Causeway Bridge, Florida	3,000,000
Atlantic Bridge, California	300,000
Avis overhead bridge WV107, West Virginia	6,000,000
Cooper River Bridge, South Carolina	7,000,000
Covered bridges Sec. 1224 of TEA–21	3,000,000
Cross Road Bridge, Connecticut Deck replacement & rehab of Rt 9 Edison Bridge, New Jersey	2,000,000
Ford Bridge, Minnesota	7,000,000
Gerald Desmond Bridge Replacement, California	4,000,000
Golden Gate Bridge seismic retrofit program, California	2,000,000
Great River Bridge, Arkansas	7,500,000
Hoan Bridge rehabilitation, Wisconsin	7,500,000
Hood Canal Bridge replacement, Washington	5,000,000
I–195 Washington Bridge, Rhode Island	4,000,000
I–84 over Delaware River Twin Bridges, New York	2,000,000
Iowa/Nebraska Missouri River Bridge, Iowa James Rumsey Bridge (Shepherdstown Bridge), West Virginia	11,000,000
Kerner Bridge, Louisiana	1,000,000
Leeville Bridge, Lafourche Parish, Louisiana	3,000,000
Leon River Bridge, Texas	1,500,000
Longfellow Bridge, Cambridge Massachusetts	1,500,000
Martin Luther King Jr. Bridge rehabilitation, Ohio	1,500,000
Metro Parks Zoo historic bridge replace, Ohio	1,250,000
Missisquoi Bay Bridge, Vermont	4,000,000
Missouri River Bridge approach from Route 74, Missouri	1,000,000
Padanaram Bridge, Dartmouth Massachusetts	1,500,000
Pearl Harbor Memorial Bridge, Connecticut	5,000,000
Pennsylvania Avenue Bridge, Michigan	3,300,000
Route 1 & 9/Production Way to east Lincoln Avenue, New Jersey	3,000,000
Route 13 Bridge, Missouri	1,500,000
Route 17 over Wallkill River, New York	1,800,000
Sand Island Bridge resurfacing, Hawaii	5,000,000
South Park Bridge, Washington	1,000,000
SR 240 Yakima Bridge Replacement, Washington	4,500,000
TEA–21 Bridge Setaside for Seismic Retrofit	25,000,000
Topeka boulevard Bridge, Kansas	2,000,000
US 81 Missouri River Bridge PE, South Dakota	1,000,000
Wacker Drive discretionary bridge reconstruction, Illinois	6,000,000
Waldo-Hancock Suspension Bridge replacement, Maine	5,000,000

FEDERAL LANDS

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

Project name and Conference total	
14th Street Bridge interim capacity and safety improvements, Virginia	$11,000,000
Acadia National Park trails and road projects, Maine	500,000
Alaska Maritime National Wildlife Refuge and parking, Alaska	850,000

Amistad National Recreation Area Box Canyon Ramp Road, Texas	4,500,000
Arches National Park Main Entrance Relocation, Utah	1,000,000
Bear River migratory bird refuge access road, Utah	250,000
Belardo Bridge, California	3,000,000
Blackstone River bikeway, Rhode Island	1,500,000
Blueberry Lake road improvements, Green Mountain National Forest, Vermont	500,000
Broughton Bridge over USACOE Miliford Lake, Kansas	1,500,000
Chincoteague Wildlife Refuge access roads, Virginia	1,000,000
City of Rocks Back Country, Idaho	2,000,000
Clark Fork River Bridge replacement, Idaho	2,500,000
Clarks River National Wildlife Refuge, Kentucky	2,000,000
Cold Hill Road, Kentucky	1,400,000
Complete design for CN3480, TPM–00401, New Mexico	150,000
Craigs Creek Road, Kentucky	995,000
Daniel Boone Parkway between mileposts 37 and 44, Kentucky	1,500,000
Death Valley Road reconstruction, California	2,000,000
Delaware Water Gap National Recreation Area, New Jersey	1,000,000
Diamond Bar Road, Arizona	3,000,000
Forkland Park access road improvements, Alabama	475,000
Fort Peck Lake public access road, Montana	500,000
Giant Springs Road, Great Falls, Montana	1,200,000
Glade Creek Road and Brooklyn Road, New River Gorge National River, West Virginia	3,500,000
Herbert H. Bateman Education & Administrative Center, Virginia	500,000
Highway 26 between Zigzag and Rhododendron, Oregon (Highway 26, Oregon)	1,750,000
Hoover Dam bypass, Arizona	8,000,000
Ivy Mountain Road, Texas	1,000,000
Lewis & Clark Trail, State Spur 26E, Nebraska	325,000
Lewis and Clark Bicentennial Roadway project, North Dakota	1,000,000
Lewis and Clark Interpretive Center access road, Montana	1,200,000
Little River Canyon National Reserve Road Improvements, Alabama	350,000
Lowell National Historical Park riverwalk design, Massachusetts	563,000
Marshall County #10 & BIA #15 through Sica Hollow State Park, South Dakota	400,000
Mat-Su Borough/Wasilla, Alaska	500,000
Metlakatla/Walden Point Road, Alaska	200,000,000
Miller Creek Road preliminary design and EIA, Montana	5,000,000
New access to Bent's Old Fort National Historic Site, Colorado	500,000
New Bedford Whaling National Historic Park sign project, Massachusetts	400,000
New highway from North Dakota Borders to Idaho, Montana	1,000,000
Noxubee River Bridge replacement and access route, Mississippi	1,000,000
Pala Road improvement Project, California	4,000,000
Preliminary and final design to CN2357, FLH–666–11, New Mexico	1,000,000
Presidio Trust, California	1,000,000
Ramport Road, Alaska	500,000
Reconstruction of NM 537: CN2070, FLH–0537, New Mexico	1,000,000
Route 113 Heritage Corridor, Pennsylvania	170,000
Route 4 Jemez Pueblo Bypass, New Mexico	1,000,000
Route 600 road restructuring, Virginia	750,000
S–323 Alzada-Ekalaka, Montana	2,000,000
Sand Point Road improvement, Alaska	1,500,000
Saratoga Monument Access, New York	280,000
SD–63 Corson County reconstruction, South Dakota	4,000,000
SH–149 Rio Grande National Forest, Colorado	3,700,000
Shotgun Cove Road, Alaska	650,000
SR 146 St. Rose Parkway & 1–15 Interchange, Nevada	4,000,000
SR 16 from Loop Road to SR 15, Neshoba County, Mississippi	7,400,000
State Route 153, Beaver to Junction, Utah	1,000,000
Statewide improvements, Hawaii	6,000,000
Timucuan Preserve bike route, Florida	1,000,000
Trail extension at Mount Vernon Circle, Fairfax, Virginia	100,000
US 3 and Acadia National Park road improvement, Maine	500,000
US–30 Morrison/Whiteside County expansion, Illinois	750,000
USA–95 Laughlin cut-off to railroad pass widening, Nevada	8,000,000

USMC Heritage Center Access Improvements, Virginia	800,000
Wind Cave National Park highway resurfacing, South Dakota	1,250,000
Wood River Road upgrades, Alaska	800,000
Woonsocket Depot rehabilitation, Rhode Island	650,000
Yellowstone and Missouri Rivers, and Fort Union Trading Post bike trail, North Dakota	400,000

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

INTERSTATE MAINTENANCE DISCRETIONARY

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

Project name and Conference total	
Brent Spence Bridge replacement I–75 and I–71, Kentucky	$2,000,000
City of Renton/Port Quendall project, Washington	1,000,000
Cleveland inner belt, Ohio	500,000
I–10 Irvington interchange, Alabama	800,000
I–10 Katy Freeway, Houston, Texas	7,000,000
I–10 Riverside Avenue interchange, California	500,000
I–12 Interchange at LA 1088, Louisiana	1,500,000
I–12/Northshore Blvd. Interchange, Louisiana	2,000,000
I–15 Interchange at MP 10, Utah	1,000,000
I–15 reconstruction, Utah	5,000,000
I–180 Lycoming Mall Road interchange, Pennsylvania	2,000,000
I–195 Washington Bridge, Rhode Island	1,000,000
I–215 Southern Beltway to Henderson, Nevada	500,000
I–25 Broadway and Alameda interchanges, Colorado	5,000,000
I–25 North of Raton, New Mexico	1,500,000
I–295 connector, Commercial Street, Maine	500,000
I–295 reconstruction, Rhode Island	3,000,000
I–35 East/I–635 interchange, Texas	5,400,000
I–35 West/US 287 interchange, Texas	4,000,000
I–40 Arizona state line east to milepost 30, New Mexico	5,000,000
I–40 crosstown expressway realignment, Oklahoma	5,500,000
I–44 Fenton industrial corridor improvements in St. Louis County, Missouri	4,000,000
I–44 relocation and improvements, Phelps County, Missouri	4,000,000
I–470 reconstruction and removal of bridges, Missouri	7,000,000
I–49 southern extension from I–10, Louisiana	1,000,000
I–5 Corridor arteries, California	1,000,000
I–5 HOV/general purpose lanes, California	4,000,000
I–5 Medford interchange, Oregon	1,000,000
I–65 and Valley Dale Road interchanges, Alabama	8,000,000
I–70 improvements from CBD to northside, Missouri	5,000,000
I–70/I–75 interchange construction, Ohio	1,000,000
I–70/MD85/MD355 intersection reconstruction, Maryland	8,000,000
I–75 Exit 11, Kentucky	375,000
I–79 Bridgeport to Meadowbrook Road, Harrison County, West Virginia	10,000,000
I–79 Connector, West Virginia	4,800,000
I–79/SR 910 interchange, Pennsylvania	250,000
I–79/Warrendale Technology Park interchange, Pennsylvania	1,750,000
I–80 Exit at Stoney Hollow Road, Pennsylvania	3,000,000
I–80 widening and reconstruction in Johnson County, Iowa,	6,000,000
I–81 South Martinsburg I/C Bridge, Berkeley County, West Virginia	7,000,000
I–84 flyover access, Connecticut	1,500,000
I–85 in Mecklenburg and Cabarrus Counties, North Carolina	3,000,000
I–85 widening completion from Orange County, North Carolina	2,000,000
I–90 two-way transit operations, Washington	1,000,000

I–95 Northern Maine	4,500,000
I–96 Latson Road interchange, Michigan	3,500,000
IH 610 Bridge, Texas	1,500,000
Louisville-Southern Indiana Ohio River Bridges project, Indiana and Kentucky	2,500,000
Montana/Wyoming joint port-of-entry facility, Montana	1,000,000
Pearl River Bridge-I–55 Connector, Mississippi	8,900,000
Port Everglades-Fort Lauderdale/Hollywood airport return loop, Florida	2,500,000
State Route 0039 & I–81 interchange, Pennsylvania	750,000
Tippecanoe/I–10 Interchange, California	2,500,000
US 167/I–20 interchange, Louisiana	1,000,000
Woodall Rogers extension bridge, Texas	8,000,000

SCENIC BYWAYS

Within the funds available for the scenic byways program, funds are to be available for the following projects and activities:

Project name and Conference total	
Alabama Scenic Byways	$750,000
Connecticut River scenic farm byway, Massachusetts	500,000
Great River Road Scenic Byways Learning Center in Prescott, Wisconsin	500,000
High Street revitalization project, economic development and historic preservation, Lawrenceberg, Indiana	375,000
Kentucky Scenic byways (Country Music Highway, Wilderness Road Heritage Highway, Cumberland Cultural Heritage Highway)	885,000
Lewis & Clark Northwest Passage Scenic Byway	2,000,000
Mobile Bay Causeway, Alabama	250,000
Program of projects, Washington	750,000
Route 29 scenic byway improvements between I–295 to Frenchtown Borough line, New Jersey	1,000,000
Route 66 scenic byway livable communities and transportation plan, New Mexico	200,000
Seward Highway Millennium Trail improvements, Alaska	350,000
The Cape and islands rural roads initiative (Route 6A), Massachusetts	500,000
Warren County scenic byway, New York	30,000

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of $30,000,000,000 for the federal-aid highways program as proposed by both the House and the Senate.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

The conference agreement provides $200,000,000 for the Appalachian Development Highway System (ADHS) instead of $350,000,000 as proposed by the Senate. The House bill contained no similar appropriation. $100,000,000 shall be allocated in accordance with the system's most recent cost-to-complete study and the remaining $100,000,000 shall be allocated as follows: $30,000,000 for Kentucky Corridors; $10,000,000 for Mississippi Corridor V; $10,000,000 for Tennessee Corridor S; $30,000,000 for West Virginia Corridor D; and $20,000,000 for Alabama Corridor X.

STATE INFRASTRUCTURE BANKS

(RESCISSION)

The conference agreement includes a rescission of $5,750,000 of funds provided for state infrastructure banks that is not allocated to a specific state in fiscal year 1997 under Public Law 104–205 as proposed by the Senate instead of a rescission of $6,000,000 as proposed by the House.

ESTIMATED FISCAL YEAR 2002 DISTRIBUTION OF OBLIGATIONAL AUTHORITY [1]

The following table shows the actual distribution of highway funds apportioned to the States for fiscal year 2001; and the estimated distribution of highway funds apportioned to the States in the President's budget request and the fiscal year 2002 conference agreement:

State	FY 2001 actual	President's budget	Conference
Alabama	525,987,662	559,304,950	560,430,831
Alaska	299,602,164	319,539,358	319,540,065
Arizona	444,257,391	484,638,247	485,392,037
Arkansas	345,831,473	364,825,284	365,616,483
California	2,361,371,050	2,529,726,702	2,535,814,783
Colorado	307,159,912	355,738,430	356,571,570
Connecticut	389,148,164	413,309,266	413,939,498
Delaware	112,968,544	122,080,490	122,338,437
Dist. of Col.	104,349,222	109,709,145	110,052,561
Florida	1,232,852,228	1,285,679,130	1,287,447,472
Georgia	916,707,662	985,563,148	987,127,223
Hawaii	135,311,383	141,835,573	142,143,566
Idaho	202,470,958	210,483,999	210,894,491
Illinois	880,214,981	929,028,708	931,425,218
Indiana	635,845,273	643,457,830	644,611,374
Iowa	315,909,296	331,491,613	332,403,649
Kansas	305,293,124	323,427,894	324,346,857
Kentucky	471,971,981	482,107,642	483,093,023
Louisiana	419,888,462	439,655,410	440,733,363
Maine	139,051,114	146,462,881	146,809,418
Maryland	416,996,303	452,525,374	453,570,096
Massachusetts	485,116,197	515,922,488	517,214,719
Michigan	845,460,584	891,594,244	893,370,463
Minnesota	389,970,111	411,417,650	412,466,274
Mississippi	311,481,806	357,474,846	358,284,438
Missouri	625,559,105	650,273,494	651,908,448
Montana	251,108,362	271,250,377	271,592,640
Nebraska	199,788,549	215,383,872	215,960,513
Nevada	186,938,046	198,387,281	198,741,203
New Hampshire	136,096,426	142,020,763	142,342,289
New Jersey	702,211,553	721,541,680	723,390,343
New Mexico	252,516,241	270,550,894	271,099,283
New York	1,340,983,556	1,414,039,356	1,417,346,965
North Carolina	737,064,069	773,791,494	775,124,344
North Dakota	168,977,282	180,759,857	181,163,035
Ohio	892,059,208	965,196,101	967,365,570
Oklahoma	390,759,395	426,474,240	427,612,076
Oregon	322,479,138	339,777,033	340,684,607
Pennsylvania	1,331,487,491	1,386,021,505	1,389,343,461
Rhode Island	154,758,492	164,800,244	165,144,826
South Carolina	437,032,280	464,164,383	464,965,557

[1] Distributions include Special Limitation for Minimum Guarantee, the Appalachian Development Highway System, and High Priority Projects (HPP).

State	FY 2001 actual	President's budget	Conference
South Dakota	189,546,127	200,274,630	200,732,567
Tennessee	594,521,880	633,958,835	635,243,821
Texas	1,958,075,662	2,139,081,121	2,142,744,035
Utah	205,736,805	215,660,062	216,239,371
Vermont	117,285,537	126,204,048	126,500,031
Virginia	671,761,845	722,046,984	723,407,902
Washington	469,879,755	491,587,996	492,910,328
West Virginia	296,372,617	310,802,143	311,418,326
Wisconsin	513,262,795	543,767,539	544,732,900
Wyoming	178,559,537	192,949,775	193,412,432
Subtotal	26,320,038,798	27,967,766,009	28,026,764,782
Allocated Programs [1]	3,276,137,054	3,595,390,991	3,772,339,218
Total	29,596,175,852	31,563,157,000	31,799,104,000

[1] Includes High Priority Projects in the Territories and the portion of RABA going to HPP.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY

LIMITATION ON ADMINISTRATIVE EXPENSES

(INCLUDING RESCISSION OF FUNDS)

The conference agreement includes $110,000,000 for administrative expenses of the Federal Motor Carrier Safety Administration instead of $92,307,000 as proposed by the House and $105,000,000 as proposed by the Senate. Within the $110,000,000 provided, the conferees allocate the following amounts:

Personnel and administration	$100,341,000
Commercial drivers license program	5,000,000
Hotline	375,000
Reviews of conditional motor carriers	1,000,000
Crash data collection	3,284,000

The conference agreement includes $400,000 to study fatigue management techniques and $100,000 for the deployment of a nation-wide share the road safely program, as outlined in the Senate report.

Highway watch program.—Within the amount provided for motor carrier research, the conferees direct not less than $500,000 be made available to analyze, evaluate, and expand the highway watch program.

Bill language is included that rescinds $6,665,342 in unavailable contract authority associated with administrative balances, as proposed by the Senate. The House bill proposed no similar rescission.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of $205,896,000 for the national motor carrier safety program as proposed by the House instead of $204,837,000 as proposed by the Senate.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The conference agreement includes a limitation on obligations of $205,896,000 for motor carrier safety grants. This is consistent with the President's budget request. Of this total, $23,896,000 is derived from revenue aligned budget authority. Of this amount $18,000,000 is reserved for Arizona, California, New Mexico, and Texas to hire border truck safety inspectors and $5,896,000 is reserved for the commercial drivers license program.

Hazardous materials motor carriers.—The conferees understand that since September 11th FMCSA is giving top priority to visits to all 34,000 hazardous materials motor carriers to ensure that these carriers are aware of the security measures that should be in place. FMCSA had conducted about half of these visits through the end of November, 2001. The conferees direct the FMCSA to give top priority to continuing such visits and to monitoring these carriers after all visits have been completed. A truck carrying hazardous materials can be used as a weapon and FMCSA and the carriers should take every action to prevent this from happening; no activity should be a higher priority to the FMCSA. The conferees direct the FMCSA to report to the House and Senate Committees on Appropriations by January 31, 2002 on the status of the visits, what FMCSA found during the visits and what further actions are planned by FMCSA.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

The conference agreement provides $127,780,000 from the general fund for highway and traffic safety activities instead of $122,420,000 as proposed by the House and $132,000,000 as proposed by the Senate.

