106TH CONGRESS
2d Session

HOUSE OF REPRESENTATIVES

REPORT
106–622

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2001

MAY 17, 2000.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. WOLF, from the Committee on Appropriations, submitted the following

REPORT

together with

ADDITIONAL VIEWS

[To accompany H.R. 4475]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001.

INDEX TO BILL AND REPORT

64–412

Summary and Major Recommendations of the Bill

The accompanying bill would provide $15,764,474,000 in new budget (obligational) authority for the programs of the Department of Transportation and related agencies, $389,263,000 less than the $16,153,737,000 requested in the budget. In total, the bill includes obligational authority (new budget authority, guaranteed obligations contained in the Transportation Equity Act for the 21st Century (TEA21) and the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR21), limitations on obligations, and exempt obligations) of $55,236,650,000. This is $5,209,010,000 more than the comparable fiscal year 2000 enacted level and $605,737,000 more than the budget request.

Selected major recommendations in the accompanying bill are:

(1) An appropriation of $12,585,366,000 for the Federal Aviation Administration, consistent with provisions of AIR21, an increase of $2,503,871,000, or 25 percent, above fiscal year 2000;

(2) A limitation of $3,200,000,000 for grants-in-aid for airports, as required by provisions of AIR21, and an increase of $1,250,000,000, or 64 percent, above the fiscal year 2000 level and the budget request;

(3) An appropriation of $3,192,000,000 for operating expenses of the Coast Guard, including $557,963,000 for drug interdiction activities, a 14 percent increase over last year's level;

(4) An appropriation of $521,476,000 for grants to the National Railroad Passenger Corporation (Amtrak), to cover capital expenses;

(5) A total of $62,109,000 for the office of the secretary, $7,077,000 below the budget request;

(6) Highway program obligation limitations of $29,661,806,000, consistent with provisions of TEA21, and $1,960,456,000 over fiscal year 2000;

(7) Transit program obligations of $6,271,000,000, consistent with provisions of TEA21, and $485,647,000 over fiscal year 2000; and

(8) A total of $269,194,000 for the recently established Federal Motor Carrier Safety Administration, including

$177,000,000 for the national motor carrier safety program, an increase of $164,194,000 above fiscal year 2000.

THE EFFECT OF GUARANTEED SPENDING

Over the objections of the Appropriations and Budget Committees, in 1998 the Transportation Equity Act for the 21st Century (TEA21) amended the Budget Enforcement Act to provide two new additional spending categories or "firewalls", the highway category and the mass transit category. Earlier this year, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR21) provided a similar treatment for certain aviation programs. Although using different procedures, each of these Acts produced the same results: they significantly raised spending, and they effectively prohibited the Appropriations Committee from reducing those spending levels in the annual appropriations process. As the Committee noted during deliberations on these bills, the Acts essentially created mandatory spending programs within the discretionary caps. This undermines Congressional flexibility to fund other equally important programs, including non-guaranteed transportation programs such as FAA Operations, the Coast Guard, and Amtrak. As a result of these Acts, $46.7 billion of the $55.2 billion in budgetary resources addressed by this bill—or 85 percent of the bill's total resources—are either "guaranteed" by federal legislation and/or protected by unprecedented legislated points of order passed into law at the initiative of the authorization committees.

The Committee will continue to do all it can in this environment to produce a balanced bill which provides adequately for all modes of transportation. However, clearly the expanding use of spending guarantees to "wall-off" parts of the discretionary budget for particular constituencies will cause both transportation and non-transportation programs all across the government to be under more severe budget pressure, in order to keep the overall budget in balance. The effect of the guarantees will especially leave its mark on non-covered transportation programs and activities, since they must compete within this bill for leftover funding. The Committee continues to be concerned that bills such as TEA21 and AIR21 skew transportation priorities inappropriately, by providing a banquet of increases to highway, transit, and airport spending while leaving safety-related operations in the FAA, Coast Guard, and FRA to scramble for the remaining crumbs. The Committee continues to believe that safety—not concrete—should remain the Federal Government's highest responsibility in the transportation area.

TABULAR SUMMARY

A table summarizing the amounts provided for fiscal year 2000 and the amounts recommended in the bill for fiscal year 2001 compared with the budget estimates is included at the end of this report.

COMMITTEE HEARINGS

The Committee has conducted extensive hearings on the programs and projects provided for in the Department of Transportation and Related Agencies Appropriations Bill for fiscal year

2001. These hearings are contained in seven published volumes. The Committee received testimony from officials of the executive branch, Members of Congress, officials of the General Accounting Office, officials of state and local governments, and private citizens.

The bill recommendations for fiscal year 2001 have been developed after careful consideration of all the information available to the Committee.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2001, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, 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. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to capital investment grants, Federal Transit Administration. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, and for acquisition, construction, and improvements, Coast Guard, shall be applied equally to each "budget item" that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations Acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

SAFETY PROGRAMS

In this bill, the Committee has worked hard to protect funding for essential safety-related programs of the Department of Transportation and the independent agencies. This has been difficult, but not impossible, given the budget constraints faced by the Federal Government this year. In some cases, funds have been added to the administration's request for safety-related activities. However, if, in the judgment of departmental officials any of the Committee's recommendations would significantly harm transportation safety, or if unanticipated safety needs arise during the course of the appropriations process, the Committee welcomes discussions with the administration to adjust individual funding levels and provide the funding needed. The bill also allows significant flexibility through the reprogramming process, which requires no further legislative action. The Committee will work with administration officials to reprogram funds for safety programs if that should be required.

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, fiscal year 2000[1]	($60,852,000)
Budget request, fiscal year 2001[2]	69,186,000
Recommended in the bill[1]	(62,109,000)
Bill compared with:	
Appropriation, fiscal year 2000	+1,257,000
Budget request, fiscal year 2001	−7,077,000

[1] Total amount appropriated in separate accounts.
[2] Amount requested in this consolidated account.

The bill provides a total of $62,109,000 for the salaries and expenses of the various offices comprising the Office of the Secretary. The Committee has not approved the consolidated appropriations request for the various offices within the office of the secretary and has continued to provide appropriations for each office within the office of the secretary. Specific program recommendations are discussed in this report under the individual appropriations accounts.

Congressional justifications and supporting materials.—The Committee appreciates the timely submission of the department's fiscal year 2001 Congressional justifications. The Committee again directs the department to submit all of the department's fiscal year Congressional justifications on the first Monday in February, concurrent with official submission of the President's budget to Congress.

While the Committee was pleased that the Congressional justifications were submitted to the Committee concurrent with the official budget of the President, the Committee was not satisfied with the timeliness of the submission of responses to questions for the record and the editing of the transcript. These materials are as—if not more—important than the Congressional justifications and the Committee cannot fully review the budget requests of the department in the absence of these materials. The Committee expects that the department will take actions to ensure that the materials submitted to the Committee for review are completed and submitted on a far more timely basis.

The department is also directed to submit its fiscal year 2002 Congressional justification materials for the salaries and expenses of the office of the secretary at the same level of detail provided in the Congressional justifications presented in fiscal year 2001.

In addition, the justification materials for the individual modal administrations for fiscal year 2002 and thereafter shall include tables detailing a ten-year history of appropriations.

Staffing levels.—The offices comprising the offices of the secretary are directed not to fill any positions in fiscal year 2000 that are currently vacant if such vacancies are proposed in this Act for elimination in fiscal year 2001.

Assessments.—The Committee directs that assessments charged by the office of the secretary to the modal administrations shall be for administrative activities, not policy initiatives.

General Provision

Limitation on political and Presidential appointees.—The Committee has included a provision in the bill (sec. 305), similar to provisions in past Department of Transportation and Related Agencies Appropriations Acts, which limits the number of political and Presidential appointees within the Department of Transportation. The ceiling for fiscal year 2001 is 104 personnel, which is four more than the level enacted in fiscal year 2000. This increase reflects the additional political appointees associated with the creation of the new Federal Motor Carrier Safety Administration. The bill specifies that no political or Presidential appointee may be detailed outside the Department of Transportation or any other agency funded in this bill.

Immediate Office of the Secretary

Appropriation, fiscal year 2000	$1,867,000
Budget request, fiscal year 2001 [1]	(2,031,000)
Recommended in the bill	1,756,000
Bill compared with:	
Appropriation, fiscal year 2000	−111,000
Budget request, fiscal year 2001	−275,000

[1] Requested in the consolidated salaries and expenses account.

The Immediate Office of the Secretary has the primary responsibility to provide overall planning, direction, and control of departmental affairs. The Committee recommends an appropriation of $1,756,000 for expenses of the immediate office of the secretary, which represents a decrease of $111,000 below the fiscal year 2000 enacted level and $275,000 below the level assumed in the budget request. The recommendation assumes the following staffing reductions:

Eliminate second deputy chief of staff	−$200,000
Eliminate one scheduling and advance assistant	−75,000

Staffing reductions.—The Committee recommendation assumes the elimination of a second deputy chief of staff and a scheduling and advance assistant in fiscal year 2001. The Committee believes that a second deputy chief of staff is unnecessary and that current staffing levels in the immediate office of the secretary and the resources provided in the bill are sufficient to enable the secretary to carry out his legislative agenda, formulate national transportation policy, and to promote an intermodal transportation system, economic growth and trade. The positions proposed in the bill for elimination in fiscal year 2001 are currently vacant.

Immediate Office of the Deputy Secretary

Appropriation, fiscal year 2000	$600,000
Budget request, fiscal year 2001 [1]	(587,000)
Recommended in the bill	587,000
Bill compared with:	
Appropriation, fiscal year 2000	−13,000
Budget request, fiscal year 2001	....

[1] Requested in the consolidated salaries and expenses account.

The Immediate Office of the Deputy Secretary has the primary responsibility to assist the Secretary in the overall planning, direction and control of the departmental affairs. The Committee recommends $587,000 for expenses of the immediate office of the deputy secretary, which is a decrease of $13,000 from the fiscal year 2000 enacted level and the same level assumed in the budget request.

Office of the General Counsel

Appropriation, fiscal year 2000	$9,000,000
Budget request, fiscal year 2001 [1]	(11,172,000)
Recommended in the bill	9,760,000
Bill compared with:	
Appropriation, fiscal year 2000	+760,000
Budget request, fiscal year 2001	−1,412,000

[1] Requested in the consolidated salaries and expenses account.

The Office of the General Counsel provides legal services to the Office of the Secretary and coordinates and reviews the legal work of the chief counsels' offices of the operating administrations. The bill provides an appropriation of $9,760,000 for expenses of the office of general counsel, which represents an increase of $760,000 from the fiscal year 2000 enacted level, and $1,412,000 less than the level assumed in the budget request.

Due to budget constraints, the bill provides limited resources, $300,000, for the department's "Accessibility for all America" initiative and exclusionary pricing activities. These resources are expected to support three new positions. There are several vacancies currently in the office of the general counsel which may be filled to augment the new staffing and resources provided by the Committee in this Act.

Office of the Assistant Secretary for Policy

Appropriation, fiscal year 2000	$2,824,000
Budget request, fiscal year 2001 [1]	(3,131,500)
Recommended in the bill	3,131,500
Bill compared with:	
Appropriation, fiscal year 2000	+308,000
Budget request, fiscal year 2001	....

[1] Requested in the consolidated salaries and expenses account.

The Assistant Secretary for Policy is the chief domestic policy officer of the department and is responsible to the Secretary for analysis, development, communication and review of policies and plans for domestic transportation issues. For fiscal year 2001, the Committee recommends an appropriation of $3,131,500 for the office of the assistant secretary for policy, which represents an increase of $308,000 over the fiscal year 2000 enacted level, and the same level as assumed in the budget request.

Office of the Assistant Secretary for Aviation and International Affairs

Appropriation, fiscal year 2000	$7,650,000
Budget request, fiscal year 2001 [1]	(7,702,000)
Recommended in the bill	7,182,000
Bill compared with:	
Appropriation, fiscal year 2000	−468,000
Budget request, fiscal year 2001	−520,000

[1] Requested in the consolidated salaries and expenses account.

The Assistant Secretary for Aviation and International Affairs is responsible for administering economic regulatory functions regarding the airline industry and provides departmental leadership and coordination on international transportation policy issues relating to maritime, trade, technical assistance and cooperative programs.

The Committee recommends an appropriation of $7,182,000 for expenses of the office of the assistant secretary for aviation and international affairs, which represents a reduction of $468,000 below the fiscal year 2000 enacted level and $520,000 below the level assumed in the budget request. The recommendation assumes the elimination of four transportation industry specialists (−$400,000) and disallows a proposed new position of special assistant to the Assistant Secretary for Aviation and International Affairs (−$120,000). The bill includes a provision that permits the collection and crediting to this appropriation of up to $1,250,000 received in user fees, as requested in the budget.

Office of the Assistant Secretary for Budget and Programs

Appropriation, fiscal year 2000	$6,870,000
Budget request, fiscal year 2001 [1]	(7,241,000)
Recommended in the bill	7,241,000
Bill compared with:	
Appropriation, fiscal year 2000	+371,000
Budget request, fiscal year 2001	....

[1] Requested in the consolidated salaries and expenses account.

The Assistant Secretary for Budget and Programs is responsible for developing, reviewing and presenting budget resource requirements for the department to the Secretary, Congress and the Office of Management and Budget.

The Committee recommends an appropriation of $7,241,000 for expenses of the office of the assistant secretary for budget and programs, which represents an increase of $371,000 over the fiscal year 2000 enacted level, and the same level assumed in the budget request.

Reception and representation expenses.—The Committee has approved the request to increase to $60,000 the amount to be available for costs related to reception and representation expenses.

Office of the Assistant Secretary for Governmental Affairs

Appropriation, fiscal year 2000	$2,039,000
Budget request, fiscal year 2001 [1]	(2,176,000)
Recommended in the bill	2,000,000
Bill compared with:	
Appropriation, fiscal year 2000	−39,000
Budget request, fiscal year 2001	−176,000

[1] Requested in the consolidated salaries and expenses account.

The Office of the Assistant Secretary for Governmental Affairs is responsible for coordinating all Congressional, intergovernmental, and consumer activities of the department.

The bill provides an appropriation of $2,000,000 for expenses of the office of the assistant secretary for governmental affairs, which represents a decrease of $39,000 from the fiscal year 2000 enacted level and $176,000 below the level assumed in the budget request. The recommendation assumes the elimination of one congressional affairs specialist (−$76,000) and a general reduction due to budget constraints (−$100,000).

The bill continues a provision (sec. 329) that has been carried in previous appropriations Acts that requires the department to notify the House and Senate Committees on Appropriations not less than three business days before any discretionary grant award, letter of intent, or full funding grant agreement in excess of $1,000,000 is announced by the department or its modal administrations from: (1) any discretionary program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; and (3) any program of the Federal Transit Administration program other than the formula grants and fixed guideway modernization programs. Such notification shall include the date on which the official announcement of the grant is to be made and no such announcement shall involve funds that are not available for obligation.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

Appropriation, fiscal year 2000	$17,767,000
Budget request, fiscal year 2001 [1]	(20,139,000)
Recommended in the bill	18,359,000
Bill compared with:	
Appropriation, fiscal year 2000	+592,000
Budget request, fiscal year 2001	−1,780,000

[1] Requested in the consolidated salaries and expenses account.

The Office of the Assistant Secretary for Administration is responsible for coordinating, overseeing and conducting various accounting, procurement, personnel management, and ADP operations of the department.

The Committee recommends an appropriation of $18,359,000 for expenses of the office of the assistant secretary for administration, which represents an increase of $592,000 from the fiscal year 2000 enacted level and $1,780,000 below the level assumed in the budget request. The recommendation assumes the following reductions:

Eliminate proposed increases for employee development	−$1,160,000
General reduction due to budget constraints	−500,000
Eliminate 1 personnel management specialist	−120,000

Personnel reductions.—The Committee recommendation deletes funding requested for one personnel management specialist. This position is currently vacant.

General reduction.—Due to budget constraints, the Committee recommendation reduces the budget request for the office of administration by $500,000. The Committee directs that such reductions be taken from non-personnel activities, such as contractor support, overhead and other related activities, to avoid personnel reductions not otherwise directed by the Committee.

Office of Public Affairs

Appropriation, fiscal year 2000	$1,800,000
Budget request, fiscal year 2001[1]	(1,714,000)
Recommended in the bill	1,454,000
Bill compared with:	
Appropriation, fiscal year 2000	−346,000
Budget request, fiscal year 2001	−260,000

[1] Requested in the consolidated salaries and expenses account.

The Office of Public Affairs is responsible for news releases, articles, fact sheets, briefing materials, publications, and audio-visual materials of the department.

The Committee recommends an appropriation of $1,454,000 for expenses of the office of public affairs, which represents a decrease of $346,000 from the fiscal year 2000 enacted level and $260,000 below the level assumed in the budget request. The recommendation assumes the elimination of 2 public affairs specialists (−$160,000), which are currently vacant, and a proposed new position of special assistant to the associate director for speech writing (−$100,000).

Executive Secretariat

Appropriation, fiscal year 2000	$1,102,000
Budget request, fiscal year 2001[1]	(1,181,000)
Recommended in the bill	1,181,000
Bill compared with:	
Appropriation, fiscal year 2000	+79,000
Budget request, fiscal year 2001	....

[1] Requested in the consolidated salaries and expenses account.

The Executive Secretariat assists the Secretary and Deputy Secretary in carrying out their management functions and responsibilities by controlling and coordinating internal and external written materials.

The Committee recommends an appropriation of $1,181,000 for expenses of the executive secretariat, which is $79,000 more than the fiscal year 2000 enacted level and the same level assumed in the budget request.

Board of Contract Appeals

Appropriation, fiscal year 2000	$520,000
Budget request, fiscal year 2001[1]	(496,000)
Recommended in the bill	496,000
Bill compared with:	
Appropriation, fiscal year 2000	−24,000
Budget request, fiscal year 2001	....

[1] Requested in the consolidated salaries and expenses account.

The Board of Contract Appeals provides an independent forum for considering all contract-related claims by or against a contractor involving any element of the department.

The bill provides an appropriation of $496,000 for expenses of the Board of Contract Appeals, which is a reduction of $24,000 below the fiscal year 2000 enacted level and the same level assumed in the budget request.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

Appropriation, fiscal year 2000	$1,222,000
Budget request, fiscal year 2001[1]	(1,192,000)
Recommended in the bill	1,192,000
Bill compared with:	
Appropriation, fiscal year 2000	−30,000
Budget request, fiscal year 2001	....

[1] Requested in the consolidated salaries and expenses account.

The Office of Small and Disadvantaged Business Utilization is responsible for promoting small and disadvantaged business participation in the department's procurement and grants programs. The Committee recommends an appropriation of $1,192,000 for expenses of the office of small and disadvantaged business utilization, which is a decrease of $30,000 from the fiscal year 2000 enacted level and the same level assumed in the budget request.

OFFICE OF INTELLIGENCE AND SECURITY

Appropriation, fiscal year 2000	$1,454,000
Budget request, fiscal year 2001[1]	(3,494,000)
Recommended in the bill	1,490,000
Bill compared with:	
Appropriation, fiscal year 2000	+36,000
Budget request, fiscal year 2001	−2,004,000

[1] Requested in the consolidated salaries and expenses account.

The Office of Intelligence and Security was created during fiscal year 1990 to address transportation intelligence and security issues. The primary purposes of the office are to provide intelligence and security oversight of the operating administrations to increase the safety and security of the traveling public, and to provide the Secretary and Deputy Secretary with current intelligence and security information, with special emphasis on potential or actual terrorist threats to transportation interests.

The Committee recommends an appropriation of $1,490,000 for expenses of the office of intelligence and security, which is an increase of $36,000 from the fiscal year 2000 enacted level and $2,004,000 below the level assumed in the budget request. The recommendation disallows funding requested in this account for infrastructure protection activities (−$2,000,000). These activities are funded, albeit at lower levels, within amounts provided to the Research and Special Programs Administration. In addition, funding is provided within the model administration's budgets for these activities.

OFFICE OF THE CHIEF INFORMATION OFFICER

Appropriation, fiscal year 2000	$5,075,000
Budget request, fiscal year 2001[1]	(6,929,000)
Recommended in the bill	6,279,000
Bill compared with:	
Appropriation, fiscal year 2000	+1,204,000
Budget request, fiscal year 2001	−650,000

[1] Requested in the consolidated salaries and expenses account.

The Office of the Chief Information Officer (CIO) serves as the principal advisor to the Secretary on matters involving information resources and information systems management.

The Committee recommends an appropriation of $6,279,000 for expenses of the office of the chief information officer, which is an increase of $1,204,000 from the fiscal year 2000 enacted level and $650,000 below the level assumed in the budget request. The recommendation disallows funding requested to implement in fiscal year 2002 a pilot project that has yet to be defined or determined by the department's architecture working group.