A total of $95,835,000 shall remain available until September 30, 2004 instead of $90,430,000 as proposed by the House and $96,360,000 as proposed by the Senate.

Bill language is included that rescinds $1,516,000 in unobligated balances authorized under 23 U.S.C. 403 as proposed by the Senate. The House bill contained no similar rescission.

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

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATION)

(HIGHWAY TRUST FUND)

(INCLUDING RESCISSION OF CONTRACT AUTHORIZATION)

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	$61,451,000
Travel	1,297,000
Operating expenses	23,113,000
Contract programs:	
Safety performance	7,891,000
Safety assurance	15,064,000
Highway safety programs	46,133,000
Research and analysis	57,338,000
General administration	643,000
Grant administration reimbursements	−11,150,000
Total	$201,780,000

Salaries and benefits.—A total of $61,451,000 is provided for salaries and benefits. This level will support an FTP level of 709, including 15 new FTPs (7.5 FTEs) to assist in regulatory issues as proposed by the Senate. The House approved an FTP level of 664.

Operating expenses.—Within the $23,113,000 provided for operating expenses, the conferees direct that funding for computer support should continue at the fiscal year 2001 level. The conferees believe that this level of funding is adequate, and urge NHTSA to adopt a more cost-effective approach to managing computer support expenses.

Executive bonuses.—The conferees reduce funding within the salaries and benefits account for executive bonuses because performance goals are not being met (−$20,000).

Safety performance.—The conference agreement provides $7,891,000 for safety performance, $550,000 above the budget request as proposed by the Senate. The additional funding should be used to expedite key motor vehicle safety standards including TREAD activities and several other backlogged regulatory items. NHTSA is directed to submit a notification letter to the House and Senate Committees on Appropriations if there is a reasonable likelihood that the agency will not meet any deadlines specified in the TREAD Act. In addition, NHTSA shall submit a strategic implementation plan to both the House and Senate Committees on Appropriations with the submission of the fiscal year 2003 budget that specifies timetables, milestones, and the research necessary to implement each provision of TREAD, as well as the amounts provided to these activities in fiscal years 2001 and 2002.

National occupant protection program.—The conference agreement provides $2,000,000 above the budget request to bolster the national occupant protection program. Of these additional funds,

$1,000,000 shall be targeted at high-risk groups, such as minorities, younger drivers, and the occasional seat belt user to increase seat belt usage; and $1,000,000 shall be used to increase local efforts to boost seat belt usage rates in their jurisdictions.

The conferees remain disappointed that NHTSA has been unable to raise seat belt usage to the Presidential directive of 85 percent by 2000 and direct the agency to refocus its program on achieving meaningful results. As part of this effort, NHTSA shall provide a report to the House and Senate Committee on Appropriations describing its plans to accelerate progress in raising seat belt use. This report is due by February 1, 2002.

Within the funds provided, NHTSA shall contract with the National Academy of Sciences to conduct a study on the benefits and acceptability of technologies that may enhance seat belt usage in passenger vehicles, as well as any legislative or regulatory actions that may be necessary to enable installation of devices, as proposed by the House.

Older driver research.—The conferees support NHTSA's efforts to promote the safe mobility of older Americans. As the agency analyzes ways to rehabilitate older Americans who have suffered strokes or other medical conditions to resume some or all of their driving, the conferees encourage NHTSA to closely examine the potential of occupational therapy as an appropriate intervention to improve safety for older drivers.

Impaired driving.—The conference agreement provides $2,500,000 above the budget request to help states and communities decrease the number of impaired driving offenders, including repeat offenders and those with high blood alcohol content. Up to half of these funds may be awarded to states and communities that want to implement promising new strategies.

Emergency medical services head injury research.—A total of $2,245,000 has been provided for emergency medical services. Of this amount, $750,000 shall be used to continue training emergency medical service personnel in delivering prehospital care to patients with traumatic brain injuries.

Biomechanics.—Within the funds provided for biomechanical research, $1,250,000 shall be used to continue research related to traumatic brain and spinal cord injuries caused by motor vehicle, motorcycle, and bicycle accidents at the Injury Control Research Center and other centers of the Southern Consortium for Injury Biomechanics.

Brake lining friction.—Within the funds provided for research and analysis, $300,000 shall be used for research into brake lining friction, as proposed by the Senate.

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.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides $223,000,000 to liquidate contract authorizations for highway traffic safety grants, as proposed by both the House and the Senate.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIMITATION ON OBLIGATION)

(HIGHWAY TRUST FUND)

The conference agreement limits obligations for highway traffic safety grants to $223,000,000 as proposed by both the House and the Senate. The bill includes separate obligation limitations with the following funding allocations:

State and community grants	$160,000,000
Occupant protection incentive grants	15,000,000
Alcohol incentive grants	38,000,000
State highway data improvement grants	10,000,000

A total of $11,150,000 has been provided for administration of the grant programs as proposed by both the House and the Senate. Of this total, not more than $8,000,000 of the funds made available for section 402; not more than $750,000 of the funds made available for section 405; not more than $1,900,000 of the funds made available for section 410; and not more than $500,000 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.

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.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

The conference agreement provides $110,857,000 for safety and operations instead of $110,461,000 as proposed by the House and $111,357,000 as proposed by the Senate. Within this total, the conferees have funded 26 new positions and provided $350,000 for the Operation Respond Center in Mississippi. The conferees have decreased funding for technical studies and assessments by $500,000 as proposed by the House.

The conference agreement includes language that permits $6,509,000 of the total funding to remain available until expended instead of $6,159,000 as proposed by both the House and the Senate.

The conference agreement deletes language, contained in the Senate bill, 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. This language is no longer necessary, as the deed will be paid in full in 2001.

Railroad freight congestion.—The conferees are aware of significant delays currently affecting railroad freight in and around Chicago, Illinois. It is not uncommon for freight trains in and around Chicago, Illinois to take 72 hours or more to move cargo through the metropolitan area. The conferees direct the Administrator, in cooperation with the Surface Transportation Board, to prepare a comprehensive analysis of the railroad freight congestion problems in the Chicago region, including possible administrative and legislative solutions, and report back to the House and Senate Committees on Appropriations no later than January 15, 2002.

Cuyahoga Valley scenic rail.—The Federal Railroad Administration is strongly encouraged to work closely with the Cuyahoga Valley scenic rail line to assist them in acquiring the necessary resources so that they may extend the line from Akron to Canton.

RAILROAD RESEARCH AND DEVELOPMENT

The conference agreement provides $29,000,000 for railroad research and development instead of $27,375,000 as proposed by the House and $30,325,000 as proposed by the Senate. None of this funding is to be offset from user fees.

The following adjustments were made to the budget request:

Hold Transportation Test Center to 2001 level	−$400,000
Provide half of new request for ride safety	−300,000
Integrated railway remote information service	+1,000,000
Marshall University/University of Nebraska	+1,100,000
Baltimore freight and passenger infrastructure study	+750,000
Freight rail study along I–81 and I–95 corridors	+250,000

Integrated railway remote information service.—The conference agreement provides $1,000,000 for the integrated railway remote information service instead of $2,000,000 as proposed by the Senate. The conferees direct FRA to evaluate this initiative and if the evaluation is positive, FRA should consider including sufficient funding in future budget requests to continue this work.

Marshall University/University of Nebraska.—The conference agreement includes $1,100,000 to support Marshall University/University of Nebraska safety research projects in the areas of human factors, equipment defects, and train control methods, as outlined in the Senate report.

Grade crossing education and enforcement.—FRA should continue to work with affected communities, including those in the states of Illinois and Ohio, to establish a comprehensive strategy to address highway-rail grade crossing safety through voluntary, cooperative, education, and enforcement activities. This program should include public and media information campaigns, meetings with communities on specific crossings and the unique safety problems associated with these crossings, as well as support for increased enforcement at crossings. FRA, in conjunction with the

states and localities, should work to identify appropriate state and federal resources that may aid communities in their efforts.

Baltimore, Maryland freight and passenger infrastructure study.—The conference agreement includes $750,000 to conduct a comprehensive study to assess problems in the freight and passenger rail infrastructure in the vicinity of Baltimore, Maryland. FRA shall carry out this study in cooperation with the state of Maryland, Amtrak, CSX Corporation and Norfolk Southern Corporation, as outlined in the Senate bill (Sec. 351). The Administrator of FRA shall submit a report, including recommendations, on the results of the study to the House and Senate Appropriations Committees not later than 24 months after the date of enactment of this Act.

Freight rail study along I–81 and I–95 corridors.—A total of $250,000 has been provided to study ways to address freight rail access problems in Tennessee and Virginia along the I–81 and I–95 corridors. This study should contain a detailed market analysis on options to divert congested highway traffic onto rail and the costs of such options. This work should be carried out in cooperation with the affected states and Norfolk Southern Corporation. Financial support should be provided by each state.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The conference agreement includes a provision, proposed by both the House and the Senate, specifying that no new direct loans or loan guarantee commitments shall be made using federal funds for the payment of any credit premium amounts during fiscal year 2002. 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 $32,300,000 for the next generation high-speed rail program instead of $25,100,000 as proposed by the House and $40,000,000 as proposed by the Senate. The following table summarizes the conference agreement by budgetary activity:

Train control systems	$11,750,000
Illinois project	(7,000,000)
Michigan project	(2,000,000)
Train control—TTC	(750,000)
Wisconsin project	(2,000,000)
Non-electric locomotives	6,550,000
ALPS	(3,550,000)
Prototype locomotive	(3,000,000)
Grade crossings and innovative technologies:	3,500,000
N.C. sealed corridor	(700,000)
Mitigating hazards	(2,000,000)
Low-cost technologies	(800,000)
Track and structures	1,000,000
Corridor planning activities	5,900,000
SCAG corridor	(1,000,000)
Gulf Coast corridor	(600,000)
Southeast corridor	(50,000)

Florida corridor	(3,000,000)
California corridor	(1,250,000)
Magnetic levitation	3,600,000
Washington-Baltimore	(1,175,000)
Nevada-California	(1,175,000)
Greensburgh-Pittsburgh	(1,250,000)
Total	32,300,000

Florida corridor.—The conferees have included $3,000,000 for the study and design of high speed rail service in Florida and would urge that the study include St. Petersburg and Pinellas County as a possible terminus of any route plan.

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

	Conference
High-speed rail corridor between Mobile, AL and New Orleans, LA	$2,000,000
High-speed rail corridor between Stuyvesant and Rennselaer, NY	1,500,000
Richland County, SC	800,000
Richmond, VA	250,000
Van Nuys, CA	200,000
High-speed rail corridor between Minneapolis/St. Paul, MN and Chicago, IL (TEA21)	250,000
High-speed rail corridor between Milwaukee and Madison, WI	250,000

ALASKA RAILROAD REHABILITATION

The conference agreement provides $20,000,000 for the Alaska Railroad as proposed by the Senate. The House bill contained no similar appropriation.

NATIONAL RAIL DEVELOPMENT AND REHABILITATION PROGRAM

The conference agreement deletes funding for the national rail development and rehabilitation program. The Senate included $12,000,000 for this new program. The House bill contained no similar provision.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The conference agreement provides $521,476,000 for capital grants to the National Railroad Passenger Corporation (Amtrak) as proposed by both the House and the Senate.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

The conference agreement provides $67,000,000 for administrative expenses of the Federal Transit Administration as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $13,400,000 from the general fund as proposed by both the House and the Senate.

The conference agreement includes a provision, contained in both bills, that would reimburse the Department of Transportation's Inspector General $2,000,000 for costs associated with audits and investigations of transit-related issues. The conference

agreement also includes a provision that limits the amount of funding available for the National transit database to $2,600,000.

Full-time equivalent staff.—The conference agreement approves the budget request for 10 new staff; however, funding has been reduced for these positions by $431,000. The reduction reflects half-year funding for these new positions, which is consistent with staffing requests in other modal administrations and takes into consideration the high attrition rate at FTA (7.6 percent).

Project and financial management oversight activities.—The conferees direct that funding made available for the project management oversight function, section 23, shall include at least $28,580,000 for project management oversight and $4,815,000 for financial management oversight reviews. This funding consists of the takedown from the capital investment grants program ($33,164,000) and savings from funding new staff positions at a half-year level ($431,000). The conferees further direct that the FTA submit to the House and Senate Committees on Appropriations, the Inspector General and the General Accounting Office the quarterly FMO and PMO reports for each project with a full funding grant agreement.

Full funding grant agreements (FFGAs).—TEA21, as amended, requires that the FTA notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking 60 days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the conferees direct the FTA to include therein the following: (a) a copy of the proposed full funding grant agreement; (b) the total and annual federal appropriations required for that project; (c) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2003; (d) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; and (e) a financial analysis of the project's cost and sponsor's ability to finance, which shall be conducted by an independent examiner and shall include an assessment of the capital cost estimate and the finance plan; the source and security of all public- and private-sector financial instruments, the project's operating plan which enumerates the project's future revenue and ridership forecasts, and planned contingencies and risks associated with the project.

The conferees also direct the FTA to inform the House and Senate Committees on Appropriations before approving scope changes in any full funding grant agreement. Correspondence relating to scope changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the full funding grant agreement, and shall include any proposed change in rail car procurements.

FORMULA GRANTS

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides a total program level of $3,592,000,000 for transit formula grants, as proposed by both the House and the Senate. Within this total, the conference agreement

appropriates $718,400,000 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 under the clean fuels formula grant program under this heading shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".

The conference agreement includes a provision that sets aside $5,000,000 for the VIII Paralympiad for the Disabled, as proposed by the Senate. The House set aside $5,000,000 for both the XIX Winter Olympiad and the VIII Paralympiad for the Disabled. The conferees intend that use of these funds be for the transportation systems for athletes, media, spectators, and other officials associated with the VIII Paralympiad for the Disabled. Language is also included that directs that funds shall be distributed by the Secretary in grants only to the Utah Department of Transportation and that such grants shall not be subject to any local share requirement or limitation on operating assistance, or the Federal Transit Act.

Distribution of formula funding.—Within the total funding level, the conferees anticipate that formula grants will be distributed as follows:

Urbanized area formula (sec. 5307)	$3,199,959,806
Elderly and individuals with disabilities (sec. 5310)	84,604,801
Nonurbanized area formula (sec. 5311)	223,432,467
Paralympiad for the Disabled	5,000,000
Clean fuels programs (sec. 5308)	50,000,000
Alaska Railroad	4,825,700
Over-the-road bus accessibility	6,950,000
Oversight	17,227,226

Within the funding provided for over-the-road bus accessibility program: $5,200,000 for intercity fixed route service and $1,700,000 for local commuter services and charter or tour service.

UNIVERSITY TRANSPORTATION RESEARCH

The conference agreement provides a total of $6,000,000 for the university transportation research program as proposed by both the House and the Senate. Of this amount, $1,200,000 is from the general fund and shall be available until expended.

TRANSIT PLANNING AND RESEARCH

The conference agreement provides a total of $116,000,000 for transit planning and research, as proposed by both the House and the Senate. Within the total, the conference agreement appropriates $23,000,000 from the general fund as proposed by both the House and the Senate. The conference agreement provides that the general fund appropriation shall be available until expended.

Within the funds appropriated for transit planning and research, $5,250,000 is provided for rural transportation assistance; $4,000,000 is provided for the National Transit Institute; $8,250,000 is provided for the transit cooperative research pro-

gram; $55,422,400 is provided for metropolitan planning; $11,577,600 is provided for state planning; and $31,500,000 is provided for the national planning and research program.

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:

CALSTART (BRT and Mobility.dot.com)	$2,500,000
Santa Barbara electric transportation institute, CA	400,000
Electric vehicle institute, TN	500,000
Hennepin County, MN community transportation	1,000,000
University of South Florida rapid bus initiative	250,000
Southeast Michigan transportation feasibility study	500,000
Long Island, NY City links study	250,000
Crystal City-Potomac Yard, VA transit alternatives	250,000
North Dakota State University transit center for small Urban areas	400,000
Georgia regional transportation authority/southern California association of governments transit trip Planning partnership	400,000
Center for composites manufacturing	900,000
Washington state WestStart innovative transit vehicle	2,000,000
West Virginia transit vehicle exhaust emissions evaluation	1,400,000
Missouri soybean association biodiesel transit demo	750,000
Joblinks	1,000,000
Project Action (TEA21)	3,000,000

The conference agreement deletes funding for the Garrett A. Morgan program (−$200,000) and reduces funding for increased international activities (−$200,000) as proposed by the House.

Dollar coin study.—The conferees direct the FTA Administrator to conduct a study on the benefits and feasibility of having large transit and toll road systems use fare card technology that recognizes and accepts the Sacagawea dollar coins by April 1, 2002, as proposed by the Senate.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides $5,397,800,000 in liquidating cash for the trust fund share of transit expenses as proposed by both the House and the Senate, and makes technical corrections to bill language, as proposed by the Senate.

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides a total program level of $2,841,000,000 to remain available until expended for capital investment grants as proposed by the House instead of $2,941,000,000 as proposed by the Senate. Within the total, the conference agreement appropriates $568,200,000 from the general fund as proposed by both the House and the Senate.

Within the total program level, $1,136,400,000 is provided for fixed guideway modernization; $568,200,000 is provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities; and $1,136,400,000 is provided for new fixed guideway systems, as pro-

posed by the House. The Senate increased funding for the new fixed guideway systems by $100,000,000, for a total of $1,236,400,000. In addition to the $1,136,400,000 provided in this Act for new starts, the conference agreement reallocates $1,488,840 to other new start projects contained in this Act. Reallocated funds are derived from unobligated balances from the following new start projects:

Hartford-Old Saybrook, CT project	$496,280
New London-Waterfront, CT access project	496,280
North Front Range, CO corridor feasibility study	496,280

The conference agreement deletes bill language, proposed by the House, prohibiting funding for section 3015(b) of Public Law 105–178. The Senate bill contained no similar provision.