The Committee directs that no major Information Technology (IT) procurement within the department occur until after a review by the CIO has been conducted to determine system deficiencies, vulnerabilities, compatibility with, and relative need of such systems compared to other departmental systems requirements. The CIO must direct and approve all IT and telecommunications infrastructure items and expenditures for all systems that are non-mode specific (e.g., common grants systems). The CIO review and concurrence, however, shall not apply to real-time air traffic control data. In addition, the Committee expects that each agency of the department shall appoint a person to carry out that agency's CIO function, who shall report to the administrator or deputy administrator of each agency and shall be in control of both implementing IT policy and running operations. The agency CIO contact shall report both to the agency and the departmental CIO, where the agency head and the department CIO shall agree on the performance plan and performance evaluations.

OFFICE OF INTERMODALISM

Appropriation, fiscal year 2000	$1,062,000
Budget request, fiscal year 2001	(1)
Recommended in the bill	(1)
Bill compared with:	
Appropriation, fiscal year 2000	−1,062,000
Budget request, fiscal year 2001	....

[1] Included within the Federal Highway Administration's limitation on administrative expenses.

Funding for the office of intermodalism is recommended within the Federal Highway Administration's limitation on administrative expenses, consistent with the budget request.

OFFICE OF CIVIL RIGHTS

Appropriation, fiscal year 2000	$7,200,000
Budget request, fiscal year 2001	8,726,000
Recommended in the bill	8,140,000
Bill compared with:	
Appropriation, fiscal year 2000	+940,000
Budget request, fiscal year 2001	−586,000

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal opportunity matters and ensuring full implementation of civil rights opportunity precepts in all of the department's official actions and programs. This office is responsible for enforcing laws and regulations that prohibit discrimination in federally operated and federally assisted transportation programs. This office also handles all civil rights cases related to Department of Transportation employees.

The recommendation provides a total of $8,140,000 for the office of civil rights, which represents an increase of $940,000 over the fiscal year 2000 enacted level, and $586,000 less than the budget request. The recommendation includes $300,000 for alternative dispute resolution and three additional FTEs, as requested in the budget. The recommendation assumes the following reductions from the budget request due to budget constraints:

Hold automated tracking system to current level	−$314,000
Hold section 504 studies and evaluations to $80,000	−80,000
Hold web site development to current level	−70,000
Hold reimbursable agreements to current level	−44,000
Hold travel to $200,000	−78,000

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, fiscal year 2000	$3,300,000
Budget request, fiscal year 2001	5,258,000
Recommended in the bill	3,300,000
Bill compared with:	
Appropriation, fiscal year 2000	....
Budget request, fiscal year 2001	−1,958,000

This appropriation finances those research activities and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies. The overall program is carried out primarily through contracts with other federal agencies, educational institutions, nonprofit research organizations, and private firms.

The Committee recommends an appropriation of $3,300,000 for transportation planning, research and development, which is the same level as provided in fiscal year 2000 and $1,958,000 below the budget request. Adjustments to the budget request include the following:

Disallow funding for airline profitability modeling and associated staffing increases	−$1,148,000
Disallow funding for the dockets management system and electronic grant making standards activities	−600,000
Defer lower priority studies and evaluations due to budget constraints	−210,000

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Limitation, fiscal year 2000 [1]	($148,673,000)
Budget request, fiscal year 2001 [2]	(163,811,000)
Recommended in the bill [3]	(119,387,000)
Bill compared with:	
Limitation, fiscal year 2000	(−29,286,000)
Budget request, fiscal year 2001	(−44,424,000)

[1] In fiscal year 2000, the limitation on transportation administrative service center expenses was reduced by $15,000,000.
[2] Proposed without limitation. Amount reflected is the estimated program level for non-DOT activities anticipated in fiscal year 2001.
[3] In fiscal year 2001, the limitation on transportation administrative service center expenses is also reduced in a general provision (−$4,000,000).

The transportation administrative service center was created in fiscal year 1997 to provide common administrative services to the various modes and outside entities that desire those services for economy and efficiency. The fund is financed through negotiated agreements with the department's operating administrations and other governmental elements requiring the center's capabilities.

The Committee agreed to create the transportation administrative service center in fiscal year 1997 at the department's request.

In agreeing to that request, the Committee limited: (1) the activities that can be transferred to the transportation administrative service center to only those approved by the agency administrator, and (2) special assessments or reimbursable agreements levied against any program, project or activity funded in this Act to only those assessments or reimbursable agreements and the basis for them are presented to and approved by the House and Senate Committees on Appropriations. These limitations are continued in fiscal year 2001.

The Committee recommends a limitation of $119,387,000 be imposed on the transportation administrative service center. This is a decrease of $29,286,000 from the fiscal year 2000 obligations of $148,673,000 and a reduction of $44,424,000 from the level anticipated in the budget request. The recommended reductions from the budget request reflect the following adjustments:

Disallow proposed transfer of the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography to the TASC	−$43,963,000
Disallow request for additional staffing increases	−461,000

Disallow proposed transfer of the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography to the TASC.—The budget proposed that the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography (AC&C) be transferred from the Department of Commerce and placed within the TASC. While the department believes that the AC&C product offerings are closely aligned with the services provided by TASC, the Committee asserts that the aeronautical charting services ultimately support aviation safety missions within the FAA, and it is more logical that these services be performed within the FAA. Moreover, the recent reauthorization for the Federal Aviation Administration places the AC&C within the FAA. Consequently, the Committee recommendation includes funding for this activity within the FAA's appropriation for fiscal year 2001. Accordingly, the TASC obligation limitation has been reduced by $43,963,000 and staffing reduced by 379 FTE.

General provision.—The Committee has included a general provision (sec. 323) which provides that amounts budgeted for the transportation administrative service center in this bill are reduced, on a pro-rata basis, to a limitation of $115,387,000. These reductions should be borne by TASC, through administrative efficiencies, such as reducing its significant carry-over balances, and not by the modal administrations. The Committee has included other reductions in the modal administrations' operating budgets.

Payments to Air Carriers

(AIRPORT AND AIRWAY TRUST FUND)

The essential air service program was originally created by the Airline Deregulation Act of 1978 as a temporary measure to continue air service to communities that had received federally mandated air service prior to deregulation. The program currently provides subsidies to air carriers serving small communities that meet certain criteria. Subsidies, ranging from $5 to $320, currently support air service to 82 communities and serve about 700,000 passengers annually. This program was established to provide a smooth phaseout of federal subsidies to airlines that serve small airports.

The Federal Aviation Reauthorization Act of 1996 (Public Law 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration to aircraft that neither take off from, nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated these fees for authorized expenses of the FAA.

Consistent with the FAA reauthorization legislation enacted in 1996, this program became a mandatory program in fiscal year 1998.

Over the years, Congress and the department have worked to streamline the essential air service program and to increase its efficiency by eliminating communities that are within an easy drive of a major hub airport or where the costs clearly outweigh the benefits. Federal law now limits the number of communities that receive essential air service funding by excluding points in the 48 contiguous United States that are located fewer than seventy highway miles from the nearest large or medium hub airport, or that require a subsidy in excess of $200 per passenger, unless such point is more than 210 miles from the nearest large or medium airport.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

	Appropriation	*Limitation on guaranteed loans*
Appropriation, fiscal year 2000[1]	$1,900,000	($13,775,000)
Budget request, fiscal year 2001[2]	1,900,000	(13,775,000)
Recommended in the bill[2]	1,900,000	(13,775,000)
Bill compared to:		
Appropriation, fiscal year 2000	....	....
Budget request, fiscal year 2001	....	....

[1] The fiscal year 2000 limitation on loan authority applies to direct loans.
[2] The fiscal year 2001 budget request and Committee recommendation converts this loan program into guaranteed loans.

The minority business resource center of the office of small disadvantaged business utilization provides assistance in obtaining short-term working capital and bonding for disadvantaged, minority, and women-owned businesses. The program enables qualified businesses to obtain loans at prime interest rates for transportation-related projects.

Prior to fiscal year 1993, loans under this program were funded by the office of small and disadvantaged business utilization without a limitation. Reflecting the changes made by the Credit Reform Act of 1990, beginning in fiscal year 1993, a separate appropriation was proposed in the President's budget only for the subsidy inherently assumed in those loans and the cost to administer the loan program.

The recommendation fully funds the budget request, which provides a limitation on guaranteed loans of $13,775,000 and subsidy and administrative costs totaling $1,900,000.

MINORITY BUSINESS OUTREACH

Appropriation, fiscal year 2000	$2,900,000
Budget request, fiscal year 2001	3,000,000
Recommended in the bill	3,000,000
Bill compared with:	
Appropriation, fiscal year 2000	+100,000
Budget request, fiscal year 2001	....

This appropriation provides contractual support to assist minority business firms, entrepreneurs, and venture groups in securing contracts and subcontracts arising out of projects that involve Federal spending. It also provides grants and contract assistance that serve DOT-wide goals and not just OST purposes. The Committee has provided $3,000,000, $100,000 more than provided in fiscal year 2000 and the same level as requested in the budget.

COAST GUARD

SUMMARY OF FISCAL YEAR 2001 PROGRAM

The Coast Guard, as it is known today, was established on January 28, 1915, through the merger of the Revenue Cutter Service and the Lifesaving Service. This was followed by transfers to the Coast Guard of the United States Lighthouse Service in 1939 and the Bureau of Marine Inspection and Navigation in 1942. The Coast Guard has as its primary responsibilities enforcing all applicable federal laws on the high seas and waters subject to the jurisdiction of the United States; promoting safety of life and property at sea; aiding navigation; protecting the marine environment; and maintaining a state of readiness to function as a specialized service of the Navy in time of war.

Including funds for national security activities and retired pay accounts, the Committee recommends a total program level of $4,616,506,000 for activities of the Coast Guard in fiscal year 2001. This is $594,453,000 (14.8 percent) above the fiscal year 2000 program level.

The following table summarizes the fiscal year 2000 program levels, the fiscal year 2001 program requests, and the Committee's recommendations:

Program	Fiscal year—		Committee recommended
	2000 enacted	2001 estimate	
Operating expenses	$2,781,000,000	$3,199,000,000	$3,192,000,000
Acquisition, construction, and improvements	389,326,000	520,200,000	515,000,000
Environmental compliance and restoration	17,000,000	16,700,000	16,700,000
Alteration of bridges	15,000,000	....	14,740,000
Retired pay	730,327,000	778,000,000	778,000,000
Reserve training	72,000,000	73,371,000	80,375,000
Research, development, test, and evaluation	19,000,000	21,320,000	19,691,000
Across the board rescission	−1,600,000	....	....
Total	4,022,053,000	4,608,591,000	4,616,506,000

OPERATING EXPENSES

Appropriation, fiscal year 2000[1]	$2,781,000,000
Budget estimate, fiscal year 2001[2]	3,199,000,000
Recommended in the bill[2]	3,192,000,000
Bill compared with:	
Appropriation, fiscal year 2000	+411,000,000
Budget estimate, fiscal year 2001	−7,000,000

[1] Includes $300,000,000 in funds for national security activities in budget function 050.
[2] Includes $341,000,000 in funds for national security activities in budget function 050.

This appropriation provides funding for the operation and maintenance of multipurpose vessels, aircraft, and shore units strategically located along the coasts and inland waterways of the United States and in selected areas overseas.

Including $341,000,000 for national security activities, the Committee recommends a total of $3,192,000,000 for operating activities of the Coast Guard in fiscal year 2001, an increase of $411,000,000 (14.8 percent) above the fiscal year 2000 appropriation and $7,000,000 below the budget request. The following table compares the fiscal year 2000 enacted level, the fiscal year 2001 estimate, and the recommended level by program, project and activity:

Program, Project & Activity	Fiscal year—		Committee recommended
	2000 enacted	2001 estimate	
I. Personnel Resources	$1,779,842,000	$2,069,719,000	$2,068,187,000
A. Military pay & allowances	1,264,852,000	1,471,495,000	1,470,976,000
B. Civilian pay & benefits	220,631,000	243,119,000	242,946,000
C. Military health care	139,070,000	174,769,000	174,718,000
D. Permanent Change of station	63,528,000	78,103,000	77,734,000
E. Training & education	71,793,000	85,557,000	85,137,000
F. Recruiting	8,877,000	5,585,000	5,585,000
G. FECA/UCX	11,091,000	11,091,000	11,091,000
II. Operating Funds and Unit Level Maintenance	635,972,000	700,795,000	703,100,000
A. Atlantic area command	103,366,000	125,702,000	125,702,000
B. Pacific area command	111,740,000	118,891,000	122,691,000
C. District commands.			
1. 1st district (Boston)	40,429,000	36,566,000	36,566,000
2. 7th district (Miami)	45,454,000	49,043,000	49,043,000
3. 8th district (New Orleans)	28,483,000	28,674,000	28,674,000
4. 9th district (Cleveland)	17,418,000	17,775,000	17,775,000
5. 13th district (Seattle)	13,721,000	13,030,000	13,030,000
6. 14th district (Honolulu)	7,332,000	9,734,000	9,734,000
7. 17th district (Juneau)	20,174,000	20,972,000	20,972,000
D. Headquarters offices	198,871,000	223,413,000	222,972,000
E. Headquarters-managed units	42,096,000	55,342,000	54,288,000
F. Other activities	6,888,000	1,653,000	1,653,000
III. Depot-Level Maintenance	405,186,000	428,486,000	426,981,000
A. Aircraft maintenance	156,862,000	170,101,000	168,596,000
B. Electronic maintenance	38,079,000	42,395,000	42,395,000
C. Shore maintenance	101,792,000	105,785,000	105,785,000
D. Vessel maintenance	108,453,000	110,205,000	110,205,000
IV. Account-Wide Adjustments	−40,000,000		−6,268,000
A. Funding previously provided	−40,000,000		
B. Nonpay COLA			−6,268,000
Total appropriation	2,781,000,000	3,199,000,000	3,192,000,000

Specific adjustments to the budget estimate are discussed below:

Repricing of civilian personnel compensation and benefits.—The President's budget proposed to reduce civilian full-time equivalent (FTE) staffing by 40 based upon analysis showing a higher than anticipated lapse rate due to unused FTE. The reduction in the President's budget would revise upward the civilian lapse rate assumption, effectively resulting in less civilian staffing. The Committee believes this is unnecessary, and undermines the foundation of a strong civilian manpower base within the Coast Guard just at the time the GAO has determined the Coast Guard should have more civilian personnel. A stronger recruiting effort could address any issues over the lapse rate.

Polar icebreaker reimbursement.—The Committee recommendation restores $3,800,000 of the $7,800,000 proposed reduction in polar icebreaking. In hearings this year, the Commandant of the Coast Guard advised the Committee that he did not support this proposal.

International Maritime Information Safety System (IMISS).—The International Maritime Information Safety System (IMISS) is a voluntary, non-attribution system which collects data from the maritime industry, and analyzes it through a commercially-operated data center to allow the industry to take necessary steps to prevent marine accidents. While this appears to be a worthwhile effort of value to ship owners, marine insurers, shippers, and employee organizations, it appears more appropriately funded by industry, and not by the Coast Guard. This results in a reduction of $398,000 below the budget estimate.

Maritime transportation system leadership and coordination.—The Committee defers the $801,000 requested for this new activity due to lack of justification.

Coast Guard workstation support.—The Committee defers the $750,000 requested for this activity, without prejudice, due to higher budget priorities.

National Telecommunications and Information Administration (NTIA) fees.—The Committee deletes the additional $426,000 in user fees intended for reimbursement of NTIA operations costs due to lack of justification. The Coast Guard has presented no information explaining why its frequency spectrum use will need to rise to the extent indicated by this proposed increase. Given budget constraints, the Committee believes the Coast Guard can manage its spectrum usage to maintain within the current funding level.

"One DOT" initiatives.—The Committee defers the $304,000 requested due to lack of justification.

Aviation detachment support.—The Committee defers the $3,904,000 requested for personnel, fuel, and maintenance to operate 3 additional HH–65 helicopters as a detachment to the new polar icebreaker during fiscal year 2001. Since initial funding for the manufacture of these new helicopters is also in the 2001 budget, the Committee finds it highly unlikely that the Coast Guard will be ready to operate these assets next year. Since the service will need time to complete the contracting, manufacturing, and testing process, the Committee believes these funds can be deferred.

Non-pay cost of living adjustment (COLA).—The recommendation allows a non-pay cost of living adjustment of 1.0 percent versus the 1.5 percent in the budget estimate, due to higher priority needs. This provides funding to cover general inflation for items other than personnel compensation. This results in a reduction of $6,268,000 below the budget estimate.

Drug interdiction funding.—The bill provides $565,168,000 for drug interdiction activities. This is an increase of $46,240,000 (8.9 percent) over the estimated expenses for fiscal year 2000.

STATUS OF SEARCH AND RESCUE CAPABILITIES

The recent report of the National Transportation Safety Board into the sinking of the sailboat Morning Dew, considered with other relevant reports and information, convinces the Committee that the Coast Guard has not placed adequate management or budgetary priority on maintaining and improving the performance of the nationwide network of small boat stations. In many coastal communities, these stations are the backbone of the Coast Guard's rescue capability, yet most of them are understaffed and plagued by inadequate training and obsolete equipment. While the Coast Guard's fiscal year 2001 budget requests an 11.6 percent increase in search and rescue activities, even this increase will not restore the budget to the level reached in fiscal year 1999. Combined with these budgetary pressures, the current economy has resulted in large percentage increases in the number of new boaters, and experienced boaters purchasing more complex vessels with which they have minimal familiarity. It is critical that the Coast Guard provide an effective safety net to catch those boaters when distress calls come in. Today that safety net has too many holes which need to be repaired. The Committee bill makes a number of initiatives to help address this problem. The Committee encourages the Coast Guard to allocate to search and rescue activities at least the level of $383,026,000 included in the President's budget, and more if possible, during the coming fiscal year. Furthermore, the Committee expects the Coast Guard to make whatever personnel and organizational changes are necessary to ensure that the small boat stations have an effective voice in resource allocation and staffing decisions.

Nokomis, FL.—The Committee recognizes the Coast Guard's important effort to increase its presence on the West Coast of Florida and urges the Coast Guard to continue those efforts. In addition, the Committee would not agree with any decision to vacate the Nokomis site. The Committee is pleased with the Coast Guard's plan to use existing operating funds to improve the existing infrastructure at the Nokomis facility, including upgrades to the bulkhead and electrical systems. The Committee is also supportive of the service's plan to increase Auxiliary presence at this facility. The Committee directs the Coast Guard to report on the adequacy of coverage by Coast Guard assets for search and rescue, fisheries enforcement, drug and alien interdiction and specifically address whether there is sufficient criminal deterrent for marine crime between Fort Myers and St. Petersburg, Florida. The Coast Guard is directed to submit this report to the House and Senate Committees on Appropriations no later than sixty days after enactment of this Act.

Garrett Morgan Transportation Futures Program.—Consistent with recommendations elsewhere in the bill, no funding is provided to continue the Garrett Morgan Transportation Futures Program.

National ballast water management program.—Of the funds provided, $3,500,000 is only to continue the national ballast water management program. This is the same level of funding as provided for fiscal year 2000.

Southern Lake Michigan air facility.—The Committee bill fully funds continued operation of the new Coast Guard air facility to support Southern Lake Michigan in fiscal year 2001.

Oil spill geographic information system.—Of the funds provided, $2,000,000 is only for development of an oil spill geographic information system for oil spill planning, response, and damage assessment in Alabama and Mississippi, including the state waters within the Gulf of Mexico. A similar system already developed for the State of Louisiana provides oil spill managers with timely base maps and related database information to be used before, during, and after the occurrence of oil spills.

BILL LANGUAGE

Defense-related activities.—The bill specifies that $341,000,000 of the total amount provided is for defense-related activities, $41,000,000 above the level enacted for fiscal year 2000, and the same as the budget estimate.

User fees.—The Committee continues the provision, first enacted in fiscal year 2000, precluding the Coast Guard from using funds to plan, finalize, or implement any new user fees unless legislation signed into law after the date of enactment of this Act specifically authorizes them.

GENERAL PROVISION

Vessel traffic safety fairway, Santa Barbara/San Francisco.—The bill continues as a general provision (Sec. 311) language that would prohibit funds 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. On April 27, 1989, the Department published a notice of proposed rulemaking that would narrow the originally proposed five-mile-wide fairway to two one-mile-wide fairways separated by a two-mile-wide area where offshore oil rigs could be built if Lease Sale 119 goes forward. Under this revised proposal, vessels would be routed in close proximity to oil rigs because the two-mile-wide non-fairway corridor could contain drilling rigs at the edge of the fairways. The Committee is concerned that this rule, if implemented, could increase the threat of offshore oil accidents off the California coast. Accordingly, the bill continues the language prohibiting the implementation of this regulation.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriation, fiscal year 2000	$389,326,000
Budget estimate, fiscal year 2001	520,200,000
Recommended in the bill	515,000,000
Bill compared with:	
Appropriation, fiscal year 2000	+125,674,000
Budget estimate, fiscal year 2001	−5,200,000

The bill includes $515,000,000 for the capital acquisition, construction, and improvement programs of the Coast Guard for vessels, aircraft, other equipment, shore facilities, and related administrative expenses, of which $20,000,000 is to be derived from the oil spill liability trust fund.

Consistent with past practice, the bill also includes language distributing the total appropriation by budget activity and providing separate obligation availabilities appropriate for the type of activity being performed. The Committee continues to believe that these obligation availabilities provide fiscal discipline and reduce long-term unobligated balances.

BUDGET JUSTIFICATIONS

The Committee directs the Coast Guard to submit, with the fiscal year 2002 budget submission, a three-year funding profile for each AC&I project requested in the budget. The current budget justification listing includes only the budget year.

COMMITTEE RECOMMENDATION

The following table compares the fiscal year 2000 enacted level, the fiscal year 2001 estimate, and the recommended level by program, project and activity:

Program Name	Fiscal year— 2000 enacted	Fiscal year— 2001 estimate	Committee recommended
Vessels	$134,560,000	$257,180,000	$252,640,000
Survey and design—cutters and boats	500,000	500,000	500,000
Seagoing buoy tender (WLB) replacement	77,000,000	123,730,000	120,990,000
47-foot motor lifeboat (MLB) replacement project	24,360,000	....	....
Buoy boat replacement project (BUSL)	5,000,000	....	....
Polar icebreaker—USCGC Healy	1,900,000	1,000,000	1,000,000
Configuration management	3,700,000	3,600,000	3,600,000
Surface search radar replacement project	4,000,000	1.150,000	1,150,000
Polar class icebreaker reliability improvement program	4,100,000	4,500,000	4,500,000
Barracuda coastal patrol boat (CPB)	1,000,000	....	....
Mackinaw replacement	13,000,000	110,000,000	110,000,000
87–Foot Patrol Boat (WPB) replacement	....	7,000,000	7,000,000
Alex Haley Conversion Project—Phase II	....	3,200,000	1,400,000
Over-The-Horizon Cutter Boats	....	1,500,000	1,500,000
Coast Guard Patrol Craft (WPC) Conversion Project	....	1,000,000	1,000,000
Integrated deepwater systems program	44,200,000	42,300,000	42,300,000
Aircraft	44,210,000	43,650,000	43,650,00
HC–130 engine conversion	1,100,000	....	....
HH–65A helicopter kapton rewiring	3,360,000	....	....
HH–65A helicopter mission computer replacement	3,650,000	3,650,000	3,650,000
HH–65A engine control program	7,000,000	....	....
HH–65 conversion, AIRFAC Southern Lake Michigan	8,000,000	....	....
Long range search aircraft capability preservation	5,900,000	....	....
HU–25 A avionics improvements	2,900,000	....	....
HH–60J navigation upgrade	3,800,000	....	....
SLAR upgrade	2,500,000	....	....
C–130H oil debris detection/burnoff technology	....	....	....
HU–25 re-engining	6,000,000	....	....
HH–65 LTS–101 Engine Life Cycle Cost Reduction	....	1,000,000	1,000,000
Aviation Simulator Modernization Project	....	3,000,000	3,000,000
Coast Guard Cutter Healy Aviation Support	....	36,000,000	36,000,000
Other Equipment	51,626,000	60,313,000	60,113,000
Fleet logistics system	6,000,000	5,500,000	5,500,000

Program Name	Fiscal year— 2000 enacted	2001 estimate	Committee recommended
Ports and waterways safety system (PAWSS)	4,500,000	8,100,000	6,100,000
Marine information for safety and law enforcement (MISLE)	10,500,000	8,500,000	8,500,000
Aviation logistics management information system (ALMIS)	2,700,000	1,100,000	1,100,000
National distress system modernization	16,000,000	22,000,000	23,800,000
Personnel MIS/Jt uniform military pay system	4,400,000	2,000,000	2,000,000
Local notice to mariners automation	....	600,000	600,000
Defense message system implementation	3,477,000	2,471,000	2,471,000
Commercial satellite communications	4,049,000	5,459,000	5,459,000
Human resources information system	....	....	....
Loran–C continuation	....	....	....
Global Maritime Distress and Safety System (GMDSS)	....	3,083,000	3,083,000
Search and Rescue Capabilities Enhancement Project	....	1,500,000	1,500,000
Shore Facilities and Aids to Navigation	63,800,000	61,606,000	61,606,000
Survey and design—shore projects	6,000,000	7,000,000	7,000,000
Minor AC&I shore construction projects	6,000,000	8,000,000	8,000,000
Housing	7,800,000	12,400,000	12,400,000
Waterways ATON projects	5,000,000	4,706,000	4,706,000
Air Station Kodiak, AK—renovate hangar	8,300,000	8,200,000	8,200,000
Air Station Elizabeth City, NC—ramp improvements	3,800,000	....	....
Air Station Miami, FL—renovate fixed wing hangar	3,500,000	....	....
Coast Guard Academy, New London, CT—educ. Facilities	5,000,000	....	....
Base San Juan, PR—patrol boat maintenance facility	3,100,000	....	....
Station Shinnecock, NY—modernize	3,500,000	....	....
MOS/Station Cleveland OH—relocate	1,000,000	....	....
Drug interdiction assets—homeporting	2,800,000	....	....
Unalaska, AK—pier	8,000,000	....	....
Transportation improvements—Coast Guard Island, Alameda, CA	....	8,000,000	8,000,000
Coast Guard MEC Waterfront Improvements—Portsmouth, VA	....	2,400,000	2,400,000
Modernize Coast Guard Facilities—Phase 1—Cape May, NJ	....	5,800,000	5,800,000
Rebuild Coast Guard Station, Port Huron, MI—Phase 1	....	1,300,000	1,300,000
Modernize Air Station Port Angeles Hangar, Port Angeles, WA	....	3,800,000	3,800,000
Personnel and Related Support	50,930,000	55,151,000	54,691,000
Direct personnel costs	50,180,000	54,151,000	53,691,000
Core acquisition costs	750,000	1,000,000	1,000,000
Total appropriation	389,326,000	520,200,000	515,000,000

VESSELS

The Committee recommends $252,640,000 for vessels, an increase of $118,080,000 above the amount provided for fiscal year 2000 and $4,540,000 below the administration's request. Specific adjustments to the budget estimate are explained below.

Seagoing buoy tender replacement.—The Committee recommendation provides $120,990,000 for the seagoing buoy tender (WLB) replacement program, an increase of $43,990,000 above the fiscal year 2000 enacted level and $2,740,000 below the budget estimate. The Committee bill anticipates that this funding level will be sufficient to acquire three WLBs, as proposed in the budget estimate. The reduction is due to budget constraints.

Alex Haley conversion project, phase II.—The Committee recommends $1,400,000 for this project, a reduction of $1,800,000 below the budget estimate. The reduction is due to budget constraints and the need to fund other high priority initiatives.

INTEGRATED DEEPWATER SYSTEMS PROGRAM

The Committee recommends $42,300,000 for the integrated deepwater systems program, the same as the budget estimate and $1,900,000 below the amount appropriated in fiscal year 2000.

AIRCRAFT

The Committee recommends $43,650,000 for aircraft, the same as the budget estimate and $560,000 less than the amount provided for fiscal year 2000.

OTHER EQUIPMENT

The Committee recommends $60,113,000 for other equipment, a reduction of $200,000 below the budget estimate and $8,487,000 above the amount provided for fiscal year 2000. Specific adjustments to the budget estimate are explained below.

Ports and waterways safety system (PAWSS).—The Committee recommendation allows a 35.5 percent increase in this program instead of the 80 percent increase requested. The Committee believes the expansion of this program to other ports can proceed at a slower pace given other high priority needs.

National distress and response system (ND&RS) modernization.—The Committee recommends $23,800,000 for this program, an increase of $1,800,000 above the budget estimate and 48.8 percent above the level appropriated for fiscal year 2000. The increased funding is specifically for the Coast Guard to conduct a test of digital selective calling (DSC) technology and its impact on ND&RS system requirements. The Coast Guard should conduct this test expeditiously, in order to consider these important requirements without impacting the overall ND&RS program schedule.

SHORE FACILITIES AND AIDS TO NAVIGATION

The Committee recommends $61,606,000 for shore facilities and aids to navigation, the same as the budget estimate and $2,194,000 below the amount appropriated for fiscal year 2000. This amount includes $12,400,000 for construction of Coast Guard family and unaccompanied personnel housing, an increase of almost 60 percent above fiscal year 2000.

PERSONNEL AND RELATED SUPPORT

The Committee recommends $54,691,000 for personnel and related support, an increase of $3,761,000 (7.4 percent) above the amount provided for fiscal year 2000 and $460,000 below the administration's request. The reduction is due to higher budgetary priorities.

BILL LANGUAGE

Capital investment plan.—The Committee is disappointed that the administration flagrantly violated a provision in the Department of Transportation and Related Agencies Appropriations Act, 2000 which called for submission of a five-year capital investment plan no later than the date of initial submission of the President's fiscal year 2001 budget. The President's budget was initially submitted on February 7, 2000. As of the date of this report—three months later—the report has not been submitted. This has severely inhibited the Committee's review of Coast Guard capital programs during the budget process. The Committee does not request reports lightly, and this particular report should pose no unusual difficulties in research or administration. To provide a more effective mechanism for timely completion of this report next year, the bill includes a provision rescinding this appropriation by $100,000 per day for each day the report has not been submitted to the Congress after initial submission of the fiscal year 2002 President's budget. If this is not sufficient to compel adherence to the law, the Committee will consider taking stronger actions next year. A similar provision has been provided in the Federal Aviation Administration section of the bill.

Disposal of real property.—The bill includes a provision crediting to this appropriation proceeds from the sale or lease of the Coast Guard's surplus real property, and provides that up to $10,000,000 of such receipts are available for obligation in fiscal year 2001, only for the national distress and response system (ND&RS) modernization project. The bill does not include proposed language which would have reduced the appropriation as asset sale receipts were credited. The Committee believes such language would provide a disincentive for timely disposal of unneeded assets.

Navigation user fees.—The bill does not include proposed bill language regarding offsetting collections from new navigation user fees, contingent upon authorization by the Congress. These fees have not been authorized.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

Appropriation, fiscal year 2000	$17,000,000
Budget estimate, fiscal year 2001	16,700,000
Recommended in the bill	16,700,000
Bill compared with:	
Appropriation, fiscal year 2000	−300,000
Budget estimate, fiscal year 2001	....

This appropriation assists in bringing Coast Guard facilities into compliance with applicable federal, state and environmental regulations; conducting facilities response plans; developing pollution and hazardous waste minimization strategies; conducting environmental assessments; and conducting necessary program support. These funds permit the continuation of a service-wide program to correct environmental problems, such as major improvements of storage tanks containing petroleum and regulated substances. The program focuses mainly on Coast Guard facilities, but also includes third party sites where Coast Guard activities have contributed to environmental problems.

The recommended funding level of $16,700,000 is the same as the budget estimate and $300,000 below the fiscal year 2000 enacted level.

Of the funds provided, $200,000 is only for asbestos removal activities at a former Coast Guard facility in Traverse City, Michigan.

Alteration of Bridges

Appropriation, fiscal year 2000	$15,000,000
Budget estimate, fiscal year 2001	....
Recommended in the bill	14,740,000
Bill compared with:	
Appropriation, fiscal year 2000	-260,000
Budget estimate, fiscal year 2001	+14,740,000

The bill includes funding for alteration of bridges deemed a hazard to marine navigation pursuant to the Truman-Hobbs Act. The Committee does not agree with the approach of the administration that obstructive highway bridges and combination rail/highway bridges should be funded out of the Federal Highway Administration's discretionary bridge account, and notes that this proposal was not included in the TEA21 conference report. The purpose of altering these bridges is to improve the safety of marine navigation under the bridge, not to improve surface transportation on the bridge itself. Since in some cases, there are unsafe conditions on the waterway beneath a bridge which has an adequate surface or structural condition, Federal-aid highways funding is not appropriate to address the purpose of the Truman-Hobbs program.

The Committee recommends $14,740,000 for four bridges. The Committee directs that, of the funds provided, $5,740,000 shall be allocated to the Sidney Lanier highway bridge in Brunswick, Georgia; $1,000,000 shall be allocated to the Fourteen Mile Bridge over the Mobile River in Mobile, Alabama; $3,000,000 shall be allocated to the Elgin, Joliet, and Eastern Bridge in Morris, Illinois; and $5,000,000 shall be allocated to the Florida Avenue railroad/highway combination bridge in New Orleans, Louisiana. These bridges have each received funding in prior years.

Retired Pay

Appropriation, fiscal year 2000	$730,327,000
Budget estimate, fiscal year 2001	778,000,000
Recommended in the bill	778,000,000
Bill compared with:	
Appropriation, fiscal year 2000	+47,673,000
Budget estimate, fiscal year 2001	....

This appropriation provides for the retired pay of military personnel of the Coast Guard and the Coast Guard Reserve. Also included are payments to members of the former Lighthouse Service and beneficiaries pursuant to the retired serviceman's family protection plan and survivor benefit plan, as well as payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act and 15 year career status bonus payments under the National Defense Authorization Act for fiscal year 2000.

The bill provides $778,000,000, the same as the budget estimate and $47,673,000 (6.5 percent) above the fiscal year 2000 enacted level. This is scored as a mandatory appropriation in the Congressional budget process.

RESERVE TRAINING

Appropriation, fiscal year 2000	$72,000,000
Budget estimate, fiscal year 2001	73,371,000
Recommended in the bill	80,375,000
Bill compared with:	
Appropriation, fiscal year 2000	+8,375,000
Budget estimate, fiscal year 2001	+7,004,000

This appropriation provides for the training of qualified individuals who are available for active duty in time of war or national emergency or to augment regular Coast Guard forces in the performance of peacetime missions. Program activities fall into the following categories:

1. *Initial training.*—The direct costs of initial training for three categories of non-prior service trainees.
2. *Continued training.*—The training of officer and enlisted personnel.
3. *Operation and maintenance of training facilities.*—The day-to-day operation and maintenance of reserve training facilities.
4. *Administration.*—All administrative costs of the reserve forces program.

The bill includes $80,375,000 for reserve training. This will support a Selected Reserve level of 8,000, which is approximately the current level. The President's budget proposed to reduce the reserves to a level of 7,300. However, in this year's hearing, the Commandant stated, "One of the concerns that I have, sir, is that the RT [Reserve Training] appropriation appears to fund only 7,300 reserves for the year. We have recruited to an 8,000 point, and I would like very much to stay there. So my concern is that there is about a $7,000,000 shortfall in the reserve training appropriation, and I would ask you to take note of that." The Committee has taken note, and agrees with the Commandant that the reserves should not be reduced.

Reimbursement to "Operating expenses".—The recommendation continues a provision which limits to $21,500,000 the amount of "Reserve training" funds which may be transferred to "Operating expenses". Given the small size of the reserve training appropriation, the Committee wants to ensure the reserves are not assessed excessive charge-backs to the Coast Guard operating budget. The bill also maintains the provision relating to the assessment of "direct charges" which were not in effect during fiscal year 1997.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriation, fiscal year 2000	$19,000,000
Budget estimate, fiscal year 2001	21,320,000
Recommended in the bill	19,691,000
Bill compared with:	
Appropriation, fiscal year 2000	+691,000
Budget estimate, fiscal year 2001	-1,629,000

The bill includes $19,691,000 for applied scientific research and development, test and evaluation projects necessary to maintain and expand the technology required for the Coast Guard's operational and regulatory missions. Of this amount, $3,500,000 is to be derived from the oil spill liability trust fund, as requested in the budget estimate. This is $691,000 (3.6 percent) above the amount provided for fiscal year 2000. The reduction is due to budget constraints. The Committee believes that some of this work can be appropriately conducted under the operating account.

FEDERAL AVIATION ADMINISTRATION

SUMMARY OF FISCAL YEAR 2001 PROGRAM

The Federal Aviation Administration (FAA) is responsible for the safety and development of civil aviation and the evolution of a national system of airports. Most of the activities of the FAA will be funded with direct appropriations in fiscal year 2001. The grants-in-aid for airports program, however, will be financed under contract authority with the program level established by a limitation on obligations contained in the accompanying bill. The bill assumes continuation of the aviation ticket tax and other related aviation excise taxes throughout fiscal year 2001 and assumes no new user fees.

The recommended program level for the FAA for fiscal year 2001 totals $12,585,366,000, including a $3,200,000,000 limitation on the use of contract authority. This is $2,503,871,000 (24.8 percent) above the fiscal year 2000 enacted level and $1,363,765,000 (12.2 percent) above the President's request. Since submission of the President's budget estimate, Public Law 106–181 was enacted, authorizing and guaranteeing higher appropriations than contemplated in the President's budget. This bill complies with the guaranteed funding levels of P.L. 106–181.

The following table summarizes the fiscal year 2000 program levels, the fiscal year 2001 program requests, and the Committee's recommendations:

Program	Fiscal year—		
	2000 enacted [1]	2001 estimate	2001 recommended
Operations	$5,900,000,000	$6,592,235,000	$6,544,235,000
Facilities and equipment	2,075,000,000	2,495,000,000	2,656,765,000
Research, engineering and development	156,495,000	184,366,000	184,366,000
Grants-in-aid for airports (AIP) [2]	1,950,000,000	1,950,000,000	3,200,000,000
Total	10,081,495,000	11,221,601,000	12,585,366,000

[1] Excludes $84,362,000 in rescissions and across-the-board reductions.
[2] Limitation on obligations from contract authority.

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2000	$5,900,000,000
Budget estimate, fiscal year 2001	6,592,235,000
Recommended in the bill	6,544,235,000
Bill compared with:	
Appropriation, fiscal year 2000	+644,235,000
Budget estimate, fiscal year 2001	−48,000,000

This appropriation provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, airports, medical, engineering and development programs.

The operations appropriation includes the following major activities: (1) operation on a 24–hour daily basis of a national air traffic system; (2) establishment and maintenance of a national system of aids to navigation; (3) establishment and surveillance of civil air regulations to assure safety in aviation; (4) development of standards, rules and regulations governing the physical fitness of airmen as well as the administration of an aviation medical research program; (5) administration of the acquisition, research and development programs; (6) administration of the civil aviation security program; (7) headquarters, administration and other staff offices; and (8) development, printing, and distribution of aeronautical charts used by the flying public.

COMMITTEE RECOMMENDATION

The Committee recommends $6,544,235,000 for FAA operations, an increase of $644,235,000 (10.9 percent) above the level provided for fiscal year 2000. The recommended level compares to $6,592,235,000 in the President's budget request.

A breakdown of the fiscal year 2000 enacted level, the fiscal year 2001 budget estimate, and the Committee recommendation by budget activity is as follows:

Budget Activity	Fiscal year—		
	2000 enacted	2001 estimate	2001 recommended
Air traffic services	$4,666,766,000	$5,210,434,000	$5,183,177,000
Aviation regulation & certification	667,416,000	691,979,000	694,979,000
Civil aviation security	138,642,000	144,328,000	144,328,000
Research and acquisition	168,305,000	196,497,000	189,988,000
Commercial space transportation	6,838,000	12,607,000	12,607,000
Financial Services	42,054,000	....	48,707,000
Human Resources	48,736,000	....	58,364,000
Regional Coordination	97,831,000	....	99,347,000
Staff offices	78,789,000	336,390,000	112,738,000
Account-wide adjustments	−15,377,000	....	....
Total	5,900,000,000	6,592,235,000	6,544,235,000

USER FEES

The bill assumes the collection of no additional user fees in fiscal year 2001 that were not Congressionally authorized for collection during fiscal year 2000. The FAA estimates that $22,100,000 in overflight user fees will be collected during fiscal year 2001. However, these funds will not be available to augment the FAA's budget, since under current law, these receipts must be transferred to the Office of the Secretary for the Essential Air Service and Rural Airports program. Should the FAA experience a shortfall in overflight fee collections necessitating a transfer of FAA budgetary resources to the EAS program during fiscal year 2001, the Committee directs that those transfer resources be derived from unobligated balances of the F&E appropriation.

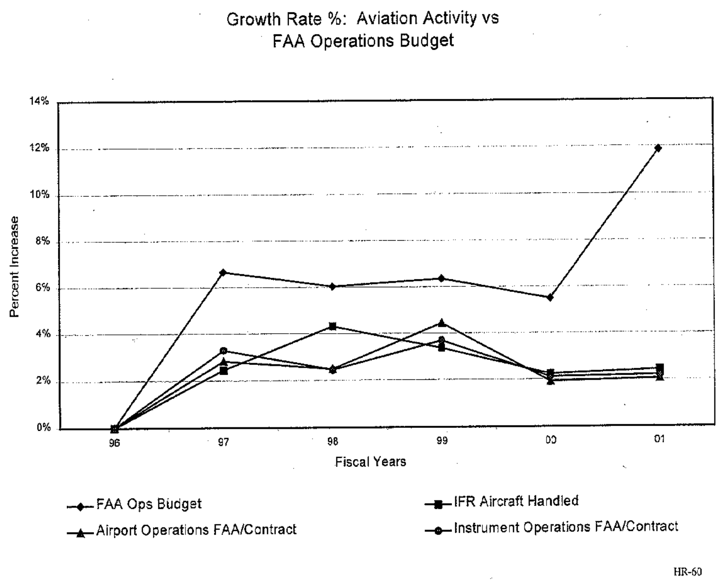
TRUST FUND SHARE OF FAA BUDGET

The bill derives $4,403,869,000 of the total appropriation from the airport and airway trust fund, consistent with current law. The balance of the appropriation ($2,140,366,000) will be drawn from the general fund of the Treasury.