Three year availability of section 5309 discretionary funds.—The conferees direct the FTA to reprogram funds from recoveries and previous appropriations that remain available after three years and are available for reallocation to only those new starts that have full funding grant agreements in place on the date of enactment of this Act, and with respect to bus and bus facilities, only to those bus and bus facilities projects identified in the accompanying reports of the fiscal year 2002 Department of Transportation and Related Agencies Appropriations Act. The FTA shall notify the House and Senate Committees on Appropriations 15 days prior to any such proposed reallocation. The conferees, however, direct the FTA not to reallocate funds provided in the 1998 and 1999 Department of Transportation and Related Agencies Appropriations Acts for the following projects:

Riverside County—San Jacinto, CA branch line project
Savannah, GA water taxi
Chambersburg, PA intermodal facility and transit vehicles
Northern New Mexico park and ride facilities
Albuquerque, NM-Alvarado multi-modal transit center
Albuquerque, NM light rail project
New York, New York-Midtown West intermodal ferry terminal project
Birmingham-Jefferson County, AL buses
Prichard, AL bus and bus facilities
King County, Washington-Elliot Bay water taxi
Morgantown, WV fixed guideway modernization project
Wilkes-Barre, PA intermodal facility
Towamencin Township, PA intermodal bus transportation center
Harrisburg, PA-Capital Area Transit/Corridor One project
Philadelphia-Reading, PA–SEPTA Schuylkill Valley Metro
Washington, D.C., intermodal transportation center
Burlington-Essex Junction Commuter Rail, VT
Buffalo, NY Auditorium intermodal center
Cotati Santa Rosa, CA intermodal facility
Cotati/Santa Rosa/Rohnert Park, CA intermodal facility
Fayette County, PA buses
Red Rose, PA transit bus terminal
Somerset County, PA bus facilities and buses
Ulster County, NY bus facilities and equipment
St. Louis, MO, Bi-state intermodal center
Folsom, CA multimodal center

Cleveland-Berea, OH red line
Orange County, CA transitway project
Hartford, CT bus circulator
Lane County, OR bus rapid transit

The conferees agree that when the Congress extends the availability of funds that remain unobligated after three years and would otherwise be available for reallocation at the discretion of the administrator, such funds are extended only for one additional year, absent further congressional direction.

Bus and bus facilities.—The conference agreement provides $568,200,000, together with $50,000,000 transferred from "Federal Transit Administration, formula grants" and merged with funding under this heading, for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. No funding is made available to carryout the clean fuels program in this Act. In addition, funds made available for bus and bus facilities are to be supplemented with $1,733,658 from the following projects included in previous Appropriations Acts:

Carroll County, NH transportation alliance buses	$198,500
New Hampshire statewide buses	34,001
Gary, IN transit consortium buses	310,157
Jefferson Parish, LA bus and bus facilities	347,375
Louisiana state infrastructure bank, bus and bus facilities	347,375
North Slope borough, AK	496,250

Funds provided for buses and bus facilities are distributed as follows:

Project name and Conference total	
Alabama:	
Alabama A&M buses and bus facilities	$500,000
Alabama State Dock intermodal passenger and freight terminal	5,000,000
Alabama-Tombigbee Regional Commission buses and vans	450,000
Birmingham-Jefferson County Transit Authority buses	2,000,000
Gadsden Transportation Services	250,000
Huntsville Public Transit intermodel facility	1,000,000
Montgomery Union Station/Moulton St. intermodal facility and parking	3,000,000
University of North Alabama transit projects	2,000,000
University of South Alabama	2,500,000
Alaska:	
City of Wasilla bus facility	600,000
Fairbanks buses and bus facility	1,500,000
Fairbanks intermodal facility	2,200,000
Mat-su Community Transit buses and facilities	1,400,000
Port of Anchorage intermodal facility	2,950,000
Port McKenzie buses and bus facilities	1,500,000
Seward intermodal facility	2,800,000
Arizona:	
City of Glendale buses	175,000
Phoenix Regional Public Transportation Authority buses and bus facilities	6,650,000
Sun Tran CNG replacement buses and facilities	1,750,000
Tucson intermodal center	2,800,000
Arkansas: Arkansas statewide buses and bus facilities for urban, rural, elderly and disabled agencies	5,000,000
California:	
AC Transit	500,000
Anaheim Resort transit project	500,000
Antelope Valley transit authority bus facilities	500,000

Belle Vista park and ride	250,000
Boyle Heights bus facility	350,000
City of Burbank shuttle buses	400,000
City of Calabasas CNG smart shuttle	300,000
City of Carpinteria electric-gasoline hybrid bus	500,000
City of Commerce CNG buses and bus facilities	1,000,000
City of Fresno buses	750,000
City of Monrovia natural gas vehicle fueling facility	270,000
City of Sierra Madre bus replacement	150,000
City of Visalia transit center	2,500,000
Contra Costa Connection buses	350,000
Costa Mesa CNG facility	250,000
County of Amador bus replacement	119,000
County of Calaveras bus fleet replacement	105,000
County of El Dorado bus fleet expansion	475,000
Davis, Sacramento hydrogen bus technology	900,000
El Garces train/intermodal station	1,500,000
Folsom railroad block project	600,000
Foothill Transit, CNG buses and bus facilities	1,250,000
Glendale Beeline CNG buses	300,000
Imperial Valley CNG bus maintenance facility	250,000
Livermore Amador Valley Transit Authority buses and facility	1,500,000
Livermore park and ride	250,000
Los Angeles Metro Transportation Authority rapid buses and bus facilities	3,500,000
Merced County Transit CNG buses	300,000
City of Modesto, bus facilities	200,000
Monterey-Salinas Transit facility	1,500,000
Morongo Basin Transit maintenance and administration facility	1,000,000
MUNI Central Control Facility	1,000,000
Municipal Transit Operators Coalition	2,000,000
North Ukiah Transit Center	300,000
Orange County buses	300,000
Palmdale Transportation Center	250,000
Palo Alto intermodal transit center	250,000
Pasadena Area Rapid Transit System	400,000
Placer County, CNG bus project	1,000,000
Sacramento Regional buses and bus facilities	1,000,000
Sam Trans zero-emissions fuel cell buses	1,000,000
San Bernardino CNG/LNG buses	375,000
San Dieguito Transportation Cooperative	300,000
San Francisco Municipal buses and bus facilities	4,000,000
San Joaquin Regional Transit District Bus facility	500,000
San Mateo County Transit Districts clean fuel buses	1,500,000
Santa Ana bus base	1,250,000
Santa Barbara hybrid bus rapid transit project	2,000,000
Santa Clara Valley Transportation Authority line 22 articulated buses	600,000
Santa Fe Springs CNG bus replacement	500,000
Sierra Madre Villa & Chinatown intermodal transportation centers	3,000,000
Solano Beach intermodal transit station	500,000
Sonoma County landfill gas conversion facility	500,000
South Pasadena circulator bus	300,000
Sun Line Transit hydrogen refueling station	500,000
Transportation Hub at the Village of Indian Hills	1,000,000
Yolo County, CNG buses	1,000,000
Colorado: Statewide buses and bus facilities, Colorado	7,750,000
Connecticut:	
Bridgeport intermodal corridor project	5,250,000
East Haddam transportation vehicles and transit facilities	420,000
Greater New Haven Transit District CNG vehicle project (ConnDOT)	1,000,000
Hartford-New Britain bus rapid transitway	9,000,000
New Haven bus facility	500,000
Delaware:	
Statewide buses and bus facilities, Delaware	4,400,000

Wrangle Hill buses and maintenance facility	3,000,000
District of Columbia: Washington Metropolitan Area Transit Authority buses	3,000,000
Florida:	
Broward County alternative vehicle mass transit buses and bus facilities	2,500,000
Central Florida Regional Transportation Authority (LYNX) bus and bus facilities	2,000,000
Duval County/JTA community transportation coordinator program, paratransit vehicles & equipment	1,000,000
Gainesville Regional Transit System, buses	500,000
Hillsborough Area Transit Authority buses and bus facilities	2,000,000
Jacksonville Transit Authority buses	750,000
Lakeland Citrus connection buses and bus facilities	750,000
Miami Beach development electrowave shuttle service	3,000,000
Miami-Dade bus fleet	2,000,000
Northeast Miami-Dade passenger center	375,000
Palm Tran buses	500,000
Pinellas Suncoast Transit buses, trolleys, and information technology	4,000,000
South Florida Regional Transit buses and bus facilities	4,000,000
South Miami intermodal pedestrian access project	1,000,000
Tallahassee bus facilities	400,000
TALTRAN intermodal center	600,000
Tri-Rail Cypress Creek intermodal facilities	500,000
VOTRAN buses	2,750,000
Winter Haven Area Transit bus and bus facilities	750,000
Georgia:	
Atlanta, Metro Atlanta Rapid Transit Authority clean fuel buses	6,000,000
Chatham Area Transit buses and bus facilities	3,600,000
Cobb County Community Transit bus facilities	1,000,000
Georgia Department of Transportation replacement buses	1,000,000
Georgia Regional Transit Authority express bus program	6,000,000
Gwinnett County operations and maintenance facility	500,000
Macon terminal intermodal station	1,500,000
Hawaii:	
Honolulu buses and bus facilities	8,000,000
Middle Street Transit Center	750,000
Idaho: Statewide buses, bus facilities, and equipment, Idaho	3,500,000
Illinois: Statewide buses and bus facilities, Illinois	9,430,000
Indiana:	
Cherry Street Project multi-modal facility	1,300,000
Indiana bus consortium, buses and bus facilities	4,000,000
Indianapolis downtown transit facility	3,175,000
South Bend Public Transit bus fleet replacement	2,500,000
West Lafayette Transit Project buses and bus facilities	1,750,000
Iowa:	
Cedar Rapids intermodal facility	4,630,000
Statewide bus replacement, Iowa	5,000,000
Kansas:	
Fort Scott Public Transit buses and bus facilities	300,000
Kansas City Area Transit Authority buses	1,500,000
Statewide buses and bus facilities, Kansas	3,000,000
Topeka Transit transfer center	600,000
Wichita Transit Authority buses	908,000
Kentucky:	
City of Frankfort transit program buses	96,000
City of Maysville buses	136,000
Leslie County parking structure	2,000,000
Murray-Calloway Transit Authority bus facility	200,000
Pikeville parking and transit facility	5,000,000
Statewide buses and bus facilities, Kentucky	4,534,000
Transit Authority of Northern Kentucky	1,500,000
Transit Authority of River City buses and bus facilities	2,000,000
Louisiana:	
Louisiana Public Transit Association buses and bus facilities	13,050,000

Louisiana State University Health Sciences Center-Shreveport, intermodal parking facility	1,000,000
St. Bernard Parish intermodal facility	1,000,000
St. Tammany Parish park and ride	450,000
Maine:	
Auburn intermodal facility and parking garage	250,000
Statewide buses, Maine	3,000,000
Maryland: Statewide buses and bus facilities, Maryland	8,500,000
Massachusetts:	
Attleboro intermodal facilities	1,000,000
Berkshire Regional Transit Authority buses	750,000
Brockton Intermodal transit center	1,000,000
Gallagher Intermodal Transportation bus hub and CNG trolleys	1,000,000
Holyoke Pulse Center	750,000
Merrimack Valley Regional Transit Authority (Amesbury) buses and bus facilities	500,000
Merrimack Valley Regional Transit Authority (Lawrence) buses and bus facilities	500,000
MetroWest buses and bus facilities	500,000
Montachusett intermodal facilities and parking in Fitchburg/N. Leominster	2,500,000
Montachusett Regional Transit Authority bus facilities	100,000
Salem/Beverly Intermodal Center	500,000
Springfield Union Station intermodal facility	4,000,000
Michigan:	
Alger County Public Transit	200,000
Antrium County Transportation buses	86,000
Barry County Transit buses	74,000
Bay Area Transit Authority	250,000
Berrien County Department of Planning and Public Works buses	200,000
Blue Water Area Transportation Commission bus facilities	1,500,000
Capital Area Transportation Authority buses, bus facilities, and equipment	2,250,000
Charlevoix County Public Transit	125,000
City of Niles buses and bus facilities	42,000
Crawford County Transportation Authority buses	175,000
Delta County Transit Authority	60,000
Detroit Department of Transportation bus replacement	5,750,000
Eastern UP Transportation Authority	100,000
Flint Mass Transportation Authority replacement buses and vans	1,050,000
Greater Lapeer Transportation Authority bus and bus facilities	350,000
Harbor Transit bus and bus facilities	200,000
Interurban Transit Authority buses	82,000
Interurban Transit Partnership surface transportation center (Grand Rapids)	5,000,000
Ionia Area Transportation Dial-a-Ride	284,000
Isabelia County facilities and equipment	227,000
Kalamazoo County Care-A-Van buses and equipment	130,000
Kalkaska Public Transit buses	250,000
Livingston Essential Transportation Service buses and equipment	247,000
Ludington Transit Facility	500,000
Marquette County Transit Authority buses and bus facility	1,000,000
Midland County buses	300,000
Milan Public Transit buses	100,000
Muskegon Area Transit System facility	1,650,000
Northern Oakland Transportation Authority	150,000
Otsego County Public Transit	300,000
Sault Ste. Marie dial-a-ride	88,000
Statewide buses and bus facilities, Michigan	2,000,000
Suburban Mobility Authority for Regional Transportation buses	2,110,000
Van Buren County Public Transit buses	201,000
Minnesota:	
Duluth Transit Authority buses, bus facilities, and equipment	500,000

Grand Rapids/Gilbert buses and bus facilities	210,000
Greater Minnesota Transit Authority bus, paratransit and transit hub (MNDOT)	3,750,000
Metro transit buses and bus facilities (Twin Cities)	13,500,000
Moorhead buses, bus facilities, and equipment	100,000
Mower County Public Transit Initiative facility	500,000
Rush Line Corridor buses and bus facilities	500,000
St. Cloud buses, bus facilities, and equipment	1,500,000
Mississippi:	
Brookhaven multi-modal facility	1,000,000
Harrison county multi-modal facilities and shuttle service	4,000,000
Hattiesburg intermodal facility	3,500,000
Jackson multi-modal transportation center	2,000,000
Missouri:	
Cab Care paratransit facility	500,000
Kansas City Area Transit Authority buses and radio equipment	4,500,000
Kansas City bus rapid transit	2,500,000
Missouri Pacific Depot	500,000
OATS buses and bus facilities	2,000,000
Southeast Missouri State, Dunklin, Mississippi, Scott, Stoddard, and Cape Giradeau Counties buses and facilities	1,750,000
Southwest Missouri State University intermodal transfer facility	2,500,000
St. Louis Bi-State Development Authority buses and facilities	4,000,000
Montana:	
Billings Logan international airport bus terminal and facility	1,500,000
Butte-Silver Bow bus facility	500,000
Montana statewide bus and bus facilities	2,150,000
Nebraska: Buffalo County buses and maintenance facility	100,000
Nevada:	
Las Vegas Boulevard North Corridor BRT, clean diesel-electric buses	1,750,000
Regional Transport Commission of Southern Nevada bus rapid transit	4,500,000
Reno Bus Rapid Transit high-capacity articulated buses	1,500,000
Reno/Sparks buses and bus facilities	4,000,000
Reno Suburban transit coaches	500,000
New Hampshire:	
Granite State Clean Cities Coalition CNG buses and facilities	1,000,000
Town of Ossipee multimodal visitor center	1,600,000
New Jersey:	
Bergen intermodal stations, park and ride and shuttle service	2,350,000
Middlesex County jitney transit buses	400,000
Trenton Rail Station rehabilitation	2,500,000
New Mexico:	
Albuquerque Alvarado Transportation Center (phase II)	1,500,000
Albuqerque buses and paratransit vehicles	500,000
Las Cruces buses	500,000
Las Cruces intermodal transit facility	2,000,000
Santa Fe buses and bus facilities	1,000,000
Statewide buses and bus facilities, New Mexico	1,000,000
Village of Taos Ski Valley bus and bus facilities	500,000
West Side Transit facility and buses	3,750,000
New York:	
Binghamton intermodal terminal	2,000,000
Central New York Regional Transportation Authority	3,250,000
Greater Glens Falls Transit bus facility renovation	500,000
Long Island Rail Road Jamaica intermodal facilities	3,000,000
Martin Street Station	325,000
MTA Long Island buses	2,000,000
Nassau University Medical Center bus service extension	1,000,000
New Rochelle intermodal center	1,500,000
New York City Dept. of Transportation, CNG buses and facilities	2,500,000
Niagara Frontier Transportation Authority buses	2,500,000
Pelham trolley	260,000
Poughkeepsie intermodal project	1,000,000

Rochester buses and facilities	1,000,000
Saratoga Springs intermodal station	1,900,000
Station Plaza commuter parking lot	500,000
Sullivan County Coordinated Public Transportation Service bus facility	500,000
Tompkins Consolidated Area transit center	624,000
Tompkins County replacement buses	1,500,000
Union Station—Oneida County facilities	1,250,000
Westchester County Bee-Line low emission buses	1,500,000
North Carolina: Statewide buses and bus facilities, North Carolina	7,000,000
North Dakota: Statewide buses and bus facilities, and rural transit vehicles, North Dakota	3,500,000
Ohio:	
Butler County transit facility	1,000,000
Dayton, Wright-Dunbar Transit Access Project	2,750,000
Alliance intermodal facility	1,000,000
Statewide buses and bus facilities, Ohio	8,800,000
Oklahoma:	
Central Oklahoma transit facilities	4,000,000
Oklahoma Department of Transportation transit program buses and bus facilities	3,000,000
Oregon:	
Canby Transit buses	200,000
Clackamas County south corridor transit improvements	3,750,000
Fort Clatsop Shuttling system	2,000,000
Lincoln County transportation service district bus garage	75,000
Milwaukee Transit Center	200,000
Rogue Valley Transit District, CNG buses	850,000
Salem Area Mass Transit, CNG buses	1,000,000
Springfield bus transfer station	2,000,000
Tillamook County Transportation District bus facilities	350,000
Wasco County buses (Mid-Columbia Council of Governments)	105,000
Pennsylvania:	
Altoona bus facility (TEA–21)	3,000,000
Allentown intermodal transportation center	500,000
Area Transit Authority of North Central PA buses and bus facilities	1,000,000
Berks Area Reading Transportation Authority buses and bus facilities	2,800,000
Bucks County intermodal facility improvement	750,000
Butler Township multi-modal transfer center	500,000
Callowhill bus garage replacement	3,300,000
Cambria County operations and maintenance facility	750,000
Centre Area Transportation Authority CNG buses	800,000
County of Lackawanna Transit bus facility	500,000
Doylestown Area Regional Transit buses	100,000
Endless Mountain Transportation Authority buses and bus facilities	350,000
Fayette County Transit facility	1,000,000
Hershey intermodal transportation center	1,250,000
Indiana County Transit Authority buses and bus facilities	500,000
LeHigh and Northampton Transportation Authority bus facility	500,000
Luzerne County Transit Authority buses	300,000
Mid Mon Valley Transit Authority buses and bus facilities	250,000
Mid-County Transit Authority buses and bus facilities	300,000
Monroe County Transit Authority park and ride	600,000
Montgomery County intermodal facility	1,000,000
Port Authority of Allegheny buses	2,250,000
Red Rose transit transfer center	500,000
Schuylkill Transportation System	400,000
Southeastern Pennsylvania Transportation Authority trackless trolleys	1,000,000
Somerset County Transpiration System buses	250,000
Wilkes-Barre Intermodal facility	1,000,000
York County bus replacement	1,000,000
Rhode Island:	
Providence transportation information center	1,500,000