The Committee's specific recommendations by budget activity are discussed below.

AIR TRAFFIC SERVICES

The Committee recommends $5,183,177,000 for air traffic services, an increase of $516,411,000 (11.1 percent) above the fiscal year 2000 enacted level. As the following chart indicates, this is well above the estimated increase in FAA's air traffic workload for fiscal year 2001.



Changes to the budget estimate are as follows:

Contract security guard services	−$1,725,000
ADTN 2000 (telecommunications)	−5,000,000
NADIN (telecommunications)	−1,750,000
FTS 2001 (telecommunications)	−3,550,000
LINCS (telecommunications)	−6,295,000
PCS maintenance personnel	−1,000,000
Regional administrative telecommunications	−7,948,000
Infrastructure maintenance	−7,739,000
Centennial of Flight Commission	+750,000
Contract tower cost sharing	+5,000,000
MARC	+2,000,000

RTCA support.—The Radio Technical Commission for Aeronautics (RTCA, Inc.) serves as a "utilized" federal advisory committee subject to the legal requirements and oversight of the Federal Advisory Committee Act. Many years ago, Congress enacted the Advisory Committee Act to bring about more oversight, openness, and accountability for advisory committees. RTCA is unusual among federal advisory committees, since it is one of only two "utilized" advisory committees, and since a primary source of funding is the dues paid largely by industry members. Last year, Congress directed the Office of Inspector General to conduct a review of the FAA's arrangement with RTCA, to determine whether procedures were adequate to ensure openness, a balance of viewpoints, and an "arms length" relationship with industry. The Inspector General's review, recently completed, raises a number of serious concerns which require attention of the FAA. The Inspector General found that FAA's presence at RTCA meetings is so extensive that there is an appearance the agency is providing advice to itself. The Committee agrees with the IG that FAA must take steps to reduce its participation in the RTCA Policy Board, the Free Flight Steering Committee, and related working groups and task forces. Secondly, FAA needs to establish procedures to ensure that potential conflicts of interest are identified, as recommended by the IG. Thirdly, FAA needs to take steps to open the activities of the Free Flight committees and working groups, to provide more open and documented information on the deliberations of these important groups and to reduce the perception that companies represented on Free Flight panels are gaining a competitive advantage over those not represented. Fourthly, the FAA should discontinue using RTCA for coordination or review of safety and certification issues, which are inherently governmental. The Committee is pleased that the OIG affirmed the valuable contribution of RTCA to air traffic control modernization, and believes that these necessary changes in the FAA–RTCA advisory committee relationship will make that contribution even more valuable.

Reductions to growth.—The President's budget requested $268,363,000 for new program initiatives or expanded programs in air traffic services. While providing the full amount of base funding, the Committee bill provides $233,256,000 for new initiatives, a reduction of $35,007,000 from the budget estimate. Even with the reduction, in each of these cases more funding is provided than is available for the current year, and in some cases, very significant increases are provided. The Committee believes such a high rate of growth in these administrative programs and activities can be deferred without impacting the agency's ability to meet its critical missions. A comparison of the fiscal year 2000 enacted level, the President's budget request, and the Committee recommendation for those programs reduced is shown below:

Activity	Fiscal year—			
	2000 enacted level	2001 estimate	2001 recommended	Change to budget estimate
Contract security guard services	....	$6,725,000	$5,000,000	−$1,725,000
ADTN 2000	$13,510,000	24,248,000	19,248,000	−5,000,000
NADIN	1,334,000	4,715,000	2,965,000	−1,750,000
FTS 2001	....	8,550,000	5,000,000	−3,550,000
LINCS	75,846,000	84,641,000	78,346,000	−6,295,000
Permanent change of station—maintenance personnel	6,650,000	10,650,000	9,650,000	−1,000,000
Regional administrative telecommunications	10,900,000	22,848,000	14,900,000	−7,948,000
Infrastructure maintenance	8,843,000	26,843,000	19,104,000	−7,739,000

MARC.—The bill includes $2,000,000 to continue operating support for the Mid-America Aviation Resource Consortium (MARC) in Minnesota. This program has been funded for many years.

Inclusion of Boca Raton, Florida in the contract tower program.—The Committee bill recommends $5,000,000 above the budget estimate for the contract tower cost-sharing program. The Committee understands that, based on FAA analysis, the Boca Raton Airport in Florida is eligible, and should receive consideration, for inclusion in the contract tower program in fiscal year 2001.

Centennial of Flight Commission.—The bill includes $750,000 for continued activities of the Centennial of Flight Commission.

Runway incursions.—The Committee continues to be disturbed over the excessive number of runway incursions at our nation's airports. At the Committee's urging, the FAA this year announced a National Summit on Runway Incursions, to be held this summer. The summit is being preceded by a series of workshops, in each FAA region, where experts focus on the unique characteristics of airports and air traffic to come up with individualized plans of action. The summit will integrate these local plans into a unified plan of national action. The Committee is also pleased that FAA has requested increased funding for runway incursion prevention systems in the fiscal year 2001 budget. The Committee bill goes even further by including the following initiatives: (1) providing additional funding for production of low-cost ASDE systems and directing FAA to accelerate the program; and (2) making AIP funds eligible for runway prevention systems and devices, and directing FAA to give such grant requests the highest priority for discretionary funding.

The Committee also believes that FAA has not adequately utilized the runway incursion expertise and services of the NASA Langley Research Center, and directs the FAA to more fully utilize that center in addressing the runway incursion problem.

Airspace redesign.—The Committee directs the FAA to spend $5,800,000 to further the redesign of the New Jersey/New York metropolitan airspace. Further, the Committee directs the FAA to complete the New Jersey/New York airspace redesign in an expeditious manner.

AVIATION REGULATION AND CERTIFICATION

The Committee recommends $694,979,000 for aviation regulation and certification, $3,000,000 above the budget request and an increase of $27,563,000 (4.1 percent) above the fiscal year 2000 enacted level.

Training initiative.—The bill includes $3,000,000 for implementation of the safety and security training program developed by the George Washington University/Virginia Campus Aviation Institute and the George Mason University Institute for Public Policy. This program, recommended for funding last year by the Committee, will prepare the workforce for careers in aviation safety and security management and will train civil aviation personnel in category II and category III countries, as rated by FAA's International Aviation Safety Assessment (IASA) program, to assist in raising the country's safety level to category I.

Aviation safety program.—FAA's flight standards service conducts a program known as the aviation safety program (ASP), which produces and distributes safety educational programs and materials for general aviation pilots. Since the large majority of aviation accidents in this country are general aviation accidents, the Committee believes this is a valuable program and should not be reduced in funding below the fiscal year 2000 level.

CIVIL AVIATION SECURITY

The Committee recommends $144,328,000 for civil aviation security, the same as the budget estimate and an increase of $5,686,000 (4.1 percent) above the fiscal year 2000 enacted level.

The Committee is extremely disappointed over management issues which continue to plague the civil aviation security program. Many of these issues have been unresolved for some time. For example:

—Although FAA has paid for, and assisted in, the deployment of advanced security technologies such as explosive detection systems (EDS) and computer-based training aids, the agency continues to allow industry to underutilize these systems with impunity. Even though Congress required air carriers to certify in fiscal year 1999 that usage rates were being increased, the IG found that the increases in that year were largely insignificant, and that bulk EDS systems are still taking a full day to screen as many bags as these machines are capable of screening in an hour. This low utilization rate affects the proficiency of screeners, who continue to have high failure rates in FAA tests.

—In response to Congressional and departmental criticism that EDS systems were underutilized, FAA agreed in 1998 to conduct a study to determine the minimum utilization rates needed to maintain operator proficiency. However, the study was never conducted.

—Although recommended by the Gore Commission and mandated by Congress in 1996, FAA has still not promulgated a rule requiring the certification of baggage screening companies.

—FAA has not modified its background investigation requirements for access to secure airport areas, even though access control has been a major problem at our nation's airports; and FAA has failed to develop a strategic plan for pursuit of its civil aviation security program, even though the Inspector General recommended such a plan in 1998.

The Committee has provided substantial budgetary increases for FAA's civil aviation security program over the past few years, and is unsure whether these additional resources are paying off in significantly improved security. The Committee is reluctant to reduce these appropriations, but expects the FAA to address the recommendations of the Inspector General and the General Accounting Office expeditiously.

Certification of baggage screening firms.—The Committee reiterates to the FAA that improvements in the performance of baggage screening personnel are seriously needed at our nation's airports. The agency's continued delay in promulgation of a final rule requiring the certification of baggage screening companies allows these serious security weaknesses to continue. This rule was recommended by the Gore Commission over 3½ years ago and subsequently mandated by Congress in Public Law 104–264. Testimony over many years has discussed the high turnover rates, low pay, and inadequate training which lead to the inadequate performance all too often seen. Although Congress directed FAA to expedite this rulemaking last year, to the Committee's disappointment, the agency did not do so. A final rule is now expected during fiscal year 2001.

RESEARCH AND ACQUISITION

The Committee recommends $189,988,000 for research and acquisition, a reduction of $6,509,000 below the budget request and $21,683,000 (12.9 percent) above the fiscal year 2000 enacted level. This activity finances the planning, management, and coordination of FAA's research and acquisition programs.

Next generation e-mail.—The Committee recommends $6,082,000 for upgrades to the FAA's e-mail systems, an increase of $5,000,000 above the fiscal year 2000 enacted level, but $5,000,000 below the budget estimate. The Committee believes a smaller rate of growth for administrative activities will be sufficient for next year.

Telecommunications bandwidth.—The Committee defers the $1,509,000 requested for upgrades to the bandwidth of certain telecommunications systems. The Committee believes this can be deferred without substantial impact on the agency's mission.

COMMERCIAL SPACE TRANSPORTATION

The Committee recommends $12,607,000 for the Office of Commercial Space Transportation (OCST), the same as the budget request and $5,769,000 (84.4 percent) above the fiscal year 2000 enacted level.

FINANCIAL SERVICES

The Committee recommends $48,707,000 for financial services, an increase of $6,653,000 (15.8 percent) above the fiscal year 2000 enacted level and $14,556,000 below the budget estimate.

Reductions to growth.—The President's budget requested significant funding for new program initiatives or expanded programs in financial services under "staff offices". While providing the full amount of base funding, the Committee bill provides a lesser amount for new initiatives. These reductions are due to budget constraints. Even with the reduction, in all but one of these cases significantly more funding is provided than is available for the current year. The Committee believes a higher rate of growth in these administrative programs and activities can be deferred without impacting the agency's ability to meet its critical missions. A comparison of the fiscal year 2000 enacted level, the President's budget request, and the Committee recommendation for those programs reduced is shown below:

Activity	Fiscal year—			
	2000 enacted level	2001 estimate	2001 recommended	Change to budget estimate
DELPHI implementation	$100,000	$10,800,000	$3,800,000	−$7,000,000
Cost accounting system	1,296,000	8,296,000	6,296,000	−2,000,000
Asset management	2,516,000	8,072,000	2,516,000	−5,556,000

HUMAN RESOURCES

The Committee recommends $58,364,000 for human resources, $2,000,000 below the budget estimate and $9,628,000 (19.8 percent) above the level provided for fiscal year 2000. The recommendation provides $4,314,000 for replacement of the integrated personnel and payroll system (IPPS), a reduction of $2,000,000 below the budget estimate. The amount provided is still a large increase above the $50,000 provided for this activity in fiscal year 2000. The Committee believes a smaller rate of growth will be sufficient, given the need to fund other priorities. The President's budget requested these funds under "Staff offices". The Committee bill maintains the budgeting approach enacted in fiscal year 2000. Consistent with other recommendations in the bill, none of the funding under this appropriation may be used to continue the Garrett Morgan Transportation Futures Program.

REGIONAL COORDINATION

The Committee recommends $99,347,000 for regional coordination, the same as the budget estimate and $1,516,000 (1.5 percent) above the level provided for fiscal year 2000. The President's budget requested these funds under "Staff offices". The Committee bill maintains the budgeting approach enacted in fiscal year 2000.

STAFF OFFICES

The Committee recommends $112,738,000 for staff offices, which is $678,000 below the level requested for comparable activities, and $33,949,000 (43.1 percent) above the level enacted for fiscal year 2000.

Office of chief counsel.—The Committee deletes the $453,000 requested to increase staffing in this office. The Committee believes the existing staffing level is sufficient to handle high priority activities.

Employee development.—The Committee deletes the $225,000 requested for additional employee development activities. The Committee believes the existing level of funding is adequate.

English language proficiency.—The Committee continues to strongly support the activities of FAA, the Department of State, and the International Civil Aviation Organization at improving the English language proficiency of foreign flightcrews and air traffic controllers around the globe. The FAA is encouraged to advise the Committee promptly if funding concerns arise in this program during fiscal year 2001.

International Civil Aviation Organization support.—Section 103(a) of Public Law 106–181 authorizes $9,100,000 in FAA payments for U.S. membership obligations in the International Civil Aviation Organization (ICAO). While the Committee is unable to provide a specific appropriation for this purpose, the Committee continues to support FAA's involvement and participation in ICAO activities, and encourages the agency to identify additional resources for ICAO during the coming fiscal year.

BILL LANGUAGE

Manned auxiliary flight service stations.—The Committee bill includes the limitation requested in the President's budget prohibiting funds from being used to operate a manned auxiliary flight service station in the contiguous United States. The FAA budget includes no funding to operate such stations during fiscal year 2001.

Second career training program.—Once again this year, the Committee bill includes a prohibition on the use of funds for the second career training program. This prohibition has been in annual appropriations Acts for many years, and is included in the President's budget request.

Sunday premium pay.—The bill retains a provision begun in fiscal year 1995 which prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday. The statute governing Sunday premium pay (5 U.S.C. 5546(a)) is very clear: "An employee who performs work during a regularly scheduled 8–hour period of service which is not overtime work as defined by section 5542(a) of this title a part of which is performed on Sunday is entitled to * * * premium pay at a rate equal to 25 percent of his rate of basic pay." Disregarding the plain meaning of the statute and previous Comptroller General decisions, however, in *Armitage* v. *United States*, the Federal Circuit Court held in 1993 that employees need not actually perform work on a Sunday to receive premium pay. The FAA was required immediately to provide back pay totaling $37,000,000 for time scheduled but not actually worked between November 1986 and July 1993. Without this provision, the FAA would be liable for significant unfunded liabilities, to be financed by the agency's annual operating budget. This provision is identical to that in effect for fiscal years 1995 through 2000, and as requested by the administration in the fiscal year 2001 President's budget.

O'Hare Airport slot management.—The bill does not include the general provision enacted beginning in fiscal year 1995 related to slot allocations for international operations at O'Hare Airport. The comprehensive amendments to the slot rules in Public Law 106–181 supercede this limitation.

Restriction on multiyear leases.—The bill maintains a restriction on multiyear leases as enacted in fiscal year 2000.

Aeronautical charting and cartography.—The bill includes a provision which prohibits funds in this Act from being used to conduct aeronautical charting and cartography (AC&C) activities through the transportation administrative services center (TASC). Public Law 106–181 authorizes the transfer of these activities from the Department of Commerce to the FAA, a move which the Committee supports. The Committee believes this work should be conducted by the FAA, and not administratively delegated to the TASC.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2000	$2,075,000,000
Budget estimate, fiscal year 2001	2,495,000,000
Recommended in the bill	2,656,765,000
Bill compared with:	
Appropriation, fiscal year 2000	+581,765,000
Budget estimate, fiscal year 2001	+161,765,000

The Facilities and Equipment (F&E) account is the principal means for modernizing and improving air traffic control and airway facilities. The appropriation also finances major capital investments required by other agency programs, experimental research and development facilities, and other improvements to enhance the safety and capacity of the airspace system.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,656,765,000 for this program, an increase of $581,765,000 (28 percent) above the level provided for fiscal year 2000 and $161,765,000 above the budget estimate. The amount proposed is required by Public Law 106–181. The bill provides that of the total amount recommended, $2,334,112,400 is available for obligation until September 30, 2003, and $322,652,600 (the amount for personnel and related expenses) is available until September 30, 2001. These obligation availabilities are consistent with past appropriations Acts and the same as the budget request. The bill does not include the requested advance appropriations, because the administration has done little to justify the requirement and because many of the systems are still in development, where advance appropriations are inappropriate.

The following table shows the fiscal year 2000 enacted level, the fiscal year 2001 budget estimate and the Committee recommendation for each of the projects funded by this appropriation:

Facilities and Equipment
Fiscal Year 2001

Program Name	FY 2000 Enacted	FY 2001 Estimate	Committee Recommended
ENGINEERING DEVELOPMENT, TEST AND EVALUATION:			
ADVANCED TECHNOLOGY DEVELOPMENT & PROTOTYPING	26,696,300	40,848,000	50,000,000
SAFE FLIGHT 21	16,000,000	25,000,000	25,000,000
SUBTOTAL - ADV DEV/PROTOTYPING	**42,696,300**	**65,848,000**	**75,000,000**
AVIATION WEATHER SERVICES IMPROVEMENTS	23,862,000	15,400,000	15,400,000
EN ROUTE AUTOMATION	6,000,000	14,600,000	14,600,000
OCEANIC AUTOMATION SYSTEM	27,000,000	51,970,000	75,000,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	25,000,000	30,200,000	30,200,000
NEXT GENERATION VHF A/G COMMUNICATION SYSTEM	6,100,000	12,300,000	12,300,000
FREE FLIGHT PHASE ONE	179,625,000	170,800,000	173,800,000
FREE FLIGHT PHASE TWO	0	50,000,000	25,000,000
SUBTOTAL - EN ROUTE PROGRAMS	**267,587,000**	**345,270,000**	**346,300,000**
TERMINAL AUTOMATION (STARS)	112,440,000	114,850,000	114,850,000
SUBTOTAL - TERMINAL PROGRAMS	**112,440,000**	**114,850,000**	**114,850,000**
AFSS VOICE SWITCH REPLACEMENT	1,000,000	0	0
LOCAL AREA AUGMENTATION SYSTEM FOR GPS (LAAS)	0	9,300,000	31,000,000
WIDE AREA AUGMENTATION SYSTEM (WAAS)	0	65,000,000	75,000,000
NEXT GENERATION NAVIGATION SYSTEMS	94,000,000	0	0
NEXT GENERATION LANDING SYSTEMS	20,000,000	0	0
SUBTOTAL - LANDING/NAVAIDS	**115,000,000**	**74,300,000**	**106,000,000**
FAA TECHNICAL CENTER FACILITY - BUILDING LEASE	1,322,500	0	0
NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	0	2,162,000	2,162,000
TECHNICAL CENTER FACILITIES	11,477,500	8,795,500	8,795,500
TECHNICAL CENTER INFRASTRUCTURE SUSTAINMENT	0	2,726,000	2,726,000
SUBTOTAL, RDT&E EQUIPMENT AND FACILITIES	**12,800,000**	**13,683,500**	**13,683,500**
TOTAL ACTIVITY 1	***550,523,300***	***613,951,500***	***655,833,500***
AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT:			
EN ROUTE AUTOMATION	160,000,000	122,200,000	122,200,000
NEXT GENERATION WEATHER RADAR (NEXRAD)	4,900,000	4,100,000	4,100,000
AIR TRAFFIC OPERATIONS MANAGEMENT	0	940,000	940,000
WEATHER AND RADAR PROCESSOR (WARP)	15,000,000	24,710,000	24,710,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	0	1,200,000	1,200,000
ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	36,900,000	58,000,000	58,000,000
VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	17,500,000	0	0
AIR TRAFFIC MANAGEMENT	15,000,000	25,944,000	25,944,000
CRITICAL COMMUNICATIONS SUPPORT	850,000	1,880,000	1,880,000
DOD BASE CLOSURE - FACILITY TRANSFER	3,900,000	0	0
BACK-UP EMERGENCY COMMUNICATIONS (BUEC)	1,580,000	0	0
AIR/GROUND COMMUNICATION INFRASTRUCTURE	0	16,074,000	16,074,000
AIR/GROUND COMMUNICATION RFI ELIMINATION	1,700,000	0	0
VOLCANO MONITOR	2,000,000	0	0
ATC BEACON INTERROGATOR (ATCBI) REPLACEMENT	25,000,000	77,612,000	77,612,000
ATC EN ROUTE RADAR FACILITIES	2,700,000	2,844,000	2,844,000
EN ROUTE COMMS AND CONTROL FACILITIES IMPROVEMENT	1,430,000	5,031,606	7,631,000
RCF FACILITIES - EXPAND/RELOCATE	6,700,000	0	0
AVIATION WEATHER SERVICES IMPROVEMENTS	0	8,218,000	8,218,000
FAA TELECOMMUNICATIONS INFRASTRUCTURE	6,100,000	29,400,000	29,400,000
SUBTOTAL - EN ROUTE PROGRAMS	**301,260,000**	**378,153,606**	**380,753,000**
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE)	10,000,000	1,500,000	4,000,000