Statewide buses and bus facilities, Rhode Island	4,500,000
South Carolina: Statewide buses and bus facility, South Carolina	10,000,000
South Dakota:	
Aberdeen Ride Line buses	100,000
Mobridge Senior Citizen handicap-accessible vehicles	60,000
Oglala Sioux Tribe buses and bus facilities	2,250,000
Rosebud Sioux Tribe transportation vans	55,000
Tennessee:	
Memphis International Airport intermodal facility	1,740,000
Statewide buses and bus facilities, Tennessee	10,000,000
Texas:	
Abilene bus replacement	500,000
Austin Metrobus	750,000
Brazos Transit ADA compliant buses	400,000
Brazos Transit buses for Texas A & M University	750,000
Brazos Transit buses, intermodal facility, and parking facility	750,000
Brazos Transit park and ride facility	400,000
Brownsville multimodal facility study	100,000
Capital Metro park and ride	500,000
City of Huntsville buses	500,000
Connection Capital Project for Community Transit Facilities	250,000
El Paso buses	500,000
Fort Worth Transportation Authority CNG buses	1,250,000
Fort Worth intermodal center park and ride facility	500,000
Fort Worth 9th Street Transfer Station	1,600,000
Houston Barker Cypress park and ride	5,000,000
Houston Main Street Corridor master plan	500,000
Liberty County buses	375,000
San Antonio VIA Metro Transit Authority clean fuel buses	1,750,000
Sun Metro buses and bus facilities	500,000
Texas Tech University buses, park and ride	1,000,000
Waco Transit maintenance and administration facility	1,650,000
Woodlands District park and ride	500,000
Utah:	
Statewide regional intermodal transportation centers, Utah	3,000,000
Utah Transit Authority and Park City Transit buses	500,000
Utah Transit Authority intermodal terminals	1,000,000
Vermont: Vermont Public Transit alternative fuel/hybrid buses and facility	2,000,000
Virginia:	
Colonial Williamsburg CNG buses	1,000,000
Greater Richmond Transit Downtown Transit Center	1,000,000
Hampton Roads regional buses	3,500,000
Main Street multi-modal transportation center	2,500,000
Potomac & Rappahannock Transportation Commission buses	3,000,000
Roanoke Area Dial-A-Ride	1,000,000
Virgin Island: Virgin Islands Transit (VITRAN) buses	500,000
Washington:	
Bellevue Transportation Center	1,600,000
City of Kent facility/Sound Transit, transit and transit-related facilities	900,000
Everett Transit buses and vans	1.750,000
1–5 Trade Corridor/99th St facility	3.700,000
Issaquah Highlands park and ride	2,000,000
King County Transit Oriented Development Projects	1,000,000
Mukilteo multi-modal terminal and ferry	1,450,000
Pierce Transit buses, vans, and equipment	2,500,000
Snohomish county transit buses and bus facilities	2,000,000
Spokane Transit Authority, buses and bus facilities	1,000,000
Sound Transit regional transit hubs	9,500,000
Statewide small transit systems, buses, and bus facilities, Washington	3,500,000
West Virginia:	
Huntington Tri-State Authority bus facility	750,000
Morgantown Intermodal parking facility	2,000,000
Statewide buses and bus facilities, West Virginia	4,000,000
Wisconsin: Statewide buses, bus facilities, and equipment, Wisconsin	14,000,000

Wyoming:	
Statewide buses and bus facilities, Wyoming	2,500,000
Southern Teton Area Rapid Transit bus facility	500,000
Other: Fuel cell buses and bus facilities (TEA21)	4,850,000

Barker Cypress park and ride.—The fiscal year 2002 bus funds shall be available for land acquisition, design and construction of selected transit facilities in the Houston Metro service area, including Barker Cypress, Kingsland, West Bellfort, and Clear Lake park and ride lots and the South Freeway transit center.

Commonwealth of Kentucky.—The conference agreement provides a total of $4,534,000 for the Kentucky Transportation Department to provide buses, vans, cutaways, and bus facilities in the Commonwealth of Kentucky. Within the funds provided to the state, $200,000 shall be allocated to the Audubon Area Community Services; $600,000 shall be provided to the Bluegrass Community Action Services; $272,000 shall be allocated to the Central Kentucky Community Action Council; $46,000 shall be provided to the Community Action Council of Fayette and Lexington; $200,000 shall be allocated to the Community Action Council of Southern Kentucky; $136,000 shall be provided to Kentucky River Foothills; $80,000 for Lake Cumberland Community services; and $2,000,000 for southern and eastern Kentucky transit vehicles.

State of Louisiana.—The conference agreement provides a total of $13,050,000 for bus and bus related facilities in the State of Louisiana. Within the funds provided to the state, $665,000 is for Baton Rouge, $1,335,000 is for Jefferson Parish, $2,263,000 is for Lafayette, $400,000 is for Lake Charles, $1,195,000 is for the Louisiana Department of Transportation, $535,000 is for Monroe, $5,192,000 is for New Orleans, and $1,465,000 is for Shreveport.

State of Montana.—The conference agreement provides a total of $2,250,000 for buses and bus facilities within the State of Montana. Within the funds provided to the state, $600,000 shall be used for the Ravalli county council on aging bus facility and $550,000 shall be used for Area VII agency on aging bus facility.

State of Washington.—The conference agreement provides $3,500,000 to the Washington State Department of Transportation (WSDOT) for bus and bus facilities. Within the funds provided, $440,000 shall be allocated to Clallam transit, $928,000 shall be allocated to Grays Harbor Transportation, $632,000 shall be allocated to Island Transit, $336,000 shall be allocated to Link Transit, $385,000 shall be allocated to Mason County Transportation Authority, and $750,000 to Valley Transit.

Fiscal year 2001 project clarifications.—The conference agreement permits projects, identified in the House report, to use fiscal year 2001 appropriations for additional work. Specifically, funds appropriated for the Lowell, Massachusetts transit hub can be used for the Hale Street bus maintenance and operations center; funds appropriated for the Municipal Transit Operators in California can be used for bus and bus facilities; funds appropriated for the King County Metro Eastgate park and ride can be used for the Issaquah Highlands park and ride; and funds allocated for buses for Suburban Mobility Authority for Regional Transportation (SMART) in Southeast Michigan may also be available for bus facilities.

Burlington multi-modal.—Funds appropriated to the Burlington, Vermont multi-modal transit project in fiscal years 1998, 1999, 2000, and 2001 will be available for construction of the multimodal project and other transit improvements.

New fixed guideway systems.—In total, the conference agreement provides $1,137,888,840 for new fixed guideway systems, of which $1,136,400,000 is from new appropriations and $1,488,840 is derived from funds made available in previous Appropriations Acts that have been reprogrammed to new starts funding in fiscal year 2002.

Appropriations for full funding grant agreements (FFGA).—The number of potential new starts projects is expanding rapidly. Currently, there are over 110 projects under consideration that are estimated to cost over $60 billion, if funded to completion. While the conference agreement has funded many worthy projects in the new starts program, there are not sufficient federal resources available to fund even a fraction of the projects under consideration. As a result, the conferees direct FTA not to sign any new full funding grant agreements after September 30, 2002 that have a maximum federal share of higher than 60 percent. This policy will provide local sponsors sufficient time to increase their contributions to these projects, if necessary, and will free up additional federal resources for other meritorious projects seeking an FFGA.

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

	Conference
Alaska or Hawaii ferry projects	$10,296,000
Albuquerque, New Mexico, light rail project	1,000,000
Atlanta, Georgia, North line extension project	25,000,000
Baltimore, Maryland, central light rail transit double track project	13,000,000
Baltimore, Maryland, rail transit project	1,500,000
Birmingham, Alabama, transit corridor project	2,000,000
Boston, Massachusetts, South Boston Piers transitway project	10,631,245
Boston, Massachusetts, Urban ring transit project	500,000
Charlotte, North Carolina, South corridor light rail transit project	7,000,000
Chicago, Illinois, Douglas branch reconstruction project	32,750,000
Chicago, Illinois, METRA commuter rail and line extension projects	55,000,000
Chicago, Illinois, Ravenswood reconstruction project	3,000,000
Cleveland, Ohio, Euclid corridor transportation project	6,000,000
Dallas, Texas, North central light rail transit extension project	70,000,000
Denver, Colorado, Southeast corridor light rail transit project	55,000,000
Denver, Colorado, Southwest corridor light rail transit project	192,492
Des Moines, Iowa, DSM bus feasibility project	150,000
Dubuque, Iowa, light rail feasibility project	200,000
Dulles corridor, Virginia, bus rapid transit project	25,000,000
Fort Lauderdale, Florida, Tri-County commuter rail upgrades project	27,000,000
Forth Worth, Texas, Trinity railway express project	2,000,000
Grand Rapids, Michigan, ITP metro area, major corridor project	750,000
Honolulu, Hawaii, bus rapid transit project	12,000,000
Houston, Texas, Metro advanced transit plan project	10,000,000
Iowa, Metrolink, light rail feasibility project	300,000
Johnson County, Kansas-Kansas City, Missouri, I–35 commuter rail project	1,500,000
Kenosha-Racine, Milwaukee, Wisconsin, commuter rail extension project	2,000,000
Largo, Maryland, metrorail extension project	55,000,000
Little Rock, Arkansas, river rail project	2,000,000
Long Island Rail Road, New York, East Side access project	14,744,420
Los Angeles, California, North Hollywood extension project	9,289,557

	Conference
Los Angeles, California, East Side corridor light rail transit project	7,500,000
Lowell, Massachusetts-Nashua, New Hampshire, commuter rail extension project	3,000,000
Maryland (MARC) commuter rail improvements projects	12,000,000
Memphis, Tennessee, Medical center rail extension project	19,170,000
Miami, Florida, South Miami-Dade busway extension project	5,000,000
Minneapolis-Rice, Minnesota, Northstar corridor commuter rail project	10,000,000
Minneapolis-St. Paul, Minnesota, Hiawatha corridor light rail transit project	50,000,000
Nashville, Tennessee, East corridor commuter rail project	4,000,000
New Jersey Hudson-Bergen light rail transit project	141,000,000
New Orleans, Louisiana, Canal Street car line project	15,000,000
New Orleans, Louisiana, Desire corridor streetcar project	$1,200,000
New York, New York, Second avenue subway project	2,000,000
Newark-Elizabeth, New Jersey, rail link project	20,000,000
Northeast Indianapolis, Indiana downtown corridor project	2,500,000
Northern Indiana South Shore commuter rail project	2,500,000
Oceanside-Escondido, California, light rail extension project	6,500,000
Ohio, Central Ohio North Corridor rail (COTA) project	500,000
Pawtucket-TF Green, Rhode Island, commuter rail and maintenance facility project	5,000,000
Philadelphia, Pennsylvania, Schuylkill Valley metro project	9,000,000
Phoenix, Arizona, Central Phoenix/East Valley corridor project	10,000,000
Pittsburgh, Pennsylvania, North Shore connector light rail transit project	8,000,000
Pittsburgh, Pennsylvania, stage II light rail transit reconstruction project	18,000,000
Portland, Oregon, Interstate MAX light rail transit extension project	64,000,000
Puget Sound, Washington, RTA Sounder commuter rail project	20,000,000
Raleigh, North Carolina, Triangle transit project	9,000,000
Sacramento, California, light rail transit extension project	328,000
Salt Lake City, Utah, CBD to University light rail transit project	14,000,000
Salt Lake City, Utah, University Medical Center light rail transit extension project	3,000,000
San Diego, California, Mission Valley East light rail transit extension	60,000,000
San Diego, California, Mid Coast corridor project	1,000,000
San Francisco, California, BART extension to the airport project	75,673,790
San Jose, California, Tasman West light rail transit project	113,336
San Juan, Puerto Rico, Tren Urbano project	40,000,000
Sioux City, Iowa, light rail project	1,700,000
St. Louis-St. Clair, Missouri, Metrolink extension project	28,000,000
Stamford, Connecticut, urban transitway project	5,000,000
Stockton, California, Altamount commuter rail project	3,000,000
Virginia Railway Express station improvements project	3,000,000
Washington County, Oregon, Wilsonville to Beaverton commuter rail project	500,000
Wasilla, Alaska, alternative route project	2,500,000
Yosemite, California, area regional transportation system project	400,000

Charlotte, North Carolina, South corridor light rail transit project.—The conference agreement provides $7,000,000 for the south corridor light rail project for the design and construction of an 11-mile light rail transit line extending from Uptown Charlotte to the town of Pineville, North Carolina, with continuing service being planned to the City of Rock Hill in York County, South Carolina.

Houston, Texas, advanced transit plan project.—The conference agreement includes $10,000,000 for the Houston advanced transit plan project. The conference agreement modifies the funding prohibition, proposed by the House, to apply only for the design or construction of a light rail system in Houston, Texas until the appro-

priate studies have been completed and voters in the Houston Metro service-area have approved the rail system in an election called for that purpose.

Puget Sound, Washington, Sounder commuter rail project.—The conference agreement includes $20,000,000 for the Puget Sound, Sounder commuter rail project. These funds may be used both to implement commuter rail service between Lakewood and Everett and to develop facilities between Tacoma and Lakewood.

JOB ACCESS AND REVERSE COMMUTE GRANTS

The conference agreement includes a total program level of $125,000,000 for the job access and reverse commute grants as proposed by both the House and the Senate. Within this total, $25,000,000 is derived from the general fund. The conference agreement includes a provision that waives the cap for small urban and rural areas and provides that up to $250,000 of the funds appropriated under this heading may be used for technical assistance, technical support, and performance reviews of the job access and reverse commute grants program.

Funds appropriated for the job access and reverse commute grants program are to be distributed as follows:

Project name	*Conference level*
Abilene, Texas Citilink Program	$150,000
AC Transit, California	2,000,000
Atlanta Regional Commission, Georgia	1,000,000
Austin, Texas	500,000
Baton Rouge, Louisiana Ways to Work	750,000
Bloomington to Normal, Illinois, Wheels to Work	500,000
Broome County, New York Transit	500,000
Buncombe County, North Carolina	100,000
Burlington Community Land Trust/Good News Garage	850,000
Central Arkansas Transit Authority	500,000
Central Ohio Transit Authority	1,000,000
Charlotte Area Transit, North Carolina	500,000
Chatham, Georgia	1,000,000
Chattanooga, Tennessee	500,000
Charlottesville, Virginia Jefferson Area United Transportation	375,000
City of Santa Fe, New Mexico	630,000
Columbia County, New York	100,000
Community Transportation Association of America	625,000
Corpus Christi, Texas	550,000
Del Norte County, California	700,000
Delaware Department of Transportation	750,000
DuPage County, Illinois	500,000
Flint, Michigan Mass Transportation Authority	1,000,000
Galveston, Texas	600,000
Genessee-Rochester Regional Transportation Authority, New York	400,000
Georgetown Metro Connection	1,000,000
Hillsbourgh Area Regional Transit, Tampa, Florida	900,000
Indianapolis Public Transportation Corporation, Indiana (Indyflex)	1,000,000
Jacksonville Transportation Authority's Choice Ride program	1,000,000
Jefferson County, Alabama	2,000,000
Kenai Peninsula Transit Planning, Alaska	500,000
Lancaster County, Pennsylvania	198,000
Lehigh and Northampton Transportation Authority, Pennsylvania	250,000
Los Angeles, California	2,000,000
Macon-Bibb County, Georgia	400,000
Maricopa County, Arizona	1,200,000
MASCOT Matanuska, Susitna Valley, Alaska	200,000
Metropolitan Kansas City, Missouri	1,000,000
Metropolitan Transportation Commission LIFT program, California	3,000,000

Project name	*Conference level*
Minneapolis/St. Paul, Minnesota	1,000,000
New Mexico State Highway and Transportation Department	2,000,000
New York Metropolitan Area Transportation Authority	1,000,000
Northern Tier Dial-A-Ride, Massachusetts	400,000
Oglala Sioux Tribe, North Dakota	150,000
Ohio Ways to Work	1,500,000
Oklahoma Transit Association	5,000,000
Pace, Illinois suburban buses	561,000
Palm Beach County, Florida	500,000
Pennsylvania Ways to Work program	1,500,000
Pittsburgh, Pennsylvania	2,000,000
Port Authority of Allegheny County	2,000,000
Red Rose Transit, Pennsylvania	200,000
Sacramento, California	2,000,000
Salem Area Transit, Oregon	700,000
Santa Clara County, California	500,000
Santa Fe, New Mexico	630,000
SEPTA, Philadelphia, Pennsylvania	6,000,000
Seward Transit Service, Alaska	200,000
Southeast Missouri Council, Missouri	1,200,000
Southeastern Massachusetts Regional Transit Authority	100,000
Springfield, Illinois Transportation to employment and self-sufficiency	250,000
State of Connecticut	3,500,000
State of Florida, Choice Ride program	1,000,000
State of Idaho	300,000
State of Iowa	1,700,000
State of Maryland	5,000,000
State of Nevada	300,000
State of New Jersey	3,000,000
State of Ohio	1,500,000
State of Pennsylvania	1,500,000
State of Rhode Island	2,000,000
State of Tennessee	4,500,000
State of Washington	3,000,000
State of West Virginia	800,000
State of Wisconsin	5,200,000
Sullivan County, New York	400,000
Tennessee small rural systems	1,000,000
Topeka, Kansas Metropolitan Transit Authority	600,000
Tri-Met Region, Oregon	1,800,000
Tuscaloosa, Alabama disabilities advocacy program	1,000,000
Washington Area Metropolitan Transit Authority	2,500,000
Westchester County, New York	1,000,000
Wichita, Kansas Transit	1,450,000
Winchester, Virginia	1,000,000
Worchester, Massachusetts	400,000
WorkFirst Transportation Initiative, state of Washington	3,000,000
Workforce Investment Board of Southeast Missouri	800,000
Workforce Investment Board of Southwest Missouri	600,000
Wyandotte County/Kansas City, Kansas	1,000,000

State of Maryland.—Within the funds made available to the state of Maryland, Department of Transportation, $800,000 shall be for the Montgomery County to operate the transit system during expanded hours of service and $200,000 shall be for the Sojourner-Douglass College in Baltimore for the college's workforce transportation and referral, as proposed by the Senate.

Iowa public transit.—Funds appropriated in fiscal year 2001 for the Des Moines, Dubuque, Sioux City, Delaware and Jackson Counties job access and reverse commute grant programs shall also be made available for the Region 3 Regional Service Expansion, Region 4 Evening Service Expansion, Region 8 Job Access program,

Regional JARC Expansion and Region 12 Job Corps and ECI Project.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

The conference agreement appropriates $13,345,000 for operations and maintenance of the Saint Lawrence Seaway Development Corporation as proposed by the Senate instead of $13,426,000 as proposed by the House.

Ballast Water Management.—The conferees direct that a report on ballast water management and its efforts to coordinate with the United States Coast Guard to control non-indigenous aquatic nuisance species be submitted to the House and Senate Committee on Appropriations by April 1, 2002.

Detroit River Navigator.—The conferees understand that the Seaway will provide the salary for the Detroit River Navigator during fiscal year 2002. The conferees support such action.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

The conference agreement appropriates $37,279,000 for research and special programs instead of $36,487,000 as proposed by the House and $41,993,000 as proposed by the Senate. Within this total, $2,170,000 is available until September 30, 2004, as proposed by the House instead of $5,434,000 as proposed by the Senate. The following adjustments are made to the budget estimate:

Reduce funding for 14 new computer and administrative positions	−$690,000
Reduce funding for research and development planning	−1,675,000
Reduce funding for human centered fatigue research	−300,000
Reduce funding for business modernization	−1,988,000
Reduce funding for unjustified amounts	−60,000
Net adjustment to budget estimate	−4,713,000

The conference agreement permits up to $1,200,000 in fees be collected and deposited in the general fund of the Treasury as offsetting receipts. Also, the conference agreement includes language 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. The House and Senate proposed both of these provisions.

The conference agreement directs the Research and Special Programs Administration (RSPA) to submit to both the House and Senate Committees on Appropriations before February 1, 2002, a strategic plan outlining the improvements in information technology and business modernization that will be made during the next few years. The plan should specify the necessary steps to be taken and funds needed to ensure that RSPA's missions and activities will be underpinned by a current information technology infrastructure with the capability for upgrading.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

The conference agreement provides a total of $58,250,000 for the pipeline safety program instead of $48,475,000 as proposed by the House and $58,750,000 as proposed by the Senate. Within this total, $20,707,000 is available until September 30, 2003, as proposed by the Senate instead of $30,828,000 as proposed by the House.

Of this total, the conference agreement specifies that $7,864,000 shall be derived from the Oil Spill Liability Trust Fund and $50,386,000 from the Pipeline Safety Fund. The House bill allocated $7,472,000 from the Oil Spill Liability Trust Fund and $41,003,000 from the Pipeline Safety Trust Fund. The Senate bill provided $11,472,000 from the Oil Spill Liability Trust Fund and $47,278,000 from the Pipeline Safety Fund.

The following table reflects the total allocation for pipeline safety in fiscal year 2002:

Budget activity	Pipeline safety fund	Oil spill liability trust fund	Total
Personnel, compensation, and benefits	$10,955,000	$900,000	$11,855,000
Operating expenses	4,194,000	531,000	4,725,000
Information systems	935,000	400,000	1,335,000
Risk assessment and technical studies	850,000	400,000	1,250,000
Integrity management program	6,253,000	1,190,000	7,443,000
Compliance	200,000	100,000	300,000
Training and information dissemination	900,000	300,000	1,200,000
Emergency notification	100,000		100,000
Damage prevention/public education campaign	3,213,000	200,000	3,413,000
Oil Pollution Act		2,443,000	2,443,000
Research and development	4,736,000		4,736,000
State grants	15,000,000	1,400,000	16,400,000
Risk management	50,000		50,000
One-call notification	1,000,000		1,000,000
Interstate oversight grants	2,000,000		2,000,000
Total	50,386,000	7,864,000	58,250,000

The conference agreement approves the request for 26 new positions to support a new community based program and to support the new integrity management program. In addition, the conference agreement exceeds the budget request for the integrity management program by $2,500,000 for a total of $7,443,000, and by $1,992,000 for office of pipeline safety research and development for a total of $4,736,000.

Within the funds provided for the integrity management program, the conference agreement provides $750,000 for the office of pipeline safety and state training, and adequate funds to interpret pigging data submitted by industry, to witness new construction of pipelines, and to develop improved information systems needed to monitor and evaluate industry data supplied to OPS.

Within the funds provided for the research and development, the conference agreement provides $600,000 for airborne environmental laser mapping technology research and engineering to sup-

port improved leak detection, analysis, and response by Federal, state, and industry pipeline safety officials.

State of Washington.—The conferees direct that of the unobligated fiscal year 2001 funds for the Washington State pipeline safety program, which is estimated at $800,000, be obligated in fiscal year 2002 as soon as possible.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

The conference agreement provides $200,000 for emergency preparedness grants as proposed by both the House and the Senate. The conference agreement includes a limitation on obligations of $14,300,000, consistent with both the House and Senate proposals.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The conference agreement appropriates $50,614,000 for this office as proposed by both the House and the Senate. In addition, the agreement includes language under the Federal Transit Administration that would reimburse the Department of Transportation's Inspector General $2,000,000 for costs associated with audits and investigations of transit-related issues. Bill language is also included that authorizes the use of funds for investigation of fraud, deceptive trade practices, and unfair methods of competition in the airline industry, as proposed by both the House and the Senate.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

The conference agreement appropriates $18,457,000 for salaries and expenses of the Surface Transportation Board as proposed by the Senate instead of $18,563,000 as proposed by the House. The conference agreement includes language as proposed by both the House and Senate that allows the Board to offset $950,000 of its appropriation from fees collected during the fiscal year for a total program level of $17,507,000.

Union Pacific/Southern Pacific merger.—On December 12, 1997, the Board granted a joint request of Union Pacific Railroad Company and the City of Wichita and Sedgwick County, KS (Wichita/Sedgwick) to toll the 18-month mitigation study pending in Finance Docket No. 32760. The decision indicated that at such time as the parties reach agreement or discontinue negotiations, the Board would take appropriate action.

By petition filed June 26, 1998, Wichita/Sedgwick and UP/SP indicated that they had entered into an agreement, and jointly petitioned the Board to impose the agreement as a condition of the Board's approval of the UP/SP merger. By decision dated July 8, 1998, the Board agreed and imposed the agreement as a condition to the UP/SP merger. The terms of the negotiated agreement remain in effect. If UP/SP or any of its divisions or subsidiaries materially changes or is unable to achieve the assumptions on which the

Board based its final environmental mitigation measures, then the Board should reopen Finance Docket 32760 if requested by interested parties, and prescribe additional mitigation properly reflecting these changes if shown to be appropriate.

Dakota, Minnesota & Eastern Railroad (DM&E).—For more than 3 years, the Surface Transportation Board has been considering an application on the Dakota, Minnesota & Eastern Railroad. The conferees believe that the board should complete action on this proceeding. A petitioner has a legitimate expectation of receiving a decision on an application within a reasonable period of time.

BUREAU OF TRANSPORTATION STATISTICS

OFFICE OF AIRLINE INFORMATION

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement deletes funding, proposed by the Senate, for the office of airline information. The House bill contained no similar appropriation.

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

The conference agreement appropriates $5,015,000 for salaries and expenses of the Architectural and Transportation Barriers Compliance Board as proposed by the Senate instead of $5,046,000 as proposed by the House.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

The conference agreement includes $68,000,000 for salaries and expenses of the National Transportation Safety Board (NTSB), instead of $64,400,000 as proposed by the House and $70,000,000 as proposed by the Senate. This provides an increase of $5,058,000 (8 percent) above the fiscal year 2001 enacted level. The additional $3,520,000 above the budget estimate will help the NTSB address needed financial management improvements and overtime requirements.

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 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. 304 prohibits funds in this Act for salaries and expenses of more than 105 political and Presidential appointees in the Department of Transportation as proposed by the House instead of 98 political and Presidential appointees as proposed by the Senate. This level of appointees is expected to cover the recently enacted Transportation Security Administration. Sec. 304 also includes a provision that prohibits political and Presidential personnel to be assigned on temporary detail outside the Department of Transportation or an independent agency funded in this Act except for personnel assigned on temporary detail to the Office of Homeland Security. The House proposed a prohibition on all political and Presidential personnel funded in this Act from being assigned on temporary detail outside the Department of Transportation or an independent agency. The Senate proposed no similar provision.

Sec. 305 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. 306 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. 307 limits consulting service expenditures of public record in procurement contracts as proposed by both the House and Senate.

Sec. 308 prohibits funds for the National Highway Safety Advisory Commission as proposed by both the House and Senate.

Sec. 309 exempts previously made transit obligations from limitations on obligations as proposed by both the House and Senate.

Sec. 310 modifies the distribution of the Federal-aid highway program proposed by the Senate. The House proposed no similar provision.

Sec. 311 includes the Senate provision that prohibits recipients of funds made available in this Act to release personal information, including a social security number, medical or disability information, and photographs from a driver's license or motor vehicle record without express consent of the person to whom such information pertains; and prohibits the Secretary from withholding funds provided in this Act for any grantee if a state is in noncompliance with this provision. The House proposed no similar provision.

Sec. 312 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. 313 allows airports to transfer to the Federal Aviation Administration instrument landing systems as proposed by both the House and Senate.

Sec. 314 allows funds for discretionary grants of the Federal Transit Administration for specific projects, except for fixed guideway modernization projects, not obligated by September 30, 2004, and other recoveries to be used for other projects under 49 U.S.C. 5309 as proposed by both the House and Senate.

Sec. 315 allows transit funds appropriated before October 1, 2001, and that remain available for expenditure to be transferred as proposed by both the House and Senate.

Sec. 316 prohibits funds to compensate in excess of 335 technical staff years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development as proposed by both the House and Senate.

Sec. 317 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 both the House and Senate.

Sec. 318 rescinds $9,231,000 of funds made available for the value pricing pilot program under Public Law 105–178 as proposed by the Senate. The House proposed no similar rescission. Sec. 318 also rescinds $43,742,000 of funds made available for the transportation infrastructure finance and innovation program under Public Law 105–178. The House and Senate proposed no similar rescission.

Sec. 319 allows the Secretary of Transportation to use up to 1 percent of the amounts made available for capital investment grants and loans (49 U.S.C. 5309) for project management oversight (49 U.S.C. 5327) beginning in fiscal year 2002 and thereafter as proposed by the Senate. The House proposed the same provision for fiscal year 2002 only.

Sec. 320 allows funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities to be used to construct new vessels and facilities or to improve existing vessels and facilities, and for repair facilities as proposed by both the House and Senate. Sec. 320 also includes a provision proposed by the Senate that allows not more than $3,000,000 of the funds made available for ferry boats may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project. The House contained no similar provision.

Sec. 321 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. 322 amends section 3030(a) of Public Law 105–178 to authorize final design and construction of the Washington County-Wilsonville to Beaverton commuter rail project as proposed by the Senate. The House contained no similar provision.

Sec. 323 amends section 3030(b) of Public Law 105–178 to authorize alternative analysis and preliminary engineering for the Detroit, Michigan Metropolitan Airport rail project as proposed by the Senate. The House contained no similar provision.

Sec. 324 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 both the House and Senate.

Sec. 325 prohibits the use of funds in this Act for activities designed to influence Congress or a state legislature on legislation or appropriations except through proper, official channels as proposed by both the House and Senate.

Sec. 326 requires compliance with the Buy American Act as proposed by both the House and Senate.

Sec. 327 credits to appropriations of the Department of Transportation rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources as proposed by both the House and Senate. Such funds received shall be available until December 31, 2002.

Sec. 328 authorizes the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the Department of Transportation as proposed by the House. The Senate contained no similar provision.

Sec. 329 provides $225,000 for the Amtrak Reform Council instead of $450,000 as proposed by the House and $420,000 as proposed by the Senate. The conference agreement did not include the provisions proposed by the House regarding section 203(g)(1) of Public Law 105–134 on the Amtrak Reform Council's recommendations on Amtrak routes identified for closure or realignment. The Senate proposed no similar provisions.

Sec. 330 appropriates $144,000,000 to the Secretary of Transportation to make grants for surface transportation projects instead of $20,000,000 as proposed by the Senate. The House proposed no similar appropriation.

Funds appropriated for surface transportation projects are to be distributed as follows:

Fourteen Mile Bridge replacement, Alabama	$4,300,000
Anderson County, South Carolina Transit System Project	1,500,000
Arterial Railroad Grade Crossing, California	2,000,000
Auburn University Center for Transportation Technology Project, Alabama	20,000,000
Bassett Creek Valley North-South Greenway, Minnesota	10,000,000
Big South Fork Scenic Railroad enhancement project, Kentucky	1,500,000
Burlington to Middlebury Vermont Rail Line Project	1,000,000
California State Polytechnic University roadways to transit center, California	2,000,000
Canton-Akron-Cleveland commuter rail, Ohio	500,000
Chareston South Carolina, Parking Garage Project	20,000,000
Construction of railroad overpass, US 69, Oklahoma	2,000,000
Delaware Memorial Bridge Collision Avoidance Project, Delaware	1,300,000
Enser Bridge, Florida	500,000
Fairfield, Connecticut Commuter Rail Project	4,000,000
General Mitchell International Airport Rail Station Project, Milwaukee, Wisconsin	2,500,000
Greenwood, Mississippi, Rail track relocation and Construction Project	2,000,000
Hawkins Crossing Interchange at Meridan, I–20/I–59, Missouri	1,000,000
Highway decking project I–5 corridor, California	3,500,000
Highway railway grade crossing hazard elimination program, Tennessee	4,000,000
I–74 Mississippi River Bridge, Mississippi	2,000,000

Kansas City, Missouri Bus Rapid Transit Improvements	5,000,000
Kingvale, California Satellite Operations Control Center Project	2,000,000
Lake Rail Line, Lakeview, Oregon to Alturas, California	1,750,000
Las Vegas, Nevada Monorail Project	500,000
Lincoln to Omaha NE Passenger Rail Project	200,000
Maine Marine Highway Development Project, Maine	1,500,000
Marathon County/Wausau MPO, Wisconsin	1,000,000
Martinsburg Roundhouse Redevelopment Project, Martinsburg, West Virginia	2,000,000
Minnesota Valley Regional Rail Authority Rehabilitation Project, Minnesota	1,000,000
Muskogee grade separation, Oklahoma	500,000
Newark, New Jersey Penn Station Improvements	2,000,000
Odyssey Maritime Project, Seattle, Washington	3,000,000
Portland to Astoria rail improvements, Oregon	2,000,000
Public exhibition of "America's Transportation Stories", Michigan	2,000,000
Rail overpass crossing, Claremore, Oklahoma	100,000
Restoration and Improvement of the Wichita Air Terminal, Kansas	150,000
Roane County bridge replacement, Tennessee	150,000
Route 7 and 123 improvements in Northern Virginia	5,000,000
San Bernardino, California Metrolink project	300,000
Santa Teresa Port of Entry HAZMAT, New Mexico	1,200,000
Scranton, Pennsylvania to New York City Rail Service Project	1,000,000
Southeast Main Rail Relocation Project, Moorhead, Minnesota	1,500,000
Southern Kentucky Intermodal Transportation Park, Kentucky	5,000,000
Syracuse bridge improvements on Auto Row, New York	3,000,000
Truck relief route along US 87, New Big Spring, Texas	2,000,000
Union County Red Bridge, Pennsylvania	1,300,000
Upgrade of 11 grade crossings, Superior, Wisconsin	300,000
US 80/SR 26, Georgia	1,000,000
Utah Central Valley Rail Line Sigurd/Salina to Levan Project	1,000,000
Ventura County Highway Video Camera Monitoring Project, California	500,000
Vertical Clearance Improvement, CP Maine Line, New York	1,500,000
Vickers Rail Crossing grade separation, Northwood, Ohio	4,000,000
West Laredo Multimodal Trade Corridor/grade crossings, Texas	3,250,000
Whittier Bridge between Amesbury and Newburyport, Massachusetts	1,500,000
Wilkes Barre, Pennsylvania to Scranton Passenger Rail Project	200,000

Sec. 331 modifies the Senate provision that allows the Coast Guard Yard (Curtis Bay, MD) and other Coast Guard specialized facilities in fiscal year 2002 to qualify as components of the Department of Defense for competition and workload assignment purposes when providing support to the Department of Defense, and allows the Yard and other specialized facilities to enter into joint public-private partnerships and other cooperative arrangements for the performance of work which includes allowing the Coast Guard to pay and receive funds, materials, services and the use of facilities from such public and private entities. The Senate proposed to amend section 648 of title 14, United States Code, to include other Coast Guard specialized facilities designated by the Commandant and included Sec. 331 as a new subsection of section 648. The House contained no similar provision.

Sec. 332 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 administration as proposed by both the House and Senate.

Sec. 333 prohibits funds for design or construction of a light rail system in Houston, Texas, instead of prohibiting funds for planning, design, or construction of a light rail system in Houston, Texas, proposed by the House. The Senate proposed no similar provision. The conference agreement also includes a new provision to allow funds available in this Act for a Houston, Texas, metro advanced transit plan project to be available for obligation under certain conditions. The House and Senate proposed no similar provision.

Sec. 334 prohibits funds in this Act for engineering work related to an additional runway at New Orleans International Airport as proposed by the House. The Senate contained no similar provision.

Sec. 335 prohibits funds in this Act to be used to adopt guidelines or regulations requiring airport sponsors to provide the Federal Aviation Administration "without cost" buildings, maintenance, or space for FAA services as proposed by both the House and Senate. The prohibition does not apply to negotiations between FAA and airport sponsors concerning "below market" rates for such services or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

Sec. 336 includes the Senate provision that provides funds to administer motor carrier safety programs and motor carrier safety research by allowing the Secretary, as the Secretary determines necessary, to deduct a sum not to exceed two-fifths of 1 percent of all sums made available from the federal lands highways program, the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the interstate maintenance program, the bridge program, the Appalachian development highway system, and the minimum guarantee program. The House proposed no similar provision.