Facilities and Equipment
Fiscal Year 2001

Program Name	FY 2000 Enacted	FY 2001 Estimate	Committee Recommended
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE-X)	0	8,400,000	15,000,000
TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	9,300,000	5,100,000	5,100,000
TERMINAL AUTOMATION (STARS)	82,800,000	75,550,000	75,550,000
CONTROL TOWER/TRACON FACILITIES - IMPROVE	24,782,700	40,259,672	41,759,672
TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ETVS	10,900,000	5,000,000	15,000,000
EMPLOYEE SAFETY/OSHA AND ENVIRONMENTAL COMPLIANCE	22,000,000	28,400,000	28,400,000
CHICAGO METROPLEX	700,000	0	0
NEW AUSTIN AIRPORT AT BERGSTROM	1,500,000	2,500,000	2,500,000
POTOMAC METROPLEX	17,100,000	25,800,000	32,100,000
NORTHERN CALIFORNIA METROPLEX	17,500,000	6,000,000	6,000,000
ATLANTA METROPLEX	7,700,000	3,400,000	3,400,000
NAS INFRASTRUCTURE MANAGEMENT SYSTEM (NIMS)	3,520,000	13,100,000	13,100,000
AIRPORT SURVEILLANCE RADAR (ASR-9)	4,000,000	4,722,000	11,122,000
TERMINAL AIR TRAFFIC CONTROL FACILITIES REPLACEMENT	78,900,000	105,000,000	140,000,000
AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)	18,200,000	20,650,000	20,650,000
VOICE RECORDER REPLACEMENT PROGRAM	2,500,000	2,632,000	2,632,000
TERMINAL DIGITAL RADAR (ASR-11)	76,100,000	108,250,000	69,690,000
WEATHER SYSTEMS PROCESSOR	24,000,000	22,400,000	22,400,000
DOD/FAA ATC FACILITIES TRANSFER	3,000,000	2,600,000	2,600,000
PRECISION RUNWAY MONITORS	3,300,000	2,000,000	2,000,000
TERMINAL RADAR (ASR) - IMPROVE	3,838,800	3,233,600	3,233,600
TERMINAL COMMUNICATIONS IMPROVEMENTS	1,124,000	1,250,700	1,250,700
RCE EQUIPMENT	3,400,000	0	0
MODE S - PROVIDE	0	1,974,000	1,974,000
TERMINAL APPLIED ENGINEERING	0	6,700,000	6,700,000
REMOTE RADAR CAPABILITY	900,000	0	0
SUBTOTAL - TERMINAL PROGRAMS	**427,065,500**	**496,421,972**	**526,161,972**
AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	9,900,000	8,213,900	8,213,900
OASIS	10,000,000	23,100,000	23,100,000
WEATHER MESSAGE SWITCHING CENTER REPLACEMENT	0	2,500,000	2,500,000
FLIGHT SERVICE FACILITIES IMPROVEMENT	1,364,400	1,277,500	1,277,500
FLIGHT SERVICE STATION SWITCH MODERNIZATION	0	6,000,000	6,000,000
FLIGHT SERVICE STATION MODERNIZATION	2,600,000	4,000,000	4,000,000
SUBTOTAL - FLIGHT SERVICE PROGRAMS	**23,864,400**	**45,091,400**	**45,091,400**
VOR	2,000,000	2,632,000	2,632,000
INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE	0	16,000,000	62,000,000
ILS - REPLACE MARK 1A, 1B, AND 1C	1,000,000	1,000,000	1,000,000
TRANSPONDER LANDING SYSTEM (TLS)	0	0	3,000,000
LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	2,200,000	5,734,000	5,734,000
RUNWAY VISUAL RANGE (RVR)	6,300,000	3,000,000	9,000,000
WIDE AREA AUGMENTATION SYSTEM (WAAS)	0	46,000,000	0
NDB SUSTAIN	1,000,000	940,000	940,000
NAVIGATIONAL AND LANDING AIDS - IMPROVE	3,146,800	2,955,922	2,955,922
ILS - REPLACE GRN-27	0	1,000,000	1,000,000
APPROACH LIGHTING SYSTEM IMPROVEMENT (ALSIP)	8,700,000	1,040,000	26,100,000
PRECISION APPROACH PATH INDICATORS (PAPI)	3,500,000	0	6,000,000
DISTANCE MEASURING EQUIPMENT (DME)	1,200,000	1,128,000	1,128,000
VISUAL NAVAIDS	1,000,000	2,820,000	2,820,000
INSTRUMENT APPROACH PROCEDURES AUTOMATION (IAPA)	900,000	0	0
GULF OF MEXICO OFFSHORE PROGRAM	0	1,900,000	1,900,000
LORAN-C UPGRADE/MODERNIZATION	0	20,000,000	25,000,000
SUBTOTAL - LANDING AND NAVIGATIONAL AIDS	**30,946,800**	**106,149,922**	**151,209,922**
ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	3,600,000	2,500,000	5,000,000
FUEL STORAGE TANK REPLACEMENT AND MONITORING	10,500,000	10,500,000	10,500,000
FAA BUILDINGS AND EQUIPMENT - IMPROVE/MODERNIZE	4,000,000	10,000,000	10,000,000

Facilities and Equipment
Fiscal Year 2001

Program Name	FY 2000 Enacted	FY 2001 Estimate	Committee Recommended
ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	17,500,000	28,200,000	28,200,000
AIR NAVAIDS AND ATC FACILITIES (LOCAL PROJECTS)	2,000,000	1,880,000	1,880,000
AIRCRAFT RELATED EQUIPMENT PROGRAM	1,840,000	6,000,000	6,000,000
COMPUTER AIDED ENG GRAPHICS (CAEG) REPLACEMENT	3,000,000	2,600,000	2,600,000
SPECIAL USE AIRSPACE MANAGEMENT SYSTEM (SAMS)	0	5,400,000	5,400,000
SUBTOTAL - OTHER ATC FACILITIES	**42,440,000**	**67,080,000**	**69,580,000**
TOTAL ACTIVITY 2	***825,576,700***	***1,092,896,900***	***1,172,796,294***
NON-ATC FACILITIES AND EQUIPMENT:			
NAS MANAGEMENT AUTOMATION PROGRAM (NASMAP)	800,000	1,034,000	1,034,000
HAZARDOUS MATERIALS MANAGEMENT	22,500,000	22,600,000	22,600,000
AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	14,000,000	15,980,000	15,980,000
OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS)	600,000	1,000,000	1,000,000
FAA EMPLOYEE HOUSING - PROVIDE	8,000,000	0	0
LOGISTICS SUPPORT SYSTEM AND FACILITIES	2,300,000	7,500,000	7,500,000
TEST EQUIPMENT - MAINTENANCE SUPPORT	1,000,000	940,000	940,000
INTEGRATED FLIGHT QUALITY ASSURANCE	3,000,000	2,200,000	2,200,000
SAFETY PERFORMANCE ANALYSIS SUBSYSTEM (SPAS)	5,200,000	2,400,000	2,400,000
NATIONAL AVIATION SAFETY DATA CENTER	1,500,000	1,800,000	1,800,000
NAS RECOVERY COMMUNICATIONS (RCOM)	0	4,700,000	4,700,000
PERFORMANCE ENHANCEMENT SYSTEM	5,000,000	2,500,000	2,500,000
EXPLOSIVE DETECTION TECHNOLOGY	97,500,000	97,500,000	136,417,606
FACILITY SECURITY RISK MANAGEMENT	11,500,000	19,339,000	19,339,000
INFORMATION SECURITY	7,500,000	11,200,000	11,200,000
NAS RECOVERY COMMUNICATIONS (RCOM)	1,000,000	0	0
SUBTOTAL - SUPPORT EQUIPMENT	**181,400,000**	**190,693,000**	**229,610,606**
AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	0	7,200,000	7,200,000
NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES	0	1,880,000	1,880,000
DISTANCE LEARNING	0	2,162,000	2,162,000
SUBTOTAL - TRAINING EQUIPMENT & FACILITIES	**0**	**11,242,000**	**11,242,000**
TOTAL ACTIVITY 3	***181,400,000***	***201,935,000***	***240,852,606***
MISSION SUPPORT:			
SYSTEM ENGINEERING AND DEVELOPMENT SUPPORT	22,200,000	24,711,000	24,711,000
PROGRAM SUPPORT LEASES	31,100,000	33,800,000	33,800,000
LOGISTICS SUPPORT SERVICES	5,600,000	6,300,000	6,300,000
MIKE MONRONEY AERONAUTICAL CENTER - LEASE	14,600,000	14,000,000	14,000,000
IN-PLANT NAS CONTRACT SUPPORT SERVICES	2,800,000	2,619,000	2,619,000
TRANSITION ENGINEERING SUPPORT	38,700,000	37,539,000	37,539,000
FREQUENCY AND SPECTRUM ENGINEERING - PROVIDE	3,000,000	2,900,000	2,900,000
PERMANENT CHANGE OF STATION MOVES	2,500,000	26,400,000	26,400,000
FAA SYSTEM ARCHITECTURE	1,000,000	3,534,000	1,000,000
TECHNICAL SERVICES SUPPORT CONTRACT (TSSC)	40,000,000	44,911,000	44,911,000
RESOURCE TRACKING PROGRAM	0	3,450,000	3,450,000
CENTER FOR ADVANCED AVIATION SYSTEM DEV. (MITRE)	61,000,000	63,400,000	67,000,000
TOTAL ACTIVITY 4	***222,500,000***	***263,564,000***	***264,630,000***
PERSONNEL AND RELATED EXPENSES:			
PERSONNEL AND RELATED EXPENSES	295,000,000	322,652,600	322,652,600
TOTAL ACTIVITY 5	***295,000,000***	***322,652,600***	***322,652,600***
TOTAL	**2,075,000,000**	**2,495,000,000**	**2,656,765,000**

ENGINEERING, DEVELOPMENT, TEST AND EVALUATION

The Committee recommends $655,833,500 for engineering, development, test and evaluation. Adjustments to the budget request are explained below.

Free flight phase one.—The Committee recommends $173,800,000 for continued development of free flight phase one technologies. This is $3,000,000 above the budget estimate. The bill includes $3,000,000 to implement the departure spacing program (DSP) in support of Dulles International Airport, Virginia. Last year, $2,000,000 was provided for DSP under this program. A comparison of the fiscal year 2000 enacted, the President's budget, and the recommended levels is as follows:

Project	Fiscal year 2000 enacted	Fiscal year 2001 budget	Fiscal year 2001 recommended
User request evaluation tool (URET)	$79,000,000	$87,600,000	$87,600,000
Center/tracon automation system (CTAS)	....	57,900,000	57,900,000
Traffic management advisor (TMA)/passive final approach spacing tool (pFAST)	59,825,000	....	....
Collaborative decision-making	29,400,000	13,800,000	13,800,000
Surface movement advisor	4,000,000	2,000,000	2,000,000
Free flight phase one integration	5,400,000	8,600,000	8,600,000
Departure spacing program	2,000,000	....	3,000,000
Independent operational test and evaluation	....	900,000	900,000
Total	179,625,000	170,800,000	173,800,000

Free flight phase two.—While remaining strongly supportive of free flight phase one, the Committee cannot support such a large expansion of this program to additional sites in fiscal year 2001. FAA budget justifications indicate that several critical development milestones are yet to be reached in this program. A program expansion of the magnitude proposed would result in unnecessary technical and cost risk, jeopardizing the successful completion of program milestones. The Committee notes that the agency has had problems in past years with excessive concurrency between development and implementation, and recommends that the expansion proceed at a slower pace. The Committee recommends $25,000,000 for this program.

Advanced technology development and prototyping.—The Committee recommendation of $50,000,000 includes $40,620,000 for items in the President's budget request a reduction of $228,000, $7,380,000 for airport-related research which was proposed for funding under the "Grants-in-aid for airports" program, and $2,000,000 for the airfield pavement improvement program authorized under section 905 of Public Law 106–181.

Oceanic automation program.—The bill provides $75,000,000 for this program, which is $23,030,000 above the budget estimate. The additional funding is necessary to accelerate this important program, which has already experienced significant delay.

Local area augmentation system (LAAS).—The Committee recommends $31,000,000 for continued development of the local area augmentation system (LAAS). This is $21,700,000 above the budget estimate. The Committee believes this is a critical new technology and should be accelerated.

Wide area augmentation system (WAAS).—The Committee recommends total funding of $75,000,000 for continued research into, and development of, the wide area augmentation system (WAAS). The FAA requested $111,000,000 for this program. However, since submission of the budget request, this program experienced additional technical difficulties. While no formal budget amendment has been submitted, the FAA has acknowledged that a lower level of funding will be adequate. The Committee believes the FAA will require no more than $75,000,000 for this program next year, and has provided that amount in the bill. Evidence to date indicates that much of this funding will be used by university researchers and personnel at national laboratories to conduct research into the basic principles of this technology and to help determine what ultimate requirements are possible.

PROCUREMENT OF AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT

The bill includes $1,172,796,294 for the procurement of air traffic control facilities and equipment.

En route communications and control facilities improvement.—The Committee recommends $7,631,000 for this program, compared to the budget estimate of $5,031,606. Of the amount provided, $3,200,000 is only for relocation of RTR–A and RTR–D systems at Lambert-St. Louis International Airport in Missouri.

Airport surface detection equipment.—The Committee recommends $4,000,000, an increase of $2,500,000 above the budget estimate. Of the additional funding, $500,000 is only for FAA to conduct a test and evaluation of roll ring technology for the current ASDE radar system. The Committee is aware of the unique capabilities and qualities of new roll ring technology for ASDE radar systems. The current ASDE antenna system uses slip rings—rotating bearings through which electrical current passes. This technology requires periodic maintenance, during which time the radar system is out of service. New technology roll rings, by contrast, are virtually maintenance free, which would reduce FAA operating costs and allow for uninterrupted usage of ASDE and AMASS. The Committee directs FAA to use these additional funds to conduct a side-by-side evaluation of roll rings and slip rings. Evaluation testing shall be conducted in an apparatus with an accelerated rotation rate, in order to verify specified operating life within a test period of five months. The tests shall apply full electrical current and voltage of the ASDE–3 specifications to all channels of the slip ring and roll ring continuously and provide measurements of performance, including torque and electrical resistance and noise of each circuit. No maintenance or parts replacement of the slip ring or roll ring shall be performed during the test period. The FAA shall provide the results of this testing to the House and Senate Committees on Appropriations no later than March 1, 2001. The remaining $2,000,000 of the increase is for ASDE–3 issues at Washington Reagan National Airport, as discussed below.

Runway incursion technology, Washington Reagan National Airport, VA.—The Committee is very concerned to learn of potentially lengthy delays in commissioning of the ASDE–3 and AMASS runway safety systems at Washington Reagan National Airport in Virginia. Last year, the FAA expected to commission the ASDE–3 in

November 1999 and the AMASS in March 2000 at this airport. Currently, the agency has no schedule estimate due to recently-discovered radar difficulties. Especially given the high volume and complexity of traffic at this airport, the prevention of runway incursions must remain a high priority. The FAA is directed to address this situation as soon as possible, and to submit a report to the House and Senate Committees on Appropriations no later than August 31, 2000 detailing the problem, the proposed resolution, and a corresponding program schedule leading to system commissioning at the earliest possible date. The bill includes $2,000,000 to address this problem.

Airport surface detection equipment–X (ASDE–X).—The Committee recommends $15,000,000 for this program, an increase of $6,600,000 above the budget estimate and $7,400,000 above the level provided last year. The Committee directs that these funds be used only for one or more contracts, on a firm fixed-price basis, to procure at least 10 systems involving multilateration technology which can be delivered, installed, and commissioned by September 30, 2002. The Committee believes FAA's proposed schedule is excessive, especially given the seriousness of the runway incursion problem in the United States.

Terminal voice switch replacement.—The Committee recommends $15,000,000, an increase of $10,000,000 above the budget estimate and $4,100,000 above the level provided for fiscal year 2000. The Committee believes this is a critically needed upgrade worthy of acceleration.

Potomac metroplex.—The Committee recommends $32,100,000 for this program.

Airport surveillance radar.—The Committee recommends $11,122,000, an increase of $6,400,000 above the budget estimate. Of the funds provided, $4,000,000 is specifically for a transportable/shelterized ASR–9 radar system with a co-mounted integrated monopulse secondary surveillance radar for Palm Springs Regional Airport, California. The Committee notes the serious radar coverage problems which have been experienced at Palm Springs, and the unacceptably long schedule of FAA's current proposal to resolve the issue. The Committee believes the ASR–9/MSSR system, as proposed by the prime contractor, will provide the best near-term solution to this critical problem.

Cherry Capital Airport, Michigan.—The Committee is concerned about the effect of "lake effect" weather on the ability of air traffic controllers to manage air traffic at the Cherry Capital Airport in Traverse City, Michigan, and urges the FAA administrator to reassess the airport's air traffic control needs with regard to an upgraded radar system.

Control tower/Tracon facilities improvement.—The $1,500,000 added to this program is to continue the cable loop relocation project at Lambert-St. Louis International Airport in Missouri. In addition, $2,400,000 of the funding is provided only for removal and relocation of the existing ASR–9 radar at Lambert-St. Louis International Airport.

Terminal air traffic control facilities replacement.—The Committee recommends $140,000,000 for this program, an increase of $61,100,000 above the level enacted for fiscal year 2000 and

$35,000,000 above the budget estimate. These funds are to be distributed as follows:

Location	Amount
Vero Beach, FL	$5,200,000
Albert Whitted, FL	75,000
Dayton International, OH	4,725,000
WK Kellogg, MI	3,000,000
Sky Harbor, AZ	10,000,000
Cleveland, OH	4,000,000
Richmond, VA	5,767,500
Martin State, MD	2,000,000
Stewart Airport, Newburgh, NY	1,000,000
Oakland, CA	25,912,347
LaGuardia, NY	25,440,000
Boston, MA	24,944,308
Savannah, GA	7,741,015
Topeka, KS	4,361,840
St. Louis, MO	3,317,000
Newark, NJ	2,407,500
Roanoke, VA	2,140,000
Birmingham, AL	1,359,540
Pt. Columbus, OH	1,000,000
Wilkes Barre, PA	959,200
Houston Hobby, TX	818,550
Champaign, IL	749,000
Little Rock, AR	642,000
Bedford, MA	535,000
Merrill Field, AK	321,000
Wilmington, DE	305,000
Salina, KS	267,500
N. Las Vegas, NV	214,000
Orlando, FL	177,900
Atlanta, GA	167,900
Chantilly, VA	75,000
Gulfport, MS	75,000
Kalamazoo, MI	75,000
Deer Valley, AZ	75,000
Broomfield, CO	75,000
Miami, FL	51,900
Seattle, WA	25,000
Total	140,000,000

Terminal digital radar (ASR–11).—The Committee recommends $69,690,000 for continued production of the digital airport surveillance radar system (ASR–11). This is a reduction of $38,560,000 from the budget estimate. Through fiscal year 2000, FAA has financed the procurement of 18 radars, and the fiscal year 2001 budget requested funds for an additional 16 systems. Air Force operational tests completed in February 2000 indicated several serious development problems with the ASR–11 system. Problems included generation of false weather cells, loss of aircraft detection capability close to the airport, and a shortfall in computer processor capability which would limit the system's ability to handle future requirements. The Air Force Operational Test and Evaluation Center recommended that these deficiencies be corrected prior to the fielding of low initial production units. Congress appropriated $76,100,000 for the production of 13 systems in fiscal year 2000. The delivery, testing, and commissioning of these systems is likely to experience significant delay because of the current problems. The Committee does not believe that further low rate production is justified until the development issues are resolved.

Automated observation of visibility for cloud height and cloud coverage (AOVCC).—To address the issues of weather-related accidents at airports, the Committee believes it is critical to upgrade the existing automated weather information programs. Therefore, the conferees expect FAA to implement product improvements and upgrades to the current systems and to report to Congress on the agency's plans to accelerate the deployment of upgrade technology upon successful demonstration of the automated observation of visibility for cloud height and cloud coverage (AOVCC) system.

Instrument landing systems establishment.—The Committee recommends $62,000,000, to be distributed as follows:

Location	*Amount*
Items included in budget	$16,000,000
National replacement program (I/II/III)	25,000,000
Lonesome Pine Airport, VA	1,000,000
Jimmy Stewart Airport, PA	855,000
Lafayette Regional Airport, LA	1,000,000
Statesboro-Bulloch County Airport, GA	1,797,000
Buffalo Niagara International, NY (ILS/MALSR)	3,848,000
Searcy Airport, AR	2,000,000
Dulles International, VA (DME)	300,000
Wichita MidContinent Airport, KS	1,100,000
Colonel James Jabara Airport, KS	1,100,000
Cleveland Hopkins International, OH	6,000,000
Orlando International, FL (install category III)	2,000,000
Total	62,000,000

Transponder landing system.—The Committee recommends $3,000,000 for acquisition and installation of transponder landing systems at Leesburg Executive Airport, Virginia; Hayward Municipal Airport, Wisconsin; Ely Municipal Airport, Minnesota; and Grand Marais Municipal Airport in Minnesota.