Sec. 337 includes the Senate provision that authorizes the Federal Aviation Administration to use funds from airport sponsors, including grants-in-aid for airports funds, for the hiring of additional staff or for obtaining services of consultants for the purpose of facilitating environmental activities related to airport projects that add critical airport capacity to the national air transportation system. The House proposed no similar provision.

Sec. 338 includes the Senate provision that prohibits funds in this Act to be used for developing a new regional airport for southeast Louisiana until a commission of stakeholders submits a comprehensive plan that is approved by the administrator of the Federal Aviation Administration and the House and Senate Committees on Appropriations. The House proposed no similar provision.

Sec. 339 modifies the House and Senate provision that allows States to use highway safety program funds (section 402 of title 23, United States Code) to produce and place highway safety service messages in television, radio, cinema, internet, and print media based on guidance issued by the Secretary of Transportation; and requires the States to report to the Secretary on the use of such funds for public service messages. Sec. 339 also modifies the Senate provision to require that $8,000,000 of the funds provided for innovative seat belt projects (section 157 of title 23, United States Code) be used by the States, as directed by the Secretary of Trans-

portation, to purchase advertising to publicize the States' seat belt enforcement efforts during one or more of the Operation ABC national mobilizations; and requires that up to $2,000,000 of the funds provided for innovative seat belt projects be used by the Secretary to evaluate the effectiveness of State seat belt programs that purchase such advertising. The Senate proposed that $15,000,000 designated for innovative grant funds be used for national television and radio advertising to support the national law enforcement mobilizations conducted in all 50 states aimed at increasing safety belt and child safety seat use and controlling drunk driving. The House proposed no similar proposal on funding.

Sec. 340 amends item number 1348 in the table contained in section 1602 of Public Law 105–178 to include "Construct Gastineau Channel Second Crossing to Douglas Island" as proposed by the House. The Senate proposed to amend item 1348 to include "Second Douglas Island Crossing".

Sec. 341 prohibits funds for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification as proposed by the House. The Senate proposed no similar provision.

Sec. 342 amends item 642 in the table contained in section 1602 of Public Law 105–178 to redesignate such project in Washington as the "Passenger only ferry to serve Kitsap and King Counties to Seattle" instead of "passenger only ferry to serve Kitsap County-Seattle" as proposed by both the House and Senate.

Sec. 343 amends item 1793 in the table contained in section 1602 of Public Law 105–178 to redesignate such project in Washington as the "Passenger only ferry to serve Kitsap and King Counties to Seattle" instead of "passenger only ferry to serve Kitsap County-Seattle" as proposed by both the House and Senate.

Sec. 344 amends item 576 in the table contained in section 1602 of Public Law 105–178 to allow for construction of the Missouri Center for Advanced Highway Safety as proposed by the House. The Senate proposed no similar provision.

Sec. 345 includes the House provision that designates the Washington Metropolitan Area Transit Authority transit station located at Ronald Reagan Washington National Airport as the "Ronald Reagan Washington National Airport Station", and directs the transit authority to modify signs, maps, directories, documents and other records published by the authority to reflect the designation. The Senate proposed no similar provision.

Sec. 346 prohibits funds in this Act to any person or entity convicted of violating the Buy American Act as proposed by the House. The Senate proposed no similar provision.

Sec. 347 modifies the Senate provision that allows discretionary bridge program funds in fiscal year 2002 to be used for historic covered bridges eligible for federal assistance under section 1224 of Public 105–178. The House proposed no similar provision.

Sec. 348 includes the Senate provision that prohibits funds for Coast Guard Acquisition, construction, and improvements after the fifteenth day of any quarter of any fiscal year unless the Com-

mandant of the Coast Guard first submits a quarterly report to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects. The House proposed no similar provision.

Sec. 349 reduces transportation administrative service center funds by $5,000,000 instead of reducing funds by $37,000,000 and limiting fiscal year 2002 obligations to no more than $120,323,000 instead of limiting obligations to no more than $88,323,000 as proposed by the Senate. The House proposed no similar provision.

Sec. 350. The conference agreement modifies provisions proposed by the House and Senate regarding the safety of cross-border trucking between the United States and Mexico. The House proposed to prohibit the use of funds for the processing of applications by Mexico-domiciled motor carriers to operate in the interior of the United States, beyond the commercial zones adjacent to the U.S.-Mexican border. The Senate proposed to condition the use of funds to process applications upon the certification by officials of the Department of Transportation that specific safety-related requirements had been met and upon promulgation in final form of related regulations. The conference agreement includes multiple provisions which, among other things:

1. Require safety examinations by the DOT of all Mexican motor carriers before they are granted conditional operating authority. Fifty percent of all such examinations are to be conducted on-site, and on-site examinations are to cover at least fifty percent of carriers and 50 percent of estimated truck traffic in a given year. An exemption from the on-site requirement is provided for Mexican motor carriers with three or fewer commercial vehicles. However, such carriers may be subject to on-site examinations or reviews at the discretion of the DOT;

2. Require a full safety compliance review—and a satisfactory rating resulting from that review—before any Mexican motor carrier can be granted permanent operating authority. Provisions that require on-site performance of safety examinations also apply to compliance reviews. Any carrier that has not received an on-site safety examination must undergo an on-site compliance review. The result of this provision is that every Mexican motor carrier operating four or more commercial vehicles and applying for cross-border authority, will be required to undergo at least one safety or compliance review conducted on-site at the carrier's place of business in Mexico before permanent operating authority is granted;

3. Require Federal and State inspectors at the border to electronically verify the validity of driver's license of every driver carrying a placardable quantity of hazardous material, every driver undergoing a Level I safety inspection, and at least 50 percent of all other Mexican motor carrier drivers crossing the border;

4. Require all Mexican motor carriers granted authority to operate in the United States to display a Commercial Vehicle Safety Alliance decal verifying satisfactory completion of a safety inspection. These vehicles must undergo safety inspections at least every 90 days in order to display such a decal. This requirement will no longer apply to a carrier once that carrier has operated for three consecutive years under permanent operating authority;

5. Require that the 10 highest volume border crossings be equipped with weigh-in motion systems and that inspectors verify the weight of each Mexican motor carrier entering the United States. Of this total, 5 crossings shall be equipped before the border is opened and the remainder shall be equipped within 12 months of enactment of this Act;

6. Require the Department of Transportation to issue interim final safety-related regulations and policies;

7. Prohibit Mexican motor carriers from crossing into the United States at any border crossing where a certified motor carrier safety inspector is not on duty or where there is not adequate capacity to either conduct a sufficient number of meaningful vehicle safety inspections or accommodate vehicles placed out-of-service as a result of safety inspections;

8. Prohibit vehicles that are owned or leased by a Mexican motor carrier, and that carry hazardous materials, to operate beyond the commercial zone, until the United States has completed an agreement with the government of Mexico to ensure that drivers of vehicles carrying a placardable quantity of hazardous materials meet substantially the same safety requirements as those met by U.S. driver;

9. Prohibit any Mexican motor carrier from operating beyond the commercial zone until (1) the Department of Transportation Inspector General first conducts a comprehensive review of the DOT's ability to ensure safety on U.S. highways once Mexican motor carriers are allowed to operate within the internal U.S.; and (2) the Secretary of Transportation certifies in writing in a manner addressing the IG's findings that the opening of the border does not pose an unacceptable safety risk to the American public; and

10. Require the DOT IG to conduct a follow up review at least 180 days following the first review cited above and then annually thereafter.

The House proposed prohibiting funds in this Act to process applications by Mexico-domiciled motor carriers for conditional or permanent authority to operate beyond the United States municipalities and commercial zones adjacent to the United States-Mexico border. The Senate proposed prohibiting funds for the review or processing of an application by a Mexican motor carrier for authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border until the Federal Motor Carrier Safety Administration performs full safety compliance reviews and inspections of Mexican motor carriers; and until the Department of Transportation Inspector General certifies in writing that certain criteria are met pertaining to fully trained inspectors, the Federal Motor Carrier Safety Administration, the information infrastructure of the Mexican government, border crossing capacity, and an accessible safety monitoring database.

Sec. 351 includes the Senate provision that directs the Secretary of Transportation to include all public and private non-federal contributions made on or after January 1, 2000, for the regional transportation commission resort corridor fixed guideway project in Clark County, Nevada, to be used to meet the non-federal share requirement of any element or phase of the project. The House proposed no similar provision.

Sec. 352 modifies the Senate provision that requires the Secretary, in consultation with the Comptroller General of the United States, to conduct a study of the hazards and risks to public health and safety, the environment, and the economy associated with the transportation of hazardous and radioactive materials. The provision requires the study to be completed not later than six months after the date of the enactment of this Act. The conferees expect that radiopharmaceuticals and medical radionuclides should be exempt from this study. The House proposed no similar provision.

Sec. 353 modifies the Senate provision that directs the State of Georgia to give priority consideration to improving the Johnson Ferry Road, including the bridge over the Chattahoochee River, and to widening Abernathy Road with funds apportioned to the State of Georgia from revenue aligned budget authority by also directing the State of Alabama to give priority consideration to construction of the approaches to the Patton Island Bridge with funds apportioned to the State of Alabama from revenue aligned budget authority and for planning, design, engineering, and construction of an interchange on I–55 at approximately mile marker 114 and connector roads in Madison County with funds apportioned to the State of Mississippi from revenue aligned budget authority. The House proposed no similar provisions.

Sec. 354 includes the Senate provision that amends section 355(a) of the National Highway System Designation Act of 1995 to require certification by the Secretary that the states of New Hampshire and Maine have achieved a safety belt use rate of not less than 50 percent. The House proposed no similar provision.

Sec. 355 includes the Senate provision that requires the Secretary of Transportation to conduct a study on the cost and benefits of constructing a third bridge across the Mississippi River in the Memphis, Tennessee, metropolitan area. The provision requires the study be submitted to the Congress not later than 180 days after the date of enactment of this Act. The House proposed no similar provision.

Sec. 356 provides the sense of Congress that the Secretary of Transportation should not take any action that would diminish or revoke any exemption from certain restrictions on maximum driving time and on-duty time in effect on the date of the enactment of this Act for commercial motor vehicle drivers as proposed by the Senate. The House proposed no similar provision.

Sec. 357 transfers the Point Retreat Light Station, including all property under lease as of June 1, 2000, to the Alaska Lighthouse Association, as authorized in Public Law 105–383. The conferees note that the transfer is subject to conditions contained in that Act and furthermore expect that public access to the property for recreation, hunting, and fishing will be largely unchanged. The House proposed no similar provision.

Sec. 358 modifies the Senate provision that directs the State of Minnesota to give priority consideration to the Southeast main and rail relocation project in Moorhead and to improving I–35 W at Lake Street in Minneapolis with funds apportioned to the State of Minnesota from revenue aligned budget authority. The House proposed no similar provision.

Sec. 359 directs the Secretary of Transportation to approve the use of National highway system and surface transportation program funds for construction of type II noise barriers in specific locations in the States of Georgia and Pennsylvania instead of solely in the State of Georgia as proposed by the Senate. The House proposed no similar provision.

Sec. 360 allows funds provided in Public Law 106–346 to be available for the widening of U.S. 177 from SH–33 to 32nd Street in Stillwater, Oklahoma. The House and Senate proposed no similar provision.

Sec. 361 amends section 3030(d)(3) of Public Law 105–178 to authorize the Alabama State docks intermodal passenger and freight facility for bus and bus-related facilities funding. The House and Senate proposed no similar provision.

Sec. 362 amends section 1105(c) of Public Law 102–240 to include the Louisiana Highway 1 corridor from Grand Isle, Louisiana, along Louisiana Highway 1 to the intersection with United States Route 90 as a high priority corridor on the national highway system. The House and Senate proposed no similar provision.

Sec. 363 amends item 425 in the table contained in section 1602 of Public Law 105–178 to extend and improve Louisiana Route 42 from and along U.S. 61 to I–10 in Ascension and East Baton Rouge Parishes in the State of Louisiana. The House and Senate proposed no similar provision.

Sec. 364 amends items 111 and 1583 in the table contained in section 1602 of Public Law 105–178 to include other areas in the city of Paducah and McCracken County, Kentucky. The House and Senate proposed no similar provision.

Sec. 365 amends section 1105(c)(3) of Public Law 102–240 to clarify the Kentucky corridor by including the Louie B. Nunn Parkway as part of the Interstate 66 high priority corridor of the national highway system. The House and Senate proposed no similar provisions.

Sec. 366 amends section 1105(c)(15) of Public Law 102–240 to include the existing Purchase Parkway from the Tennessee state line to Interstate 24 in Kentucky as part of the Interstate 69 high priority corridor of the national highway system. The House and Senate proposed no similar provision.

Sec. 367 amends section 1105(e)(5)(B)(i) of Public Law 102–240 to designate the Purchase Parkway corridor as interstate route 69 and the Louie B. Nunn Parkway corridor as interstate route 66; and directs the Commonwealth of Kentucky to erect signs identifying such corridors as "future" interstates. The House and Senate proposed no similar provisions.

Sec. 368 allows capital investment funds available to the Southern coalition for advanced transportation (SCAT) in Public Law 106–69 and Public Law 106–346 that remain unobligated to be transferred to the transit planning and research account for the electric transit vehicle institute in Tennessee. The House and Senate proposed no similar provisions.

Sec. 369 makes technical amendments to Public Law 107–20 to clarify the source of funding under federal-aid highways. The House and Senate proposed no similar provisions.

Sec. 370 allows previously provided funds for the Riverside Expressway in Fairmont, West Virginia, to be used to carry out any project eligible under title 23, United States Code, in the vicinity of Fairmont, West Virginia. The House and Senate proposed no similar provisions.

Sec. 371 amends item 71 in the table contained in section 1602 of Public Law 105–178 to allow traffic safety and pedestrian improvements in downtown Miamisburg, Ohio. The House and Senate proposed no similar provisions.

Sec. 372 amends item 258 in the table under the heading, "Capital investment grants" of Public Law 106–69 to allow funds for the Marble Valley regional transit district buses. The House and Senate proposed no similar provisions.

Sec. 373 amends item 73 in the table contained in section 1106(b) of Public Law 102–240 to allow $5,700,000 of the funds provided for the Southtowns connector in Buffalo, New York, to be used for a parking facility for the Inner Harbor redevelopment project in Buffalo, New York. The House and Senate proposed no similar provisions.

Sec. 374 amends item 630 of the table contained in section 1602 of Public Law 105–178 as amended by section 1102 of chapter 11 of Public Law 106–554 to allow funds for the construction of a parking facility for the Inner Harbor/redevelopment project in Buffalo, New York.

The conference agreement includes under Title I, Federal Aviation Administration, Aviation insurance revolving fund, the provision that authorizes the Secretary of Transportation to make expenditures and investments related to aviation insurance activities under chapter 443 of title 49, United States Code as proposed by the Senate. The House proposed to include this provision under Title III.

The conference agreement deletes the House provision that repeals section 232 of Appendix E of Public Law 106–113 that pertains to funding for the James A. Farley Post Office in New York.

The conference agreement deletes the House provision that prohibits funds in this Act to propose or issue rules, regulations, decrees, or orders pertaining to the implementation of the Kyoto Protocol.

The conference agreement deletes the House provision that prohibits funds in this Act for the planning, design, development, or construction of the California State Route 710 freeway extension project through El Sereno, South Pasadena, and Pasadena, California.

The conference agreement deletes the Senate provision that directs that the Commandant of the Coast Guard shall maintain an onboard staffing level at the Coast Guard Yard in Curtis Bay, Maryland, of not less than 530 full time equivalent civilian employees and provides that the Commandant may reconfigure his vessel maintenance schedule and new constructions projects to maximize Yard employment as proposed by the Senate.

The conference agreement deletes the Senate provision that directs the Secretary of Transportation in cooperation with the administrator of the Federal Aviation Administration to encourage a locally developed and executed plan for modernizing O'Hare Inter-

national Airport, addressing Northwest corridor traffic congestion, increasing commercial air service at Gary-Chicago Airport and Greater Rockford Airport, preserving and utilizing existing Chicago-area reliever and general aviation airports, and moving forward with a third Chicago-area airport. The provision also directs the Secretary and FAA administrator to work with Congress to enact a federal solution to address the aviation capacity crisis in the Chicago area, including northwest Indiana, if such a plan cannot be developed and executed.

The conference agreement deletes the Senate provision that amends section 8335(a) of title 5, United States Code, to allow air traffic controllers in the civil service retirement system who face mandatory separation at age 56 to extend their service beyond age 56 to the earliest date eligible for either controller early retirement or for CSRS optional retirement, whichever comes first, unless the Secretary determines that such action would compromise safety. A similar provision was included in the Treasury and General Government Appropriations Act, 2002.

The conference agreement deletes the Senate provision that amends section 1023(h) of Public Law 102–240 to allow all over-the-road buses to be exempted from federal axle weight restrictions that are presently applicable only to public transit buses.

The conference agreement deletes the Senate provision that amends item 143 in the table under Capital Investment Grants of Public Law 105–277 and item 167 in the table under Capital Investment Grants of Public Law 106–69 to allow funds for Northern New Mexico park and ride facilities and State of New Mexico, buses and bus related facilities. These amendments were included in the Supplemental Appropriations Act, 2001.

The conference agreement deletes the Senate provision that establishes new eligibility criteria, as proposed in the budget, for communities in the United States (except Alaska) to receive essential air service subsidies.

The conference agreement deletes the Senate provision that requires up to $750,000 of the funds appropriated for the Federal Railroad Administration, Railroad research and development be expended to pay 25 percent of the total cost of a freight and passenger rail infrastructure study of the Baltimore, Maryland, area, and requires that the Norfolk-Southern Corporation, the CSX Corporation, and the State of Maryland contribute a total amount of equal funding for this study. The conference agreement addresses the Baltimore, Maryland, freight and passenger rail infrastructure study under Title I, Federal Railroad Administration, Research and development account. The House proposed no similar provision.

The conference agreement deletes the Senate provision that amends section 41703 of title 49, United States Code, to include a new section regarding the transfer of cargo at Anchorage International Airport. The conferees note that the Department of Transportation has not articulated a consistent strategy for achieving "open skies" through the current bilateral negotiating process or through multilateral negotiations. Accordingly, the conferees direct the department to assess the current state of international aviation negotiations and report by March 1, 2002, to the House and Senate Committees on Appropriations regarding emerging multilateral or

bilateral international aviation negotiating strategies, including whether those strategies should envision cargo transfer at domestic airports or cargo transfer rights for United States flag carriers at international airports. This report should include specific reference to air transportation issues in Alaska and other similarly situated airports in the United States, and address whether scheduled or anticipated bilateral or multilateral negotiations should address cargo transfer issues at United States airports. The report should also compare the cargo transfer regimes for similarly situated foreign airports engaged in air cargo carriage and transfer to the regimes in place for Alaskan and other similarly situated domestic airports in the United States.

The conference agreement deletes the Senate provision that directs the Secretary of Transportation to give priority consideration to applications for airport improvement grants for Addison Airport, Addison, Texas; Pearson Airpark, Vancouver, Washington; Mobile Regional Airport, Mobile, Alabama; Marks Airport, Mississippi; Madison Airport, Mississippi; and Birmingham International Airport, Birmingham, Alabama. The conference agreement addresses airport improvement grants under Title I, Grants-in-aid for airports.

The conference agreement deletes the Senate provision that amends section 5117(b)(3) of Public Law 105–178 regarding follow-on deployment of intelligent transportation infrastructure systems and specifies the follow on deployment areas in specific metropolitan areas. The House proposed no similar provision.

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses	63,245	69,500	68,446	67,349	67,778	+4,533
Immediate Office of the Secretary	(1,827)	(1,989)	(1,929)	(1,929)	(1,929)	(+102)
Immediate Office of the Deputy Secretary	(587)	(638)	(625)	(619)	(619)	(+32)
Office of the General Counsel	(9,972)	(13,355)	(12,374)	(14,075)	(13,355)	(+3,383)
Office of the Assistant Secretary for Policy	(3,011)	(3,153)	(3,153)	(3,058)	(3,058)	(+47)
Office of the Assistant Secretary for Aviation and International Affairs	(7,289)	(7,650)	(7,650)	(7,421)	(7,421)	(+132)
Office of the Assistant Secretary for Budget and Programs	(7,362)	(7,728)	(7,728)	(7,728)	(7,728)	(+366)
Office of the Assistant Secretary for Governmental Affairs	(2,150)	(2,282)	(2,282)	(2,214)	(2,282)	(+132)
Office of the Assistant Secretary for Administration	(19,020)	(20,262)	(20,262)	(18,236)	(19,250)	(+230)
Office of Public Affairs	(1,674)	(1,776)	(1,776)	(1,723)	(1,723)	(+49)
Executive Secretariat	(1,181)	(1,241)	(1,241)	(1,204)	(1,204)	(+23)
Board of Contract Appeals	(496)	(523)	(523)	(507)	(507)	(+11)
Office of Small and Disadvantaged Business Utilization	(1,192)	(1,251)	(1,251)	(1,213)	(1,240)	(+48)
Office of Intelligence and Security	(1,262)	(1,321)	(1,321)	(1,281)	(1,321)	(+59)
Office of the Chief Information Officer	(6,222)	(6,331)	(6,331)	(6,141)	(6,141)	(-81)
Subtotal	(63,245)	(69,500)	(68,446)	(67,349)	(67,778)	(+4,533)
Across the board (0.22%) rescission	-139	.....	.....	.....	.....	+139

NOTE: FY01 rescissions included in Net total lines.

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Office of civil rights	8,140	8,500	8,500	8,500	8,500	+360
Across the board (0.22%) rescission	-18	.....	.....	.....	.....	+18
Transportation security administration	.....	.....	.....	.....	1,250,000	+1,250,000
Offsetting collections	.....	.....	.....	.....	-1,250,000	-1,250,000
Transportation planning, research, and development	11,000	5,193	5,193	15,592	11,993	+993
Across the board (0.22%) rescission	-24	.....	.....	.....	.....	+24
Transportation Administrative Service Center	(126,887)	(125,323)	(125,323)	(125,323)	(125,323)	(-1,564)
Minority business resource center program	1,900	900	900	900	900	-1,000
Across the board (0.22%) rescission	-4	.....	.....	.....	.....	+4
(Limitation on guaranteed loans)	(13,775)	(18,367)	(18,367)	(18,367)	(18,367)	(+4,592)
Minority business outreach	3,000	3,000	3,000	3,000	3,000	.....
Across the board (0.22%) rescission	-7	.....	.....	.....	.....	+7
Payments to air carriers (Airport & Airway Trust Fund)	.....	.....	13,000	.....	13,000	+13,000
Rental payments (rescission) (P.L. 107-20)	-440	.....	.....	.....	.....	+440
Total, Office of the Secretary	87,285	87,093	99,039	95,341	1,355,171	+1,267,886
ATB rescissions	-192	.....	.....	.....	.....	+192
Rescission	-440	.....	.....	.....	.....	+440
Offsetting collections	.....	.....	.....	.....	-1,250,000	-1,250,000
Net total	86,653	87,093	99,039	95,341	105,171	+18,518

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Coast Guard						
Operating expenses	2,851,000	3,042,588	3,042,588	2,732,588	2,942,000	+91,000
Defense function	341,000	340,250	340,000	695,000	440,000	+99,000
Subtotal	3,192,000	3,382,838	3,382,588	3,427,588	3,382,000	+190,000
Across the board (0.22%) rescission	-6,967	.....	.....	.....	.....	+6,967
Supplemental (P.L. 107-20)	92,000	.....	.....	.....	.....	-92,000
Emergency Response Fund (P.L. 107-38)	18,000	.....	.....	.....	.....	-18,000
Acquisition, construction, and improvements	415,000	659,323	600,000	669,323	636,354	+221,354
Vessels	(156,450)	(79,390)	(90,990)	(79,640)	(89,640)	(-66,810)
Aircraft	(37,650)	(500)	(26,000)	(12,500)	(9,500)	(-28,150)
Other equipment	(60,113)	(95,471)	(74,173)	(97,921)	(79,293)	(+19,180)
Shore facilities & aids to navigation facilities	(63,336)	(79,262)	(44,206)	(88,862)	(73,100)	(+9,764)
Personnel and related support	(55,151)	(66,700)	(64,631)	(65,200)	(64,631)	(+9,480)
Integrated Deepwater Systems	(42,300)	(338,000)	(300,000)	(325,200)	(320,190)	(+277,890)
Subtotal, A C & I (excl rescissions)	(415,000)	(659,323)	(600,000)	(669,323)	(636,354)	(+221,354)
Across the board (0.22%) rescission	-869	.....	.....	.....	.....	+869
Rescissions	-12,000	.....	.....	-8,700	.....	+12,000
Supplemental (P.L. 107-20)	4,000	.....	.....	.....	.....	-4,000

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Environmental compliance and restoration	16,700	16,927	16,927	16,927	16,927	+227
Across the board (0.22%) rescission	-37	.....	.....	.....	.....	+37
Alteration of bridges	15,500	15,466	15,466	15,466	15,466	-34
Across the board (0.22%) rescission	-35	.....	.....	.....	.....	+35
Retired pay	778,000	876,346	876,346	876,346	876,346	+98,346
Reserve training	80,375	83,194	83,194	83,194	83,194	+2,819
Across the board (0.22%) rescission	-176	.....	.....	.....	.....	+176
Research, development, test, and evaluation	21,320	21,722	21,722	21,722	20,222	-1,098
Across the board (0.22%) rescission	-40	.....	.....	.....	.....	+40
Trust fund share of expenses (ATB rescission)	-108	.....	.....	.....	.....	+108
Total, Coast Guard	4,632,895	5,055,816	4,996,243	5,110,566	5,030,509	+397,614
ATB rescissions	-8,232	.....	.....	.....	.....	+8,232
Rescissions	-12,000	.....	.....	-8,700	.....	+12,000
Net total	4,612,663	5,055,816	4,996,243	5,101,866	5,030,509	+417,846
Federal Aviation Administration						
Operations	6,544,235	6,886,000	6,870,000	6,916,000	6,886,000	+341,765
Air traffic services	(5,200,274)	(5,447,421)	(5,494,883)	(5,447,421)	(5,452,871)	(+252,597)
Aviation regulation and certification	(694,979)	(744,744)	(727,870)	(783,994)	(768,769)	(+73,790)
Civil aviation security	(139,301)	(150,154)	(135,949)	(150,154)	(150,154)	(+10,853)
Research and acquisition	(189,988)	(196,674)	(195,258)	(196,674)	(195,799)	(+5,811)
Commercial space transportation	(12,000)	(14,706)	(12,254)	(14,456)	(12,456)	(+456)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Financial services	(48,444)	(50,684)	(50,480)	(50,684)	(50,284)	(+1,840)
Human resources	(54,864)	(74,516)	(67,635)	(74,516)	(69,516)	(+14,652)
Regional coordination	(99,347)	(90,893)	(84,613)	(90,893)	(85,943)	(-13,404)
Staff offices	(105,038)	(116,208)	(108,776)	(116,208)	(109,208)	(+4,170)
Undistributed	.....	.....	(-7,718)	(-9,000)	(-9,000)	(-9,000)
Subtotal	(6,544,235)	(6,886,000)	(6,870,000)	(6,916,000)	(6,886,000)	(+341,765)
Across the board (0.22%) rescission	-14,397	.....	.....	.....	.....	+14,397
Emergency Response Fund (P.L. 107-38)	123,000	.....	.....	.....	.....	-123,000
Facilities & equipment (Airport & Airway Trust Fund)	2,656,765	2,914,000	2,914,000	2,914,000	2,914,000	+257,235
Across the board (0.22%) rescission	-5,845	.....	.....	.....	.....	+5,845
Rescission (Airport and Airway Trust Fund)	.....	.....	.....	.....	-15,000	-15,000
Research, engineering, and development (Airport and Airway Trust Fund)	187,000	187,781	191,481	195,808	195,000	+8,000
Across the board (0.22%) rescission	-411	.....	.....	.....	.....	+411
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(3,200,000)	(1,800,000)	(1,800,000)	(1,800,000)	(1,800,000)	(-1,400,000)
(Limitation on obligations)	(3,200,000)	(3,300,000)	(3,300,000)	(3,300,000)	(3,300,000)	(+100,000)
Across the board (0.22%) rescission	(-7,040)	.....	.....	.....	.....	(+7,040)
Across the board (0.22%) rescission	-4	.....	.....	.....	.....	+4
Rescission of contract authoritization	-609,000	-331,000	-301,720	-301,720	-301,720	+307,280
Net subtotal	(2,583,956)	(2,969,000)	(2,998,280)	(2,998,280)	(2,998,280)	(+414,324)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Small community air service development pilot program	.....	.....	.....	20,000	.....	.....
Total, Federal Aviation Administration	9,511,000	9,987,781	9,975,481	10,045,808	9,995,000	+484,000
(Limitations on obligations)	(3,200,000)	(3,300,000)	(3,300,000)	(3,300,000)	(3,300,000)	(+100,000)
Total budgetary resources	(12,711,000)	(13,287,781)	(13,275,481)	(13,345,808)	(13,295,000)	(+584,000)
ATB rescissions	(-7,040)	.....	.....	.....	.....	(+7,040)
ATB rescissions	-20,657	.....	.....	.....	.....	+20,657
Rescission	-609,000	-331,000	-301,720	-301,720	-316,720	+292,280
Net total	(12,074,303)	(12,956,781)	(12,973,761)	(13,044,088)	(12,978,280)	(+903,977)
Federal Highway Administration						
Limitation on administrative expenses	(295,119)	(317,693)	(311,837)	(316,521)	(311,000)	(+15,881)
Limitation on transportation research	.....	.....	(447,500)	(447,500)	.....	.....
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations)	(26,603,806)	(27,042,994)	(27,197,693)	(27,400,000)	(27,280,000)	(+676,194)
Across the board (0.22%) rescission	(-58,528)	.....	.....	.....	.....	(+58,528)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Revenue aligned budget authority (RABA)	(3,058,000)	(4,341,700)	(4,543,000)	(4,326,700)	(4,410,000)	(+1,352,000)
Innovative transportation solutions program (RABA)	.....	(45,000)	.....	(45,000)	.....	.....
Alternative transportation grant prog (RABA)	.....	(100,000)	.....	(100,000)	.....	.....
Border infrastructure construction prog (RABA)	.....	(56,300)	.....	(71,300)	(133,000)	(+133,000)
Subtotal, RABA	(3,058,000)	(4,543,000)	(4,543,000)	(4,543,000)	(4,543,000)	(+1,485,000)
Across the board (0.22%) rescission	(-6,728)	.....	.....	.....	.....	(+6,728)
RABA transfer to FMCSA	.....	(-22,837)	(-23,896)	(-23,897)	(-23,896)	(-23,896)
Subtotal, limitation on obligations	(29,661,806)	(31,563,157)	(31,716,797)	(31,919,103)	(31,799,104)	(+2,137,298)
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(955,000)	(955,000)	(-114,000)
(Liquidation of contract authorization)	(28,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(+2,000,000)
Rescission (P.L. 107-20)	-15,918	.....	.....	.....	.....	+15,918
Emergency Relief Program (Highway Trust Fund) (contingent emergency appropriation)	720,000	.....	.....	.....	.....	-720,000
Across the board (0.22%) rescission	-1,584	.....	.....	.....	.....	+1,584
Emergency highway restoration (P.L. 107-20)	27,600	.....	.....	.....	.....	-27,600
Appalachian development highway system	279,963	.....	.....	350,000	200,000	-79,963
Across the board (0.22%) rescission	-649	.....	.....	.....	.....	+649
State infrastructure banks (rescission)	.....	.....	-6,000	-5,750	-5,750	-5,750
Value pricing project (rescission) (Highway Trust Fund) (sec. 318)	.....	.....	.....	-9,231	-9,231	-9,231

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
TIFIA (rescission) (Highway Trust Fund) (sec. 318)	.....	.....	.....	.....	-43,742	-43,742
Total, Federal Highway Administration	307,563	.....	.....	350,000	200,000	-107,563
Contingent emergency	720,000	.....	.....	.....	.....	-720,000
(Limitations on obligations)	(29,661,806)	(31,563,157)	(31,716,797)	(31,919,103)	(31,799,104)	(+2,137,298)
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(955,000)	(955,000)	(-114,000)
Total budgetary resources	(31,758,369)	(32,518,157)	(32,671,797)	(33,224,103)	(32,954,104)	(+1,195,735)
ATB rescissions	(-65,256)	.....	.....	.....	.....	(+65,256)
ATB rescissions	-2,233	.....	.....	.....	.....	+2,233
Rescissions	-15,918	.....	-6,000	-14,981	-58,723	-42,805
Net total	(31,674,962)	(32,518,157)	(32,665,797)	(33,209,122)	(32,895,381)	(+1,220,419)
Federal Motor Carrier Safety Administration						
Motor carrier safety (limitation on obligations administrative expenses)	(92,194)	(139,007)	(92,307)	(105,000)	(110,000)	(+17,806)
Across the board (0.22%) rescission	(-202)	.....	.....	.....	.....	(+202)
Rescission	.....	.....	.....	-6,665	-6,665	-6,665
National motor carrier safety program (Highway Trust Fund):						
(Liquidation of contract authorization)	(177,000)	(204,837)	(205,896)	(204,837)	(205,896)	(+28,896)
(Limitation on obligations)	(177,000)	(182,000)	(182,000)	(183,059)	(182,000)	(+5,000)
Across the board (0.22%) rescission	(-389)	.....	.....	.....	.....	(+389)
Rescission of contract authority	.....	.....	.....	-2,333	.....	.....

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
RABA transfer from FHWA:						
Border-State grants	.....	(18,000)	.....	(18,000)	(18,000)	(+18,000)
State commercial driver's license	.....	(4,837)	.....	(4,837)	.....	.....
Motor carrier safety assistance grants	.....	.....	(23,896)	.....	(5,896)	(+5,896)
Subtotal, RABA	.....	(22,837)	(23,896)	(22,837)	(23,896)	(+23,896)
Subtotal, limitation on obligations	(177,000)	(204,837)	(205,896)	(205,896)	(205,896)	(+28,896)
Border enforcement activities (sec. 350)	.....	.....	.....	.....	25,866	+25,866
Total, Federal Motor Carrier Safety Admin	.....	.....	.....	.....	25,866	+25,866
(Limitations on obligations)	(269,194)	(343,844)	(298,203)	(310,896)	(315,896)	(+46,702)
Total budgetary resources	(269,194)	(343,844)	(298,203)	(310,896)	(341,762)	(+72,568)
ATB rescissions	(-591)	.....	.....	.....	.....	(+591)
Rescissions	.....	.....	.....	-8,998	-6,665	-6,665
Net total	(268,603)	(343,844)	(298,203)	(301,898)	(335,097)	(+66,494)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
National Highway Traffic Safety Administration						
Operations and research	116,876	122,000	122,420	132,000	127,780	+10,904
Operations and research (Highway trust fund):						
(Liquidation of contract authorization)	(72,000)	(72,000)	(72,000)	(72,000)	(72,000)	.....
(Limitation on obligations)	(72,000)	(72,000)	(72,000)	(72,000)	(72,000)	.....
Rescission of contract authority	.....	.....	.....	-1,516	-1,516	-1,516
National Driver Register (Highway trust fund)	2,000	2,000	2,000	2,000	2,000	.....
Subtotal, Operations and research	(190,876)	(196,000)	(196,420)	(204,484)	(200,264)	(+9,388)
Across the board (0.22%) rescission	-261	.....	.....	.....	.....	+261
Across the board (0.22%) rescission	(-158)	.....	.....	.....	.....	(+158)
Highway traffic safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(213,000)	(223,000)	(223,000)	(223,000)	(223,000)	(+10,000)
(Limitation on obligations):						
Highway safety programs (Sec. 402)	(155,000)	(160,000)	(160,000)	(160,000)	(160,000)	(+5,000)
Occupant protection incentive grants (Sec. 405)	(13,000)	(15,000)	(15,000)	(15,000)	(15,000)	(+2,000)
Alcohol-impaired driving countermeasures grants (Sec. 410)	(36,000)	(38,000)	(38,000)	(38,000)	(38,000)	(+2,000)
State highway safety data grants (Sec. 411)	(9,000)	(10,000)	(10,000)	(10,000)	(10,000)	(+1,000)
Across the board (0.22%) rescission	(-469)	.....	.....	.....	.....	(+469)
Rescission of contract authority	.....	.....	.....	-469	.....	.....