Runway visual range (RVR).—The Committee recommends $9,000,000, including $6,000,000 for continued acquisition of a next generation runway visual range system. The budget request included $3,000,000 for RVR installations.

Approach lighting system improvement program (ALSIP).—

The Committee recommends $26,100,000, to be distributed as follows:

Location	*Amount*
Items included in budget	$1,040,000
ALSF–2 acquisition	9,575,000
MALSR acquisition	3,500,000
ALSIP Newport & North Bend, OR	4,000,000
ALSF–2 Cleveland International, OH	3,000,000
MALSR Starkville, MS	560,000
MALSR, Millington Airport, TN	425,000
MALS Salt Lake City, UT (installation runway 34L)	3,000,000
MALSR/REIL, Monroe Municipal, Union County, NC	1,000,000
Total	26,100,000

Precision approach path indicators (PAPI).—The Committee recommends $6,000,000 for acquisition of additional precision approach path indicators (PAPI), including $600,000 for a PAPI system at Cleveland Hopkins International Airport in Ohio.

Loran-C upgrade and modernization.—The Committee recommends $25,000,000 for this program, an increase of $5,000,000 above the budget estimate. In recent years, the Committee has taken numerous actions and provided sustantial new resources for

Loran-C system improvements. The Committee continues to believe that Loran is a well-proven, cost-effective technology.

ANICS.—The Committee recommends $5,000,000 for continuation of the Alaskan NAS interfacility communication system (ANICS), which is $2,500,000 above the budget estimate.

PROCUREMENT OF NON-ATC FACILITIES AND EQUIPMENT

The Committee recommends $240,852,606 for the acquisition of non-air traffic control facilities and equipment.

Explosive detection systems.—The Committee recommends $136,417,606 for this program. A comparison of the Committee recommendation to the budget estimate is as follows:

Activity	FY 2001 budget estimate	Committee recommended
Bulk EDS systems	$31,200,000	$57,100,000
Trace detection systems	15,200,000	20,000,000
Threat image projection (TIP) systems	25,320,000	25,320,000
Threat containment units	750,000	....
Computer-based training (CBT) systems	....	8,000,000
System integration	25,030,000	25,997,606
Total	97,500,000	136,417,606

The Committee is very disappointed at FAA's lack of progress in improving airport security through the utilization of advanced technology. Since fiscal year 1997, Congress has appropriated over $550,000,000 in research and acquisition funds for advanced explosive detection systems. Despite the abundance of funding, recent testimony of the DOT Inspector General highlighted a number of weaknesses in FAA's management of this effort. FAA is directed to address expeditiously the recommendations of the Inspector General.

In addition, the Committee is concerned that FAA has not been successful at developing a viable second source for the acquisition of bulk EDS systems, several years after the program was initiated. The Committee believes that competition among vendors is critical for minimizing government costs and lowering technical risk. FAA's lack of enthusiasm for second source development continues to be disappointing to the Committee. If the air carrier industry continues to underutilize these systems, and costs remain high due to lack of a second source, the continued viability of this program may be threatened.

MISSION SUPPORT

The recommendation provides $264,630,000 for mission support activities. Funding of $222,500,000 was provided in fiscal year 2000. Adjustments to the budget estimate are explained below.

FAA systems architecture.—The Committee recommends $1,000,000 for this program, the same level as enacted for fiscal year 2000, and a reduction of $2,534,000 from the budget estimate. The Committee does not believe this program is sufficiently justified or of high enough priority to merit expansion.

Center for advanced aviation system development.—The Committee recommends $67,000,000 for the center for advanced aviation system development (CAASD) at the Mitre Corporation. This is a 10 percent increase above the level provided for fiscal year 2001. CAASD provides valuable and broad-based support for the F&E program. Since the F&E appropriation increases 28.6 percent in this bill, the Committee believes additional resources are required for CAASD as well. The President's budget proposed $63,400,000, an increase of 3.8 percent.

PERSONNEL AND RELATED EXPENSES

The recommendation provides $322,652,600, an increase of $27,652,600 (9.4 percent) above the fiscal year 2000 enacted level and the same as the budget estimate. This appropriation finances the installation and commissioning of new equipment and modernization of FAA facilities.

CAPITAL INVESTMENT PLAN

The Committee is disappointed that the administration flagrantly violated a provision in the Department of Transportation and Related Agencies Appropriations Act, 2000 which called for submission of a five-year capital investment plan no later than the date of initial submission of the President's fiscal year 2001 budget. The President's budget was initially submitted on February 7, 2000. As of the date of this report—three months later—the report has not been submitted. This has severely inhibited the Committee's review of FAA capital programs during the budget process. The Committee does not request reports lightly, and this particular report should pose no unusual difficulties in research or administration. To provide a more effective mechanism for timely completion of this report next year, the bill includes a provision rescinding this appropriation by $100,000 per day for each day the report has not been submitted to the Congress after initial submission of the fiscal year 2002 President's budget. If this is not sufficient to compel adherence to the law, the Committee will consider taking stronger actions next year. A similar provision has been provided in the Coast Guard section of the bill.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2000	$156,495,000
Budget estimate, fiscal year 2001	184,366,000
Recommended in the bill	184,366,000
Bill compared with:	
Appropriation, fiscal year 2000	+27,871,000
Budget estimate, fiscal year 2001	....

This appropriation provides funding for long-term research, engineering and development programs to improve the air traffic control system and to raise the level of aviation safety, as authorized by the Airport and Airway Improvement Act and the Federal Aviation Act. The appropriation also finances the research, engineering and development needed to establish or modify federal air regulations.

NATIONAL CENTER OF EXCELLENCE IN AVIATION OPERATIONS RESEARCH

Under the authority of Public Law 101–508, the FAA awarded a long-term cooperative agreement to a consortium consisting of the University of California at Berkeley, the Massachusetts Institute of Technology, the University of Maryland, the Virginia Polytechnic Institute and State University, and 12 affiliated institutions, for the National Center of Excellence in Aviation Operations Research (NEXTOR). FAA has not proposed a specific budget line item for this center, but made the agreement available for any FAA program that needs NEXTOR's capabilities and can provide the needed funding. The Committee is advised that some FAA programs would like to use NEXTOR to perform research, but the agency has suspended such action until Congressional intent is clarified. The agency is not clear whether Congress intends for RE&D appropriations to be used for purposes such as NEXTOR, since similar activities were transferred to the F&E appropriation a few years ago. The Committee clarifies its intent that either F&E (budget activity one) or RE&D appropriations may be used for the NEXTOR cooperative agreement. When the Committee recommended transfer of these activities, the Committee did not intend that any activity be terminated or blocked as a result. According to the agency, NEXTOR is the only center of excellence for which the FAA has found significant difficulty in locating an appropriate funding source.

COMMITTEE RECOMMENDATION

The Committee recommends $184,366,000, an increase of $27,871,000 (17.8 percent) above the fiscal year 2000 enacted level and the same as the President's budget request.

A table showing the fiscal year 2000 enacted level, the fiscal year 2001 budget estimate, and the Committee recommendation follows:

Research, Engineering and Development
Fiscal Year 2001

Program Name	FY 2000 Enacted	FY 2001 Estimate	Committee Recommended
System Development and Infrastructure	**17,139,000**	**25,281,000**	**17,425,000**
System planning & resource management	1,164,000	1,350,000	1,350,000
Technical laboratory facility	11,075,000	13,431,000	11,075,000
Center for Advanced Aviation System Development	4,900,000	5,000,000	5,000,000
Information security	0	5,500,000	0
Weather	**19,300,000**	**27,789,000**	**27,789,000**
National laboratory program	11,000,000	16,398,000	16,398,000
In-house support	2,500,000	4,391,000	4,391,000
Center for Wind, Ice & Fog	700,000	700,000	700,000
Juneau, AK	3,100,000	3,100,000	3,100,000
SOCRATES	2,000,000	3,200,000	3,200,000
Aircraft Safety Technology	**44,457,000**	**49,380,000**	**58,880,000**
Aircraft systems fire safety	4,750,000	5,451,000	5,451,000
Advanced materials/structural safety	2,338,000	2,797,000	2,797,000
Propulsion and fuel systems	3,126,000	5,200,000	7,700,000
Flight safety/atmospheric hazards research	3,844,000	4,109,000	4,109,000
Aging aircraft	21,594,000	22,384,000	29,384,000
Aircraft catastrophic failure prevention research	1,981,000	2,782,000	2,782,000
Aviation safety risk analysis	6,824,000	6,657,000	6,657,000
System Security Technology	**50,147,000**	**49,374,000**	**49,374,000**
Explosives and weapons detection & aircraft hardening	42,606,000	37,460,000	37,460,000
Aircraft hardening	0	4,307,000	4,307,000
Airport security technology integration	2,285,000	2,462,000	2,462,000
Aviation security human factors	5,256,000	5,145,000	5,145,000
Human Factors & Aviation Medicine	**21,971,000**	**25,099,000**	**26,050,000**
Flight deck/maintenance/system integration human factors	9,142,000	10,100,000	10,100,000
Air traffic control/airway facilities human factors	8,000,000	9,950,000	9,950,000
Aeromedical research	4,829,000	5,049,000	6,000,000
Environment and Energy	**3,481,000**	**7,443,000**	**4,848,000**
Total appropriation	156,495,000	184,366,000	184,366,000

SYSTEM DEVELOPMENT AND INFRASTRUCTURE

The Committee recommends $17,425,000 for system development and infrastructure, an increase of $286,000 (1.7 percent) above the fiscal year 2000 enacted level.

Technical laboratory facility.—The recommendation holds funding to the fiscal year 2000 level due to budget constraints, a reduction of $2,356,000 below the budget estimate.

Information security.—The Committee recommendation deletes this new initiative due to budget constraints, a reduction of $5,500,000 below the budget estimate. Significantly increased funding for information security initiatives has been provided in the operating and capital appropriations.

WEATHER

The Committee recommends $27,789,000 to address the effects of hazardous weather on aviation, an increase of $8,489,000 (44 percent) above the level enacted for fiscal year 2000 and the same as the budget estimate.

AIRCRAFT SAFETY TECHNOLOGY

The Committee recommends $58,880,000 for aircraft safety technology, $9,500,000 above the budget estimate and $14,423,000 above the level provided last year.

Propulsion and fuel systems.—Although the United States has been very successful in reducing airborne lead pollution, general aviation aircraft still rely heavily on leaded fuel. The FAA has an ongoing research program to develop a minimum octane benchmark for the U.S. piston aircraft fleet; however, this research is currently limited by a lack of appropriate testing facilities. The Committee recommends an additional $2,500,000 to advance this program and provide the necessary facilities.

Aging aircraft.—Of the funds provided, $5,000,000 is only for equipment upgrades at the National Institute for Aviation Research and $2,000,000 is only for upgrades to wind tunnels at Langley Research Center for the furtherance of aeronautical and aircraft research and testing.

SYSTEM SECURITY TECHNOLOGY

The Committee recommendation provides $49,374,000 for system security technology, the same as the budget estimate.

HUMAN FACTORS AND AVIATION MEDICINE

The Committee recommendation provides $26,050,000, an increase of $951,000 (3.8 percent) above the budget request and $4,079,000 (18.6 percent) above the fiscal year 2000 enacted level. The additional funding provides a 24 percent increase for research at the Civil Aeromedical Institute (CAMI) instead of the 4.6 percent increase requested. The Committee continues to value the work performed by CAMI and believes a greater level of effort is justified.

ENVIRONMENT AND ENERGY

The recommendation provides $4,848,000, an increase of $1,367,000 (39.2 percent) above the level provided last year and a reduction of $2,595,000 from the budget estimate. This program researches ways to mitigate the impact of airport noise around the country. The Committee believes a 39 percent increase is adequate to further this area of research.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

	(Liquidation of contract authorization)	(Limitation on obligations)
Appropriation, fiscal year 2000	$1,750,000,000	($1,950,000,000)
Budget estimate, fiscal year 2001	1,960,000,000	(1,950,000,000)
Recommended in the bill	3,200,000,000	(3,200,000,000)
Bill compared with:		
Appropriation, fiscal year 2000	+1,450,000,000	(+1,250,000,000)
Budget estimate, fiscal year 2001	+1,240,000,000	(+1,250,000,000)

The bill includes a liquidating cash appropriation of $3,200,000,000 for grants-in-aid for airports, authorized by the Airport and Airway Improvement Act of 1982, as amended. This funding provides for liquidation of obligations incurred pursuant to contract authority and annual limitations on obligations for grants-in-aid for airport planning and development, noise compatibility and planning, the military airport program, reliever airports, airport program administration, and other authorized activities. This is $1,240,000,000 above the level requested in the President's budget, and is necessary to support the $1,250,000,000 in additional obligation authority supported by this bill.

LIMITATION ON OBLIGATIONS

The bill includes a limitation on obligations of $3,200,000,000 for fiscal year 2001. This is $1,250,000,000 (64.1 percent) above the President's budget request and the same amount above the fiscal year 2000 level. This level of funding is required by Public Law 106–181 and protected by points of order in the House.

A table showing the distribution of these funds compared to the fiscal year 2000 levels and the President's budget request follows:

	Fiscal year 2000 enacted	Fiscal year 2001 estimate	Recommended in the bill
Entitlements	$1,100,434,505	$1,127,704,636	$1,943,417,033
Primary airports	556,348,911	566,769,374	1,056,383,909
Cargo airports (3%)	55,519,140	55,850,610	93,350,610
Alaska supplemental	10,672,557	10,672,557	21,345,114
States (20%)	342,368,030	344,412,095	622,337,400
Carryover entitlement	135,525,867	150,000,000	150,000,000
Small Airport Fund	142,204,990	146,461,513	274,936,625
Non hub	81,259,994	83,692,293	157,106,643
Non commercial service	40,629,997	41,846,147	78,553,321
Small hub	20,314,999	20,923,073	39,276,661
Discretionary Set Asides	231,039,432	223,257,924	345,362,670
Noise (34% of discretionary)	206,719,492	199,757,089	303,733,336
Reliever (0.66% of discretionary)	....	....	5,896,000

	Fiscal year 2000 enacted	Fiscal year 2001 estimate	Recommended in the bill
Military airport program (4% of discretionary)	24,319,940	23,500,835	35,733,334
Other Discretionary	376,959,073	364,262,927	583,280,672
Capacity/Safety/Security/Noise	282,719,305	273,197,195	410,978,004
Remaining discretionary	94,239,768	91,065,732	172,302,671
Administration	45,000,000	53,003,000	53,000,000
Airport Research	....	7,380,000	....
Essential Air Service	....	27,900,000	....
Total limitation on obligations	1,895,638,000	1,950,000,000	3,200,000,000

THIRD CHICAGO AIRPORT, CHICAGO, ILLINOIS

The Committee urges FAA to expeditiously conclude its negotiations with state and local officials regarding aviation forecasts for a proposed Chicago third airport, and initiate promptly the environmental impact statement.

DISCRETIONARY GRANTS

Within the overall obligation limitation in this bill, $900,743,342 is available for discretionary grants to airports. This is approximately $293,000,000 (48 percent) more than provided for fiscal year 2000. Within this obligation limitation, the Committee directs that priority be given to grant applications involving further development of the following airports:

State	Location	Project description
AK	Atka Airport	Upgrade airport and expand.
AL	Dothan Regional Airport	Acquire rescue firefighting vehicle; rehab lighting control cables to ATCT; replace electronic vault equipment.
AL	Huntsville Airport	Taxiway, runway extension, noise mitigation/land acquisition.
AL	Mobile Regional and Mobile Downtown Airports.	Construct parallel runway, international concourse according to master plan.
AL	Monroe County Airport	Reseal runway, restripe markings and legends, install AWOS, other improvements.
AL	Bay Minette Municipal Airport	Extend runway, construct aircraft turnaround, construct apron area, install AWOS, funding for airport master plan, other improvements.
AL	Decatur Pryor Field	New terminal.
AL	Dothan Regional Airport	Repave and repair taxiways A, B, and E; demolition/disposal of existing terminal and apron; new apron, safety fencing; vehicle access/construction.
AL	Birmingham International	Purchase approximately 208 properties within the expansion corridor.
AL	Montgomery Regional Airport	Extend runway, widen taxiway, extend taxiway, and sealcoat; new passenger terminal/cargo facilities.
AL	Gadsen Airport Industrial Park	Resurfacing and lighting.
AL	Walker County Airport	Automated observation system and runway extension.
AR	Benton Airport	Airport relocation.
AR	Searcy Airport	Runway extension.
AR	Dexter Memorial Field	Provide AWOS III system.
AZ	Williams AFB	Support conversion from military to civilian airport.
CA	San Bernardino International Airport	Various improvement projects.
CA	Napa County Airport	Runway, taxiway, and ramp maintenance; master plan; taxiway project.
CA	Jack McNamara Field, Del Norte County	Resurface runways.
CA	Fresno Yosemite International Airport	Design and construct midfield air cargo taxiways, design and construct midfield air cargo apron, design and construct airfield drainage imrpovements, design and construct midfield air cargo access road.
CA	General William J. Fox Field Airport, Lancaster.	Extend the existing county airport runway.

State	Location	Project description
CA	Stockton Metropolitian Airport	Lengthen runway.
CA	Bishop Airport, Inyo County	Facility, utility and infrastructure improvements.
CA	Ontario International Airport	Grove Corridor improvements; structure and ramp improvements; right-of-way acquisition; cargo demand study.
CA	Mammoth/Yosemite Airport, Mammoth Lakes.	Upgrade airport to handle jets.
CA	Meadows Field Airport, Bakersfield	New terminal, ramp and access road.
CA	Gnoss Field Airport, Marin County	Runway extension.
CA	Sacramento Mather Airport	Runway, taxiway, and apron pavement rehabilitation and runway/taxiway lighting.
CA	March Air Reserve Base	Civilian refueling system.
CA	Southern California Logistics Airport	Runway extension.
CNMI	Rota International Airport, CNMI	Resurface main runway.
CT	Greater Rockford Airport	Reimbursement for costs associated with runway extension and adjustments to the belt line road.
CT	Freeport Albertus Airport	Runway construction and safety area.
FL	Ft. Lauderdale-Hollywood International	Mega-zone transport study.
FL	St. Petersburg-Clearwater International	Runway expansion and other improvements.
FL	Orlando International Airport	Runway construction.
IN	Monroe County Airport, Bloomington	Land acquisition.
IN	Freeman Municipal Airport, Seymour	Runway and taxiway reconstruction.
IN	Perry County Municipal Airport, Tell City	Runway extension.
IN	Gary Regional Airport	Maintenance facility.
KS	Lawrence Municipal Airport	Various improvements.
KS	Newton City-County Airport	Various improvements.
KY	Louisville International	Noise mitigation.
KY	Caldwell County Airport	Runway extension and overlay.
KY	Madisonville Municipal Airport	Various improvements.
KY	Marion/Crittenden County Airport	Master plan development and engineering.
KY	Cynthiana Airport, Harrison County	Apron overlay and taxiway; runway extension.
KY	Estill County Airport	Feasibility study for new airport.
LA	Lakefront Airport, New Orleans	Repair and restoration Airport/Lake Pontchartrain retaining wall.
LA	Baton Rouge Metropolitian	Noise mitigation; taxiway and runway reconstruction; overlay and construct runways; perimeter road; ARFF vehicle.
LA	Lafayette Airport	Rubber removal, seal coating, grooving, and mark and strip the runway. Construct bridge over Bayou, correct grade differential, and extend the runway safety area.
MI	Southwest Michigan Regional Airport, Benton Harbor.	Runway extension.
MI	Lenawee County Airport	Extend the runway and shift the threshold; airport expansion.
MI	Cherry Capital Airport, Traverse City	New passenger terminal.
MI	Oakland Pontiac International	Various improvements.
MI	Detroit City Airport	Land acquisition for expansion.
MO	Lee's Summit Municipal, Kansas City	Land acquisition to extend runway and creation of required runway protection zone.
MS	Starkville Airport	Runway extension.
MS	Jackson International Airport	Design and construction of air cargo apron.
MS	Olive Branch Airport	Various improvements.
MS	Iuka Airport	Various improvements.
MS	Ackerman Airport	Various improvements.
MT	Helena Regional Airport	Taxiway construction.
NC	Piedmont Triad International Airport	Runway construction and related improvements.
NC	Concord Regional Airport, Cabarrus County.	Runway extension, runway protection zone completion, ramp/ILS zone, Construction to lower a road.
NC	Stanly County Airport	Perimeter security fencing, airfield lighting, access roads.
NC	Rockingham-Hamlet Airport, Richmond County.	Parallel taxiway, eastern half; apron expansion.
NC	Monroe Municipal Airport, Union County	Terminal area apron expansion; land acquisition.
ND	Minot Municipal Airport	Safety and security needs.
NY	Niagara Falls International Airport	Rehabilitation of taxiway D.
NY	Buffalo Niagara International Airport	Runway improvements and extension; east access improvements; expansion of east terminal apron phase II; acquisition and demolition.
NY	LaGuardia International	Noise mitigation.