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Total, National Highway Traffic Safety Admin	118,876	124,000	124,420	134,000	129,780	+10,904
(Limitations on obligations)	(285,000)	(295,000)	(295,000)	(295,000)	(295,000)	(+10,000)
Total budgetary resources	(403,876)	(419,000)	(419,420)	(429,000)	(424,780)	(+20,904)
ATB rescissions	(-627)	.....	.....	.....	.....	(+627)
ATB rescissions	-261	.....	.....	.....	.....	+261
Rescissions	.....	.....	.....	-1,985	-1,516	-1,516
Net total	(402,988)	(419,000)	(419,420)	(427,015)	(423,264)	(+20,276)
Federal Railroad Administration						
Safety and operations	101,717	111,357	110,461	111,357	110,857	+9,140
Across the board (0.22%) rescission	-224	.....	.....	.....	.....	+224
Offsetting collections	.....	-41,000	.....	.....	.....	.....
Railroad research and development	25,325	28,325	27,375	30,325	29,000	+3,675
Across the board (0.22%) rescission	-56	.....	.....	.....	.....	+56
Offsetting collections	.....	-14,000	.....	.....	.....	.....
Rhode Island Rail Development	17,000	.....	.....	.....	.....	-17,000
Across the board (0.22%) rescission	-37	.....	.....	.....	.....	+37
Pennsylvania Station Redevelopment project (advance appropriations, FY 2001, FY 2002, FY 2003) 1/	20,000	20,000	20,000	20,000	20,000	.....
Across the board (0.22%) rescission	-44	.....	.....	.....	.....	+44
Rescission	.....	.....	-20,000	.....	.....	.....
Next generation high-speed rail	25,100	25,100	25,100	40,000	32,300	+7,200
Across the board (0.22%) rescission	-55	.....	.....	.....	.....	+55

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Alaska Railroad rehabilitation	20,000	.....	.....	20,000	20,000	.....
Across the board (0.22%) rescission	-44	.....	.....	.....	.....	+44
West Virginia Rail development	15,000	.....	.....	.....	.....	-15,000
Across the board (0.22%) rescission	-33	.....	.....	.....	.....	+33
National Rail Development and Rehabilitation program	.....	.....	.....	12,000	.....	.....
Capital grants to the National Railroad Passenger Corporation	521,476	521,476	521,476	521,476	521,476	.....
Across the board (0.22%) rescission	-1,147	.....	.....	.....	.....	+1,147
Total, Federal Railroad Administration	745,618	651,258	704,412	755,158	733,633	-11,985
ATB rescissions	-1,640	.....	.....	.....	.....	+1,640
Rescission	.....	.....	-20,000	.....	.....	.....
Net total	743,978	651,258	684,412	755,158	733,633	-10,345
Federal Transit Administration						
Administrative expenses	12,800	13,400	13,400	13,400	13,400	+600
Across the board (0.22%) rescission	-28	.....	.....	.....	.....	+28
Administrative expenses (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(51,200)	(53,600)	(53,600)	(53,600)	(53,600)	(+2,400)
Subtotal, Administrative expenses	(63,972)	(67,000)	(67,000)	(67,000)	(67,000)	(+3,028)

1/ Funding provided in P.L. 106-113.

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Formula grants	669,000	718,400	718,400	718,400	718,400	+49,400
Across the board (0.22%) rescission	-1,360	.....	.....	.....	.....	+1,360
Formula grants (Highway Trust Fund) (limitation on obligations)	(2,676,000)	(2,873,600)	(2,873,600)	(2,873,600)	(2,873,600)	(+197,600)
Across the board (0.22%) rescission	(-5,887)	.....	.....	.....	.....	(+5,887)
Subtotal, Formula grants	(3,343,640)	(3,592,000)	(3,592,000)	(3,592,000)	(3,592,000)	(+248,360)
University transportation research	1,200	1,200	1,200	1,200	1,200	.....
University transportation research (Highway Trust Fund, Mass Transit Acct) (limitation on obligations)	(4,800)	(4,800)	(4,800)	(4,800)	(4,800)	.....
Across the board (0.22%) rescission	(-3)	.....	.....	.....	.....	(+3)
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	.....
Transit planning and research	22,200	23,000	23,000	23,000	23,000	+800
Transit planning and research (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(87,800)	(93,000)	(93,000)	(93,000)	(93,000)	(+5,200)
Subtotal, Transit planning and research	(110,000)	(116,000)	(116,000)	(116,000)	(116,000)	(+6,000)
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)	.....
Metropolitan planning	(52,114)	(55,422)	(55,422)	(55,422)	(55,422)	(+3,308)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
State planning	(10,886)	(11,578)	(11,578)	(11,578)	(11,578)	(+692)
National planning and research	(29,500)	(31,500)	(31,500)	(31,500)	(31,500)	(+2,000)
Subtotal	(110,000)	(116,000)	(116,000)	(116,000)	(116,000)	(+6,000)
Across the board (0.22%) rescission	-49	.....	.....	.....	.....	+49
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(5,016,600)	(5,397,800)	(5,397,800)	(5,397,800)	(5,397,800)	(+381,200)
Capital investment grants	529,200	568,200	568,200	568,200	568,200	+39,000
Capital investment grants (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(2,116,800)	(2,272,800)	(2,272,800)	(2,272,800)	(2,272,800)	(+156,000)
Subtotal, Capital investment grants	(2,646,000)	(2,841,000)	(2,841,000)	(2,841,000)	(2,841,000)	(+195,000)
Fixed guideway modernization	(1,058,400)	(1,136,400)	(1,136,400)	(1,136,400)	(1,136,400)	(+78,000)
Buses and bus-related facilities	(529,200)	(568,200)	(568,200)	(568,200)	(568,200)	(+39,000)
New starts	(1,058,400)	(1,136,400)	(1,136,400)	(1,136,400)	(1,136,400)	(+78,000)
New starts (general funds)	.....	.....	.....	100,000	.....	.....
Subtotal	(2,646,000)	(2,841,000)	(2,841,000)	(2,841,000)	(2,841,000)	(+195,000)
Across the board (0.22%) rescission	-1,274	.....	.....	.....	.....	+1,274
Discretionary grants (Highway Trust Fund, Mass Transit Account) (liquidation of contract authorization)	(350,000)	.....	.....	.....	.....	(-350,000)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Job access and reverse commute grants	20,000	25,000	25,000	25,000	25,000	+5,000
Across the board (0.22%) rescission	-44	.....	.....	.....	.....	+44
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(80,000)	(100,000)	(100,000)	(100,000)	(100,000)	(+20,000)
Trust fund share of expenses (limitation on obligations) (ATB rescission)	(-8,492)	.....	.....	.....	.....	(+8,492)
Subtotal, Job access and reverse commute grants	(99,956)	(125,000)	(125,000)	(125,000)	(125,000)	(+25,044)
Total, Federal Transit Administration	1,254,400	1,349,200	1,349,200	1,449,200	1,349,200	+94,800
(Limitations on obligations)	(5,016,600)	(5,397,800)	(5,397,800)	(5,397,800)	(5,397,800)	(+381,200)
Total budgetary resources	(6,271,000)	(6,747,000)	(6,747,000)	(6,847,000)	(6,747,000)	(+476,000)
ATB rescissions	(-14,382)	.....	.....	.....	.....	(+14,382)
ATB rescissions	-2,755	.....	.....	.....	.....	+2,755
Net total	(6,253,863)	(6,747,000)	(6,747,000)	(6,847,000)	(6,747,000)	(+493,137)
Saint Lawrence Seaway Development Corporation						
Operations and maintenance (Harbor Maintenance Trust Fund)	13,004	13,345	13,426	13,345	13,345	+341
Across the board (0.22%) rescission	-29	.....	.....	.....	.....	+29
Net total	12,975	13,345	13,426	13,345	13,345	+370

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Research and Special Programs Administration						
Research and special programs:						
Hazardous materials safety	18,750	21,217	21,348	21,217	21,217	+2,467
Emergency transportation	1,831	1,897	1,897	1,897	1,897	+66
Research and technology	4,816	4,760	1,784	4,760	2,784	-2,032
Program and administrative support	10,976	14,059	11,458	14,059	11,381	+405
Adjustment	.....	60	.....	60	.....	.....
Subtotal, research and special programs	36,373	41,993	36,487	41,993	37,279	+906
Across the board (0.22%) rescission	-79	.....	.....	.....	.....	+79
Offsetting collections	.....	-12,000	.....	.....	.....	.....
Pipeline safety:						
Pipeline Safety Fund	36,556	46,286	41,003	47,278	50,386	+13,830
Oil Spill Liability Trust Fund	7,488	7,472	7,472	11,472	7,864	+376
Pipeline safety reserve	(3,000)	.....	.....	.....	.....	(-3,000)
Subtotal, Pipeline safety program (incl reserve)	(47,044)	(53,758)	(48,475)	(58,750)	(58,250)	(+11,206)
Across the board (0.22%) rescission	-19	.....	.....	.....	.....	+19

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Emergency preparedness grants:						
Emergency preparedness fund	200	200	200	200	200	.....
Limitation on emergency preparedness fund	(14,300)	(14,300)	(14,300)	(14,300)	(14,300)	.....
Total, Research and Special Programs Admin	80,617	83,951	85,162	100,943	95,729	+15,112
ATB rescissions	-98	.....	.....	.....	.....	+98
Net total	80,519	83,951	85,162	100,943	95,729	+15,210
Office of Inspector General						
Salaries and expenses	48,450	50,614	50,614	50,614	50,614	+2,164
Across the board (0.22%) rescission	-106	.....	.....	.....	.....	+106
(By transfer from FTA)	(1,000)	(2,000)	.....	.....	.....	(-1,000)
Net total	(49,344)	(52,614)	(50,614)	(50,614)	(50,614)	(+1,270)
Surface Transportation Board						
Salaries and expenses	17,954	18,457	18,563	18,457	18,457	+503
Offsetting collections	-900	-950	-950	-950	-950	-50
Net total	17,054	17,507	17,613	17,507	17,507	+453
Across the board (0.22%) rescission	-37	.....	.....	.....	.....	+37

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Bureau of Transportation Statistics						
Office of airline information (Airport & Airway Trust Fund)	.....	3,760	.....	3,760	.....	.....
General Provisions						
Amtrak Reform Council (sec. 329)	750	785	450	420	225	-525
Across the board (0.22%) rescission	-2	.....	.....	.....	.....	+2
Muscle Shoals, Tuscumbia, and Sheffield (sec. 375)	5,000	.....	.....	.....	.....	-5,000
Valley trains and tours (sec. 376)	1,000	.....	.....	.....	.....	-1,000
Miscellaneous highways (sec. 378)	1,145,000	.....	.....	.....	.....	-1,145,000
Across the board (0.22%) rescission	-2,519	.....	.....	.....	.....	+2,519
Woodrow Wilson Memorial Bridge (sec. 379)	600,000	.....	.....	.....	.....	-600,000
Surface transportation projects (sec. 330)	.....	.....	.....	20,000	144,000	+144,000
Miscellaneous appropriations (P.L. 106-554):						
Huntsville International Airport (sec. 1104)	2,500	.....	.....	.....	.....	-2,500
Southeast Light Rail Extension Project (sec. 1105)	1,000	.....	.....	.....	.....	-1,000
Newark-Elizabeth rail link project (sec. 1107)	3,000	.....	.....	.....	.....	-3,000
Commercial remote sensing products and spatial information technologies (sec. 1109)	4,000	.....	.....	.....	.....	-4,000
Rural farm-to-market roads (sec. 1121)	2,400	.....	.....	.....	.....	-2,400
Buses & bus facilities, A&M University (sec. 1123)	500	.....	.....	.....	.....	-500
Highway Trust Fund, various projects (sec. 1128)	8,700	.....	.....	.....	.....	-8,700
Across the board (0.22%) rescission	-1,333	.....	.....	.....	.....	+1,333
Total, General provisions	1,769,996	785	450	20,420	144,225	-1,625,771

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Net total, title I, Department of Transportation	18,633,160	17,094,110	17,088,340	17,810,278	17,506,955	-1,126,205
Appropriations	(18,590,612)	(17,425,110)	(17,416,060)	(18,146,662)	(17,890,579)	(-700,033)
Rescissions	(-677,452)	(-331,000)	(-327,720)	(-336,384)	(-383,624)	(+293,828)
Contingent emergency	(720,000)	.....	.....	.....	.....	(-720,000)
(By transfer)	(1,000)	(2,000)	.....	.....	.....	(-1,000)
(Limitations on obligations)	(38,432,600)	(40,899,801)	(41,007,800)	(41,222,799)	(41,107,800)	(+2,675,200)
(Rescissions of limitations on obligations)	(-87,896)	.....	.....	.....	.....	(+87,896)
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(955,000)	(955,000)	(-114,000)
Net total budgetary resources	(58,046,864)	(58,948,911)	(59,051,140)	(59,988,077)	(59,569,755)	(+1,522,891)
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses	4,795	5,015	5,046	5,015	5,015	+220
Across the board (0.22%) rescission	-11	.....	.....	.....	.....	+11
Net total	4,784	5,015	5,046	5,015	5,015	+231

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
National Transportation Safety Board						
Salaries and expenses	62,942	64,480	66,400	70,000	68,000	+5,058
Across the board (0.22%) rescission	-139	.....	.....	.....	.....	+139
Subtotal	62,803	64,480	66,400	70,000	68,000	+5,197
Emergency Response Fund (P.L. 107-38)	150	.....	.....	.....	.....	-150
Total, National Transportation Safety Board	62,953	64,480	66,400	70,000	68,000	+5,047
United States-Canada Railroad Commission						
Salaries and expenses (P.L. 107-20)	2,000	.....	.....	.....	.....	-2,000
Total, title II, Related Agencies	69,737	69,495	71,446	75,015	73,015	+3,278
Grand total	18,702,897	17,163,605	17,159,786	17,885,293	17,579,970	-1,122,927
Appropriations	(18,660,499)	(17,494,605)	(17,487,506)	(18,221,677)	(17,963,594)	(-696,905)
Rescissions	(-677,602)	(-331,000)	(-327,720)	(-336,384)	(-383,624)	(+293,978)
Contingent emergency	(720,000)	.....	.....	.....	.....	(-720,000)
(By transfer)	(1,000)	(2,000)	.....	.....	.....	(-1,000)
(Limitation on obligations)	(38,432,600)	(40,899,801)	(41,007,800)	(41,222,799)	(41,107,800)	(+2,675,200)
(Rescissions of limitations on obligations)	(-87,896)	.....	.....	.....	.....	(+87,896)
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(955,000)	(955,000)	(-114,000)
Net total budgetary resources	(58,116,601)	(59,018,406)	(59,122,586)	(60,063,092)	(59,642,770)	(+1,526,169)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
Scorekeeping adjustments:						
Pipeline safety (OSLTF)	-7,000	-47,000	-42,000	-48,000	-50,000	-43,000
Across the board cut (0.22%)	-42,000	.....	.....	.....	.....	+42,000
CBO/OMB adjustment	40,244	.....	.....	.....	.....	-40,244
TASC adjustment (sec. 349)	.....	.....	.....	-37,000	-5,000	-5,000
Total, adjustments	-8,756	-47,000	-42,000	-85,000	-55,000	-46,244
Net grand total (including scorekeeping)	18,694,141	17,116,605	17,117,786	17,800,293	17,524,970	-1,169,171
Current year, FY 2002	(18,694,141)	(17,116,605)	(17,117,786)	(17,800,293)	(17,524,970)	(-1,169,171)
Appropriations	(18,653,499)	(17,447,605)	(17,445,506)	(18,136,677)	(17,908,594)	(-744,905)
Rescissions	(-679,358)	(-331,000)	(-327,720)	(-336,384)	(-383,624)	(+295,734)
Contingent emergency	(720,000)	.....	.....	.....	.....	(-720,000)
(By transfer)	(1,000)	(2,000)	.....	.....	.....	(-1,000)
(Limitations on obligations)	(38,432,600)	(40,899,801)	(41,007,800)	(41,222,799)	(41,107,800)	(+2,675,200)
(Rescissions of limitations on obligations)	(-87,896)	.....	.....	.....	.....	(+87,896)
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(955,000)	(955,000)	(-114,000)
Net grand total budgetary resources	(58,107,845)	(58,971,406)	(59,080,586)	(59,978,092)	(59,587,770)	(+1,479,925)

(Amounts in thousands of dollars)

	FY 2001 Enacted	FY 2002 Request	House	Senate	Conference	Conference vs. enacted
RECAP BY FUNCTION						
Mandatory	778,000	876,346	876,346	876,346	876,346	+98,346
Discretionary:						
Highway category: (Limitation on obligations)	(30,216,000)	(32,202,001)	(32,310,000)	(32,524,999)	(32,410,000)	(+2,194,000)
Mass Transit category	1,254,400	1,349,200	1,349,200	1,349,200	1,349,200	+94,800
(Limitation on obligations)	(5,016,600)	(5,397,800)	(5,397,800)	(5,397,800)	(5,397,800)	(+381,200)
Total, Mass Transit category	(6,271,000)	(6,747,000)	(6,747,000)	(6,747,000)	(6,747,000)	(+476,000)
General purpose discretionary:						
Defense discretionary	341,000	340,250	340,000	695,000	440,000	+99,000
Nondefense discretionary	16,320,741	14,550,809	14,552,240	14,879,747	14,859,424	-1,461,317
Total, General purpose discretionary	16,661,741	14,891,059	14,892,240	15,574,747	15,299,424	-1,362,317
Total, Discretionary	17,916,141	16,240,259	16,241,440	16,923,947	16,648,624	-1,267,517

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 2002 recommended by the Committee of Conference, with comparisons to the fiscal year 2001 amount, the 2002 budget estimates, and the House and Senate bills for 2002 follow:

[In thousands of dollars]

New budget (obligational) authority, fiscal year 2001	$18,702,897
Budget estimates of new (obligational) authority, fiscal year 2002	17,163,605
House bill, fiscal year 2002	17,159,786
Senate bill, fiscal year 2002	17,885,293
Conference agreement, fiscal year 2002	17,579,970
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 2001	−1,122,927
Budget estimates of new (obligational) authority, fiscal year 2002	+416,365
House bill, fiscal year 2002	+420,184
Senate bill, fiscal year 2002	−305,323

HAROLD ROGERS,
FRANK R. WOLF,
TOM DELAY,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
JO ANN EMERSON
JOHN E. SWEENEY,
BILL YOUNG,
MARTIN OLAV SABO,
JOHN W. OLVER,
ED PASTOR,
CAROLYN C. KILPATRICK,
JOSÉ E. SERRANO,
JAMES E. CLYBURN,
DAVID R. OBEY,
Managers on the Part of the House.

PATTY MURRAY,
ROBERT C. BYRD,
BARBARA A. MIKULSKI,
HARRY REID,
HERB KOHL,
RICHARD J. DURBIN,
PATRICK LEAHY,
DANIEL INOUYE,
RICHARD C. SHELBY,
CHRISTOPHER BOND,
ROBERT F. BENNETT,
BEN NIGHTHORSE CAMPBELL,
KAY BAILEY HUTCHISON,
TED STEVENS,
Managers on the Part of the Senate.

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