State	Location	Project description
OH	Port Columbus International Airport	Terminal apron reconstruction and glycol retention/treatment facility.
OH	Fairfield County Airport	Airport master plan.
OH	Ohio University Airport, Athens	Extend runway.
OH	Toledo Express Airport	Expansion of taxiway and apron capacity.
OH	Rickenbacker Airport	Various infrastructure needs.
OH	Akron-Canton Regional Airport	Expansion of runway 1/19 safety upgrade.
OH	Pickaway County Airport	Runway and taxiway extension.
OK	Stillwater Airport	Runway lengthening.
OK	McAlester Airport	Runway extension and strengthening.
OK	Will Rogers World Airport, Oklahoma City	Extension of runway protection zone; relocation of MacArthur Boulevard.
OR	Roberts Field/Redmond Municipal	Expand commercial terminal ramp.
PA	Erie International Airport	Extend main runway 1,000 ft.
PA	Jimmy Stewart Airport, Indiana County	Runway expansion and related improvements.
RI	T.F. Green Airport, Providence	Various improvements.
TN	Memphis Shelby County Airport	Extend taxiway; construct aircraft apron; reconstruct taxiways; and reconstruct runway.
TN	Millington Airport	Infrastructure improvements.
TN	Chattanooga Metropolitan Airport	Shift taxiway to meet design standards.
TX	Abilene Regional	Terminal expansion/taxiway upgrade.
TX	George Bush International, Houston	New runway and associated projects.
TX	Alliance Airport	Runway extension; cargo apron; noise compatibility program.
TX	Sugar Land Municipal Airport	Property acquisition and taxiway construction.
TX	Laredo Airport	Noise compatibility program.
TX	Robert Gray Army Airfield, Fort Hood	Support joint use development.
USVI	Henry E. Rohlsen Airport, St. Croix	Runway extension and terminal expansion.
UT	Wendover Airport	Expansion of commercial service ramp.
UT	Salt Lake City International	Expand cargo facilities to handle Olympic demand; expand and modernize terminals.
VA	Danville Regional Airport	Apron expansion, fillet widening, taxiway lighting, apron overlay.
VA	Lee County Airport	Replace airport.
VA	Lonesome Pine Airport, Wise County	Construct parallel taxiway.
VA	Mountain Empire Airport, Smyth County	Construct security fence, parallel taxiway, move fuel farm, relocate windsock, and install beacon.
VA	Virginia Highlands Airport, Abingdon	Construct apron.
VA	Charlottesville-Albemarle Airport	Extend runway safety area.
VA	New River Valley Airport, Dublin	Environmental review of an overlay.
WI	Rock County Airport	Reconstruction and extension of runway facilities.
WI	Chippewa Valley Regional Airport	Runway and taxiway.

Jackson International Airport, MS.—The Committee is aware that the Jackson Municipal Airport Authority has undertaken the phased construction of a new air cargo park at the Jackson International Airport, for which $7,000,000 in FAA, EDA and local funding has already been committed. Consistent with the priority designation of this project in the House and Senate committee reports and the conference report last year, and in order to meet the schedule requirements for final design and construction of segment 1 of the project, the Committee encourages FAA to give priority consideration to requests by the Jackson International Airport for discretionary funding to complete construction of the air cargo apron and related improvements, including the paving of the taxiway connection to Runway 16R/34L.

Alliance Airport, TX.—The Committee encourages the FAA to give full and immediate consideration to the City of Fort Worth's application for a letter of intent for a runway extension project at Alliance Airport in Texas. The Committee believes that FAA's review of grant and LOI applications should not discriminate against cargo airport projects by relying too heavily on formal benefit-cost analyses. The FAA's benefit-cost procedures rely heavily on passenger air service. While appropriate in many instances, if used inflexibly to make award decisions, such a process could unfairly place a low priority on a balanced national aviation system, which includes general aviation and cargo aviation requirements.

Abilene Regional Airport, TX.—The Committee is aware of plans for essential infrastructure improvements to enhance competition, capacity and safety at the Abilene Regional Airport. Given the economic potential and immediate needs of this regional facility, the Committee encourages FAA to give priority consideration to requests for discretionary funding that will assist the Abilene Regional Airport with various capital improvements such as a terminal expansion, taxiway extension and emergency response vehicle procurement.

St. Petersburg-Clearwater International Airport, FL.—The Committee encourages the FAA to give full and immediate consideration to a letter of intent for runway expansion and other improvements at the St. Petersburg-Clearwater International Airport in Florida.

Piedmont Triad International Airport, NC.—The Committee encourages the FAA to give full and immediate consideration to the Piedmont Triad Airport Authority's application for a letter of intent for construction of a parallel runway (5L–23R), and related improvements described in the authority's application, which are necessary to integrate this new runway into existing facilities. The Committee is informed that substantial safety, capacity and economic benefits will accrue from the completion of this project.

DeKalb Taylor Municipal Airport, IL.—The Committee encourages FAA to give priority consideration to a request for discretionary funding for reconstruction of the east-west taxiway, replacement of airfield lighting, and acquisition of land for placement of an ODAL system.

Akron-Canton Regional Airport, OH.—The Committee urges the FAA to give priority consideration to requests for discretionary funding for the safety upgrades and extension of runway 1/19 at Akron-Canton Regional Airport in Ohio.

Louisville International Airport, Kentucky.—The Committee is aware of Louisville International Airport's ambitious relocation program associated with a major expansion of the airport. Currently, Louisville is limited to receiving $5,000,000 per year in noise mitigation funds due to an administrative policy of the FAA. Under this bill, funds for noise mitigation activities will increase from $206 million in fiscal year 2000 to $347 million in fiscal year 2001. The Committee understands that, given the substantially higher funding level next year, the FAA intends to discontinue the administrative cap and review each case on its merits. The Committee believes the FAA should review each airport's need without regard to an administrative cap, and should give strong consideration to Louisville International's noise mitigation needs for fiscal year 2001.

ADMINISTRATION

The bill provides that, within the overall obligation limitation, $53,000,000 is available for administration of the airports program by the FAA. Prior to fiscal year 2000, these expenses were included in the FAA's operating budget. The recommended amount is $8,000,000 (17.8 percent) above the level provided for fiscal year 2000 and essentially the same as the budget estimate. Since overall AIP program funding is raised by 64.1 percent pursuant to Public Law 106–81, it is imperative that administrative costs be raised also, so that grant requests can be reviewed thoroughly and executed in a timely manner. In addition, the airports office must review and approve requests for letters of intent and for additional passenger facility charges, both of which are expected to increase in the coming year. Airport-related research remains funded under "Facilities and equipment."

BILL LANGUAGE

Runway incursion prevention systems and devices.—Consistent with the provisions of Public Law 106–181, the bill allows funds under this limitation to be used for airports to procure and install runway incursion prevention systems and devices. Because of the urgent safety problem related to runway incursions, the FAA is directed to consider such grant requests among the highest priorities for discretionary funding.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

The bill includes a rescission of $579,000,000 in contract authority. This budget authority was made available in P.L. 106–181 for obligation during fiscal year 2000. However, since such funds are above the obligation limitation for that year, they are not available for obligation and are therefore available for rescission. This recommendation will have no programmatic impact, since the funding is not currently available for use in the AIP program. Furthermore, since AIP authorized funding for fiscal years 2001 through 2003 is guaranteed by law and cannot be reduced in the appropriations process, the fiscal year 2000 funds will also not be needed to address any shortfalls in those years.

FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2001 PROGRAM

The Federal Highway Administration (FHWA) provides financial assistance to the states to construct and improve roads and highways, and provides technical assistance to other agencies and organizations involved in road building activities. Title 23 and other supporting legislation provide authority for the various activities of the Federal Highway Administration. Funding is provided by contract authority, with program levels established by annual limitations on obligations in appropriations Acts.

The Transportation Equity Act for the 21st Century (TEA21) amended the Budget Enforcement Act to provide two additional discretionary spending categories, one of which is the highway category. This category is comprised of all federal-aid highways funding, the Federal Motor Carrier Safety Administration's motor carrier safety funding, National Highway Traffic Safety Administration's (NHTSA) highway safety grants funding and NHTSA highway safety research and development funding. The highway category obligations are capped at $27,158,000,000 in fiscal year 2001. If appropriations action forces highway obligations or outlays to exceed this level, the difference and the resulting outlays are charged to the non-defense discretionary spending category. In addition, if highway account receipts exceed levels specified in TEA21, automatic adjustments are made to increase or decrease obligations and outlays for the highway category accordingly.

The Committee's recommendation fully comports with and does not exceed the levels guaranteed by TEA21. The following table summarizes the program levels within the Federal Highway Administration for fiscal year 2000 enacted, the fiscal year 2001 budget request and the Committee's recommendation:

Program	Fiscal Year—		Recommended in the bill
	2000 enacted [1]	2001 request	
Federal-aid highways	$26,245,000,000	$26,603,806,000	$26,603,806,000
Revenue aligned budget authority (RABA)	1,456,350,000	3,058,000,000	3,058,000,000
RABA transfer		−598,000,000	
Adjustment		255,000,000	
Exempt obligations	1,206,702,000	1,039,576,000	1,039,576,000
Total	28,908,052,000	30,358,382,000	30,701,382,000

[1] Excludes $105,260,000 in across-the-board rescissions, but includes $76,058,000 in administrative expenses for motor carriers.

LIMITATION ON ADMINISTRATIVE EXPENSES

Limitation, fiscal year 2000 [1]	($376,072,000)
Budget request, fiscal year 2001	(315,834,000)
Recommended in the bill	(290,115,000)
Bill compared with:	
Limitation, fiscal year 2000	(−85,957,000)
Budget request, fiscal year 2001	(−25,719,000)

[1] Includes $76,058,000 for administrative expenses of the office of motor carriers. In fiscal year 2001, funding for motor carrier administrative expenses is included as a separate limitation in the Federal Motor Carrier Safety Administration. Comparable amounts for FHWA administrative expenses for fiscal year 2000 total $300,014,000.

This limitation controls spending for the salaries and expenses of the Federal Highway Administration required to conduct and administer the federal-aid highways programs and most other federal highway programs. In the past, this limitation included a number of contract programs, such as highway research, development and technology; however, the Transportation Equity Act for the 21st Century (TEA21) created a separate limitation for transportation research. Accordingly, in fiscal year 2001 costs related to highway research, development and technology are included under a separate limitation.

The Committee recommends a limitation of $290,115,000. This level is sufficient to fund 2,437 FTEs. This limitation excludes funding for the operations of the office of motor carriers, which is now provided in the Federal Motor Carrier Safety Administration, consistent with the Motor Carrier Safety Improvement Act of 1999.

Legislated set-asides.—The budget request included a number of legislated set-asides within this limitation. The Committee has not included these items in the bill, but has instead addressed them in this accompanying report.

The recommended level assumes the following adjustments to the budget request:

Undistributed reduction in GOE administrative expenses	−$6,004,000
Defer information technology increases pending CIO review	−2,400,000
Defer increases for workforce development	−4,330,000
Delete funding requested for rural transportation planning initiatives	−1,000,000
Eliminate funding for climate change center	−1,000,000
Deny funding for national rural development partnership program	−500,000
Delete funding for the Garrett A. Morgan program	−688,000
Delete funding for 2 new FTE for small and disadvantaged business activities	−230,000
Deny funding for development of regional transportation plan for the Mississippi River Delta Initiative	−1,000,000
Delete funding for "working better together" activities	−500,000
Provide $1,000,000 for the office of intermodalism	−317,000
Deny increases for technology transfer and sharing activities	−5,000,000
Disallow funds for the national personal transportation survey	−4,750,000
Transportation management planning for the Salt Lake Winter Olympic Games (Section 1223 of TEA21)	+2,000,000

Undistributed reduction in administrative expenses.—The Committee recommendation includes a reduction of $6,004,000 in administrative expenses and provides FHWA the flexibility to allocate that reduction among such expenses as ADP, permanent change of station, travel, transportation and non-mandatory bonuses and incentives. The Committee notes that the FHWA is now approximately 200 FTE below the fiscal year 2000 authorized employment level, and therefore should be able to accommodate this reduction with little, if any, disruption.

Information technology activities.—The Committee has deferred increases in information technology activities totaling $2,400,000 in fiscal year 2001 pending a review of the need and compatibility by the department's chief information officer of the proposed new systems and enhancements and a determination of outyear costs.

Workforce development.—Due to budget constraints, the Committee has denied the request for increases of $4,330,000 for workforce development activities.

Rural transportation planning initiative.—The Committee has not provided the $1,000,000 requested to establish an entity in two universities to support transportation planning in rural areas. This proposed activity is redundant of those activities funded within the local and rural technical assistance programs of the Federal Highway Administration and the Federal Transit Administration, respectively.

Climate change center.—The Committee has denied the administration's request to establish a climate change center, which would conduct and coordinate the department's research on environmental strategies (−$1,000,000). The Committee has provided sufficient funds within the FHWA's research and technology program to conduct environmental research and does not believe such a center to be necessary.

National rural development program support.—The Committee has deleted funding requested for the department's share of the national rural development program (−$500,000). This program is a government-wide initiative/partnership, led by the Department of

Agriculture, and is a network of rural development leaders and officials committed to the vitality of rural areas. The Committee has deleted funds for this activity the last several years.

Garrett A. Morgan program.—The Committee has deleted funds requested within this account for the Garrett A. Morgan transportation futures program (−$688,000), consistent with recommendations elsewhere in the bill.

Small and disadvantaged business.—The Committee has deleted funds requested to support two new full time equivalent employees related to small and disadvantaged business activities due to budget constraints (−$230,000). Additional staff may be allocated for these activities within the current FTE authorization ceiling.

Delta initiative.—The Committee has deleted funding requested to develop a regional transportation plan related to the delta initiative (−$1,000,000). This activity is unauthorized and includes plans to develop a tourism marketing strategy which will highlight the region's cultural and historical significance. This is an activity more appropriate for the Department of Commerce than the Department of Transportation.

"Working better together" activities.—The Committee has deleted $500,000 for "working better together" activities due to a lack of justification.

Technology sharing and transfer activities.—The Committee has not provided the $5,000,000 requested to encourage greater sharing among the department's modal administrations and their constituencies of research and technology. Sufficient funding of $14,000,000 is provided for training and education activities in fiscal year 2001 in the highway research and technology programs to support these activities.

National personal transportation survey.—The Committee has not provided the $4,750,000 under this heading for activities related to the national personal transportation survey. The Committee recognizes the need for such data and has included limited funds for this activity within funds provided for policy research and the Bureau of Transportation Statistics.

Transportation management planning for the Salt Lake Winter Olympic Games.—The Committee recommendation includes $2,000,000 for transportation management planning for the Salt Lake Winter Olympic Games, as authorized by section 1223(c) of TEA21. These funds shall be available for planning activities and transportation projects based on the transportation management plan approved by the Secretary.

International trade data systems.—The Committee has provided $1,620,000, as requested, for an international trade data system, which is intended to create a single federal database and information system to process international trade and transportation transactions. Funding is included to upgrade the current tag/reader system for trucks and to include a railroad electronic notification and clearance process. The Committee directs, however, that the Department of Transportation provide the House and Senate Committees on Appropriations by February 1, 2001 a detailed cost estimate for the development and deployment of the complete system, including cost sharing by other participating federal, state and local agencies, and a schedule for full deployment.

Research and development administrative expenses.—The Committee's recommendation for general operating expenses includes funding to support various administrative activities related to research and development activities that were requested within the research and technology programs. Specifically, $400,000 is provided to support innovative financing administration; $200,000 for strategic planning; $400,000 for research and technology activities conducted by the resource centers; $645,000 for computer support for research and development activities; and $200,000 for the development of improved performance measures.

Four Bears Bridge, North Dakota.—The bill does not provide $5,000,000 requested from funds made available under section 104(a) of TEA21 for the design and preliminary engineering of the Four Bears Bridge in North Dakota.

Child passenger protection grants.—Of the funds available pursuant to section 104(a) of TEA21, the Committee has included $7,500,000 for child passenger protection grants.

LIMITATION ON TRANSPORTATION RESEARCH

Limitation, fiscal year 2000[1]	....
Budget request, fiscal year 2001[1]	....
Recommended in the bill	($437,250,000)
Bill compared with:	
Limitation, fiscal year 2000	(+437,250,000)
Budget request, fiscal year 2001	(+437,250,000)

[1] Resources available in fiscal year 2000 and requested in fiscal year 2001 are assumed within the federal-aid highways obligation limitation.

This limitation controls spending for the transportation research and technology contract programs of the Federal Highway Administration. This limitation includes a number of contract programs including intelligent transportation systems, surface transportation research, technology deployment, training and education, and university transportation research. In the past, funding under this limitation was provided in part from the limitation on general operating expenses and from contract authority provided in permanent law. The recommendation includes an obligation limitation for transportation research of $437,250,000. This limitation is consistent with the provisions of TEA21 and mirrors the House-passed fiscal year 2000 Department of Transportation and Related Agencies appropriations bill. The Committee recommendation does not provide an additional $221,500,000 for research and technology programs requested in the budget to be funded from an increase in contract authority.

TEA21 authorizes $437,250,000 in fiscal year 2001 for the following transportation research programs:

Surface transportation research	$98,000,000
Technology deployment program	45,000,000
Training and education	18,000,000
Bureau of transportation statistics	31,000,000
ITS standards, research, operational tests, and development	100,000,000
ITS deployment	118,000,000
University transportation research	27,250,000
Subtotal	437,250,000

Within the funds provided for surface transportation research, the accompanying bill provides funding for the following activities in the specified amounts, consistent with the provisions of TEA21:

Technology assessment and deployment	$14,000,000
International activities	500,000
Research and technology support	7,500,000
Highway research and development	66,000,000
Long term pavement performance	10,000,000
Subtotal	98,000,000

Within the funds provided for surface transportation research, the Committee recommends that $66,000,000 be allocated for highway research and development for the following activities in the specified amounts:

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

The Committee has allocated the surface transportation research and development account in the same manner as it has historically, rather than in the new configuration proposed by FHWA. This allocation will not interfere with the performance-based approach required under GPRA, but will ensure that the flow of federal investments can be monitored easily. The Committee's allocation concentrates funds in the three foundations of FHWA's research and development program: safety, pavements, and structures. To respond to the pressing challenges of today's highway environment, increased funds also have been made available for highway operations and asset management.

The Committee also seeks to ensure that FHWA continues to focus on research and development, and therefore does not approve the use of any funds specified under highway research and development to support technology deployment, assessment, or other programmatic purposes as proposed by FHWA. Instead, under the surface transportation research and development subaccount, the Committee directs that $14,000,000 be allocated for technology deployment and assessment activities to expedite the transfer of advanced technologies to state and local governments. Next year, FHWA should be prepared to show how funds to advance research and development were tracked separately from funds spent on technology deployment and assessment functions.

In the fiscal year 2002 budget justification, the Committee expects FHWA to delineate the proposed allocation of surface transportation research and development funds using the same categorical basis displayed in this report. The FHWA also is expected to document how it proposes to allocate the technology assessment and deployment funds by specific projects or activities to be conducted by the core business units, state division offices, or resource centers. The justification will include a separate discussion of how the technology deployment program funds will be integrated with the surface transportation R&D funds.

Safety.—The safety research and technology program develops engineering practices, analysis tools, equipment, roadside hardware, and safety promotion and public information materials that will significantly contribute to the reduction of highway fatalities and injuries. The Committee recommends $15,000,000 for safety research and development activities. FHWA is required to implement a comprehensive research and technology program that will ensure safety R&D and deployment activities receive at least the same total amount of funds that were provided in fiscal year 2000. The Committee commends FHWA for the development of various safety-oriented technologies and its assistance to states to reduce run-off-the road crashes, increase pedestrian and bicycle safety, improve roadside design and hardware, reduce hazards in work zones, advance safety and speed management systems, and further highway safety information systems.

The Committee has increased funds above the requested amount to allow FHWA to expand its efforts to improve traffic safety at various types of intersections. Almost 25 percent of all fatal motor vehicle crashes are intersection-related. Intersection safety is a concern in both urban and rural areas—44 percent of intersection-related fatal crashes occur in rural areas and 56 percent in urban areas. Providing increased funds for this area of research is consistent with the AASHTO Strategic Highway Safety Plan, which identifies improving the design and operation of highway intersections as one of its 22 strategies to reduce highway deaths and injuries. FHWA should identify the most common and severe safety problems at intersections and compile information on effective applications and design of innovative infrastructure configurations and treatments at both signalized and unsignalized intersections and interchanges.

Pavements research.—The pavements research and technology program identifies engineering practices, analytic tools, equipment, roadside hardware, and safety promotion and public information that will significantly contribute to the reduction of highway fatalities and injuries. For fiscal year 2001, the Committee recommends $15,000,000 for pavements research and development, including work on asphalt, cement concrete pavements, and recycled materials. This increase in funding above the fiscal year 2000 appropriation, along with the funds provided for long term pavement performance, will allow FHWA to undertake research projects to improve the nation's infrastructure. Within the funds provided, the FHWA is encouraged to support research into aggregates production and utilization, polymer additives, and the production of asphalt modifiers using rubber and waste oil.

Structures.—The structures research and technology program develops technologies, advanced materials and methods to maintain efficiently and renew the aging transportation infrastructure, improve existing infrastructure performance, and enable efficient infrastructure response and quick recovery after major disasters. For fiscal year 2001, the Committee recommends $15,000,000 for structures research and development. These funds will help FHWA make progress towards its performance goal to reduce deficiencies on national highway system bridges from 25% to 20% and reduce deficiencies on all bridges from 31.4% to 25% by 2007. This funding will ensure continued progress on high performance materials and engineering applications to design, repair, rehabilitate, and retrofit bridges. Within the funds provided, the FHWA is encouraged to support research into advanced wood composites, research into the use of lithium technologies to mitigate damage from alkali silica reactions, and research into the use of high resolution imaging in non-destructive evaluations.

Environment research.—The environment research and technology program develops improved tools for assessing highway impacts on the environment; techniques for the avoidance, detection, and mitigation of those impacts and for the enhancement of the environment; and expertise on environmental concerns within FHWA and state and local transportation agencies. The Committee recommends $6,200,000 for research on environmental issues affecting highway operations and construction. Further, within the funds provided for highway research and development, the department shall make available $250,000 for furtherance of the PM–10 study.

Policy research.—The policy research and technology program supports FHWA policy analysis and development, strategic planning, and technology development through research in data collection, management and dissemination; highway financing, investment analysis, and performance measurement; and enhancements to highway program contributions to economic productivity, efficiency, and other national goals. For fiscal year 2001, the Committee recommends $4,600,000 for policy research. For several years, the Committee has provided funds for the department's truck size and weight study, which has been financed primarily from FHWA's policy research budget. This study has been in draft format for several years and has received considerable criticism. The Committee's allowance does not include any funds to continue or revise this study. The Committee will reconsider the need for updating this study when debate over highway reauthorization legislation draws closer. This savings of $450,000 and the additional funds recommended above the fiscal year 2000 appropriation will allow continued work on the National Personal Transportation Survey, which is funded under this category and not under the limitation on administrative expense as requested by the FHWA. Because of budgetary constraints, the Committee has deleted funds for research cooperation with various international organizations and expects to be consulted before future international agreements that are likely to require financial support are consummated.

Planning and real estate research.—The planning and real estate research and technology program advances cost effective methods to evaluate transportation strategies and investments; develops and disseminates improved planning methods; develops more effective planning and data collection techniques for intermodal passenger and freight planning and programming; improves financial planning tools for use in developing transportation plans and programs; evaluates the characteristics of the National Highway System; and develops improved analytical tools to support metropolitan and statewide planning and for information and data sharing with state and local governments. The Committee recommends

$4,100,000 for planning and real estate research, including an increase of $100,000 in the real estate services portion of the planning R&D budget above the amount specified last year. These additional funds will help FHWA respond to requests from AASHTO and other groups for increased research in the real estate service area.

Advanced research.—The advanced research program addresses longer-term, higher risk research that shows potential benefits for improving the durability, efficiency, environmental impact, productivity and safety of highway systems. The Committee provides $900,000 for advanced research.

Highway operations and asset management.—The highway operations research program is designed to develop, deliver and deploy advanced technologies and administrative methods to provide pavement and bridge durability, and to reduce construction and maintenance-related user delays. The Committee recommends $5,200,000 for highway operations and asset management. Funds provided under this category support a variety of research projects seeking to improve highway operations, including work to improve the manual on uniform traffic control devices, work zone operations, technologies that facilitate operational responses to changes in weather conditions, and freight management operations. Of the $600,000 provided for asset management, the Committee has not included any funds for statistical analysis of the National Quality Initiative. Such analysis shall be performed by the Bureau of Transportation Statistics.

R&T technical support.—The Committee has limited funds for R&T technical support to $7,500,000. Funding for other agencywide initiatives requested under the category "Agency R&T Programs" have not been approved, unless otherwise specified under the limitation on general operating expenses.

R&T partnership initiative.—The Committee continues to support FHWA's participation in the national R&T partnership initiative. As part of this partnership, five working groups have been formed to advance a national research agenda in the areas of safety, infrastructure renewal, operations and mobility, planning and environment, and policy analysis and systems monitoring. Key partners and stakeholders, including, state DOTs, academia, local governmental officials, and private sector representatives are participating along with FHWA as part of this effort. The products of this initiative will provide input to the FHWA and other participants in shaping R&D directions and priorities, and increase opportunities for collaborative approaches to conducting high-priority R&T activities. The Committee notes that the Transportation Research Board (TRB) has taken a significant role in facilitating this effort, and that the American Association of State Highway and Transportation Officials (AASHTO) has voiced strong support and participates actively in this effort. The Committee encourages FHWA's continued support of this partnership initiative and appreciates the involvement of TRB, AASHTO, and others to advance the overall highway R&T program.

Advanced vehicle consortia program.—The Committee has not included funds for the advanced vehicle consortia program. The budget request had proposed to provide $20,000,000 for the program by diverting revenue aligned budget authority for this purpose. Last year the Committee directed the department to include with the fiscal year 2001 budget request a report that: delineates a detailed strategic spending plan outlining the scope and direction of each of the planned research, development, demonstration, and deployment projects expected to be funded as part of the program during the next five years; demonstrates that the activities to be conducted by the participating consortia will be coordinated and integrated into a cohesive program; provides documentation that the projects to be funded do not in any way overlap with other FTA, FRA, or Department of Energy activities; and demonstrates a financial participation of other federal departments. At the time of the writing of this report, the Committee had yet to receive the report. The Committee, therefore, has deferred future funding requests for this program until the reporting requirement is satisfied, the department is able to indicate how the disparate array of projects will be joined together to form a strategically designed program, and the Committee has had an opportunity to review the report fully.

Revenue aligned budget authority (RABA) distribution.—The Committee directs that any RABA funds distributed under current law for surface transportation research and development be allocated only among the core research programs for pavements, structures or safety. None of the distributed RABA funds are to be used for activities originally requested under agency-wide R&T initiatives.

ITS standards, research, operational tests and development.—The Committee recommends the $100,000,000 provided in TEA21 for ITS research be allocated in the following manner:

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

CVO research.—The Committee's allowance includes $7,300,000 for commercial vehicle research. The additional funds provided above the request shall be used to develop and test advanced technology for roadside identification. This technology is needed to identify commercial carriers and vehicles without transponders in advance of their approach to an inspection site. This technology will ensure that maximum use of the SAFER, ASPEN, Mailbox data system, PIQ, PRISM target file, and ISS2 systems is facilitated. Advancement of technology to promote the transfer of information from NLETS to MCSAP officers, including improved communications between the NLETS bridge and the PRISM target file and other information systems, should also be supported with the additional funds provided.

IVI research.—The Committee's allowance includes $30,000,000 for the intelligent vehicle program. No less than $5,000,000 of those funds shall be used for the initial phase of an operational test to advance collision avoidance technologies in the light vehicle platform. This project should be designed so that it is completed before the end of fiscal year 2003. The solicitation shall encourage the participation of at least one light vehicle manufacturer or a tier I supplier. The department shall solicit projects that will address run-off-the road crashes and unsafe lane or intersection movements. Because of the importance of this initiative, the department is encouraged to employ innovative mechanisms, (such as cooperative agreements or other funding arrangements) that would facilitate an appropriately-sized test for the purpose of evaluating safety benefits and costs, while protecting proprietary technology.

Specified ITS deployment projects.—It is the intent of the Committee that the following projects contribute to the integration and interoperability of intelligent transportation systems in metropolitan and rural areas as provided under section 5208 of TEA21 and promote deployment of the commercial vehicle intelligent transportation system infrastructure as provided under section 5209 of TEA 21. These projects shall conform to the requirements set forth in these sections, including the project selection criteria contained in section 5208(b) and the priority areas outlined in section 5209(c), respectively. Projects selected for funding shall use all applicable, published ITS standards. This requirement may be waived if the Secretary determines that the use of a published ITS standard would be counterproductive to achievement of the program objectives. Funding for ITS deployment activities are to be available as follows:

	Amount
Alameda-Contra Costa, California	$1,000,000
Baton Rouge, Louisiana	2,000,000
Bay County, Florida	2,000,000
Bloomingdale Township, Illinois	400,000
Calhoun County, Michigan	500,000
Carbondale, Pennsylvania	2,000,000
Charlotte, North Carolina	1,000,000
College Station, Texas	1,000,000
Corpus Christi, Texas	1,000,000
DuPage County, Illinois	850,000
Houston, Texas	2,000,000
Huntington Beach, California	2,500,000
Inglewood, California	1,000,000
Jackson, Mississippi	1,000,000
Jefferson County, Colorado	5,400,000
Johnsonburg, Pennsylvania	2,000,000
Lake County, Illinois	450,000
Montgomery County, Pennsylvania	4,000,000
North Las Vegas, Nevada	2,000,000
Norwalk and Santa Fe Springs, California	1,000,000
Oakland and Wayne counties, Michigan	2,000,000
Philadelphia, Pennsylvania	1,000,000
Puget Sound, Washington	3,000,000
Rensselaer County, New York	1,000,000
Rochester, New York	1,500,000
Sacramento County, California	1,750,000
Sacramento, California	1,000,000
Shreveport, Louisiana	2,000,000
Southhaven, Mississippi	150,000
Spokane County, Washington	1,000,000
St. Louis, Missouri	1,000,000
State of Arizona	1,000,000
State of Delaware	1,500,000
State of Iowa	2,000,000
State of Maryland	2,000,000
State of Minnesota	10,000,000
State of Nebraska	1,500,000
State of North Carolina	2,000,000
State of North Dakota	1,000,000

	Amount
State of Ohio	3,000,000
State of South Carolina	4,000,000
State of Utah	5,000,000
Commonwealth of Virginia	8,000,000
Washington, DC area	2,500,000
Wayne County, Michigan	8,000,000

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2000	($26,000,000,000)
Budget request, fiscal year 2001	(28,000,000,000)
Recommended in the bill	(28,000,000,000)
Bill compared with:	
Appropriation, fiscal year 2000	+2,000,000,000
Budget request, fiscal year 2001	....

The Committee recommends a liquidating cash appropriation of $28,000,000,000. This is an increase of $2,000,000,000 over the fiscal year 2000 enacted level and is needed to pay the outstanding obligations of the various highway programs at levels provided in TEA21. This appropriation is mandatory and has no scoring effect.

FEDERAL-AID HIGHWAYS

Federal-aid highways and bridges are managed through a federal-state partnership. States and localities maintain ownership and responsibility for maintenance, repair and new construction of roads. State highway departments have the authority to initiate federal-aid projects subject to FHWA approval of plans, specifications, and cost estimates. The federal government provides financial support for construction and repair through matching grants, the terms of which vary with the type of road.

There are almost four million miles of public roads in the United States and approximately 577,000 bridges. The Federal Government provides grants to states to assist in financing the construction and preservation of about 945,000 miles (24 percent) of these roads, which represents an extensive interstate system plus key feeder and collector routes. Highways eligible for federal aid carry about 85 percent of total U.S. highway traffic.

The Transportation Equity Act for the 21st Century (TEA21) reauthorized highway, highway safety, transit, and other surface transportation programs through fiscal year 2003. TEA21 builds on programs and other initiatives established in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the previous major authorizing legislation for surface transportation programs.

Under TEA21, Federal-aid highways funds are made available through the following major programs:

National highway system.—The ISTEA of 1991 authorized—and the National Highway System Designation Act of 1995 subsequently established—the National Highway System (NHS). This 163,000-mile road system serving major population centers, international border crossings, intermodal transportation facilities and major travel destinations, is the culmination of years of effort by many organizations, both public and private, to identify routes of national significance. It includes all Interstate routes, other urban and rural principal arterials, the defense strategic highway network, and major strategic highway connectors, and is estimated to carry up to 75 percent of commercial truck traffic and 40 percent of all vehicular traffic. A state may choose to transfer up to 50 percent of its NHS funds to the surface transportation program category. If the Secretary approves, 100 percent may be transferred. The federal share of the NHS is 80 percent, with an availability period of 4 years.

Interstate maintenance.—The 46,000-mile Dwight D. Eisenhower National System of Interstate and Defense Highways retains a separate identity within the NHS. This program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction of bridges, interchanges, and over-crossings along existing interstate routes is also an eligible activity if it does not add capacity other than high occupancy vehicle (HOV) and auxiliary lanes.

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

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

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

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

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

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

Funds provided for the federal lands program in fiscal year 2001 shall be available for the following activities:

	Amount
14th Street bridge, Washington DC/Virginia	$5,000,000
Acadia National Park	1,000,000
Broughton Bridge, Clay County, Kansas	100,000
Clark Fork River bridge replacement, phase 2, Idaho	3,000,000
Crescent Lake National Wildlife Refuge access road, Nebraska	1,000,000
Cumberland Gap, Kentucky	900,000
Daniel Boone Parkway, Kentucky	1,000,000
Historic Kelso depot, Mojave National Preservation, California	5,400,000
Hoover Dam bypass, Arizona	10,000,000
Lake Tahoe Binwall repair and drainage improvement	1,000,000
Lowell National Historic Park, western canal walkway improvements	500,000
Manassas Battlefield access	500,000
Mongaup Visitor Center—Upper Delaware Scenic and Recreational River	900,000
Mount Saint Helen's National Park access from Coldwater visitor's Center to US 12, Randall, Washington	100,000
Ridgefield National Wildlife Refuge visitor's center, Clark County, Washington	400,000
Route 600, Virginia	3,100,000
SD 240 loop, Badlands National Monument	1,700,000
Second Access road for Fort Eustis, Virginia	3,500,000
Soldier Hallow, Utah	2,400,000
Timucuan Ecological and Historic Preserve, Florida	900,000
Traffic circle at Mount Vernon, Virginia	500,000
Upgrade US Hwy 26, Oregon	3,000,000
Utah Trail, Joshua Tree National Park, California	1,500,000
Widen US 95, Nevada	2,000,000

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

Minimum guarantee.—Under TEA21, after the computation of funds for major Federal-aid programs, additional funds are distributed to ensure that each State receives an additional amount based on equity considerations. This minimum guarantee provision ensures that each State will have a return of 90.5 percent on its share of contributions to the highway account of the Highway Trust Fund. To achieve the minimum guarantee each fiscal year, $2.8 billion nationally is available to the States as though they are STP funds (except that requirements related to set-asides for transportation enhancements, safety, and sub-State allocations do not apply), and any remaining amounts are distributed among core highway programs.

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

High priority projects.—TEA21 includes 1,850 high priority projects specified by the Congress. Funding for these projects totals $9.5 billion over the 6 year period with a specified percentage of the project funds made available each year. Unlike demonstration projects in the past, the funds for TEA21 high priority projects are subject to the Federal-aid obligation limitation, but the obligation limitation associated with the projects does not expire.

Appalachian development highway system.—This program makes funds available to construct highways and access roads under section 201 of the Appalachian Regional Development Act of 1965. Under TEA21, funding is authorized at $450,000,000 for each of fiscal years 1999–2003; is available until expended and distributed based on the latest available cost-to-complete estimate.

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

Ferry boats and ferry terminal facilities.—Section 1207 of TEA21 reauthorized funding for the construction of ferry boats and ferry terminal facilities. TEA21 also included a new requirement that $20,000,000 from each of fiscal years 1999 through 2003 be set aside for marine highway systems that are part of the National

Highway System for use by the states of Alaska, New Jersey and Washington. In fiscal year 2001, TEA21 provides $38,000,000.

Transportation and community and system preservation pilot program.—TEA21 established a new transportation and community and system preservation program that provides grants to states and local governments for planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and practices. These grants may be used to improve the efficiency of the transportation system; reduce the impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; and provide efficient access to jobs, services, and centers of trade.

Funds provided for the transportation and community and system preservation pilot program in fiscal year 2001 shall be available for the following activities:

Project	Amount
Arkansas River, Wichita, Kansas pedestrian transportation facility	$1,000,000
Boca Raton, Florida traffic calming measures	500,000
Buckeye Greenbelt parkway beautification, Toledo, Ohio	250,000
Central Florida commuter rail	1,000,000
City of Bedminister, New Jersey bike path	500,000
City of Ferndale, Michigan traffic signals	50,000
City of Sulphur Springs, Texas mobility improvements	750,000
Clark County, Indiana mobility improvement project	750,000
Community and environmental transportation acceptability process	1,000,000
Decatur, Illinois mobility improvements	750,000
Development of Mitchell Marina, Greenport, New York	250,000
El Segundo, California intermodal facility improvements	1,000,000
Ellenboro and Harrisville, West Virginia mobility improvements	250,000
Elwood bicycle/pedestrian bridge, County of Santa Barbara, California	250,000
Fort Worth, Texas trolley study	750,000
High capacity transportation system study, Albuquerque, New Mexico	500,000
Humboldt Greenway project, Hennepin County, Minnesota	1,000,000
Lafayette Street access improvement project, Norristown, Pennsylvania	500,000
Lodge freeway pedestrian overpass, Detroit, Michigan	900,000
Madison County, Kentucky	400,000
Mercer County, Illinois mobility improvements	750,000
Mobility improvement study, Fayette, Lamar, Tuscaloosa, Marion and Franklin Counties, Alabama	500,000
New Jersey-Northeast Pennsylvania rail corridor study	1,000,000
New Orleans, Louisiana intermodal transportation research	750,000
North Metro region improvement project, Minnesota	750,000
North Spokane, Washington trade corridor improvements and enhancements	500,000
NW 7th Avenue corridor improvement project, Miami, Florida	100,000
Ohio and Erie Canal corridor trail development	1,000,000
Pedestrian and bicycle route projects, Henderson, Nevada	250,000
Pedestrian improvements, Lake Cumberland Trail, Kentucky	100,000
Revitalization project, Fitchburg, Massachusetts	1,000,000
Rockville, Maryland Town Center accessibility improvement plan	250,000
Soundview Greenway in the Bronx, New York, New York	1,000,000
South Kingshighway business district pilot program, St. Louis, Missouri	100,000
Street revitalization, Clovis, New Mexico	750,000
Town of South Brunswick, New Jersey	250,000
Traffic calming and mitigation, South Pasadena, Pasedena, El Serano, California	1,000,000
Uptown transportation management program, New Mexico	500,000
Van Buren and Russelville, Arkansas environmental assessments and improvements	1,000,000

Project	*Amount*
Walkable edgewater initiative, Chicago, Illinois	100,000
West Baden Springs preservation project, Indiana	1,000,000

FEDERAL-AID HIGHWAYS

(HIGHWAY TRUST FUND)

Limitation, fiscal year 2000	($27,701,350,000)
Budget request, fiscal year 2001 [1]	(29,318,806,000)
Recommended in the bill [2]	(29,661,806,000)
Bill compared with:	
Limitation, fiscal year 2000	(+1,960,456,000)
Budget request, fiscal year 2001	(+343,000,000)

[1] The budget request includes new obligations of $3,058,000,000 associated with revenue aligned budget authority, of which $598,000,000 is transferred to other modal administrations. The request also includes $255,000,000 in additional obligation authority.

[2] The Committee recommendation includes $26,603,806,000 in guaranteed obligations, and $3,058,000,000 in obligations resulting from revenue aligned budget authority, consistent with current law.

The accompanying bill includes language limiting fiscal year 2001 federal-aid highways obligations to $29,661,806,000, an increase of $1,960,456,000 over the fiscal year 2000 enacted level and $343,000,000 over the budget request. The recommended level is the level assumed in TEA21. These funds are guaranteed under the highway category and protected by points of order in the House.

The obligation limitation for the federal-aid highways program included in this bill includes $3,058,000,000 in obligations resulting from revenue aligned budget authority. TEA21 provides for an automatic increase in the federal-aid highways program budget authority and obligation authority in any budget year in which projected income to the highway account of the highway trust fund exceeds estimates of income to the trust fund that were made at the time TEA21 was enacted. Under law, a determination of the size of this increase in so-called "firewall" spending levels is made in the President's budget submission. TEA21 calls for any such increases in budget authority to be distributed proportionately among federal-aid highways apportioned and allocated programs, and for the overall federal-aid obligation limitation to be increased by an equal amount, and certain amounts to be distributed to the motor carrier safety grants program of the Federal Motor Carrier Safety Administration. In total, the estimate of increased income, and therefore, budget authority and obligations for fiscal year 2001 is $3,058,000,000.

The budget request—in contravention of provisions of TEA21—proposed to allocate this additional obligation authority in fiscal year 2001 to other programs, including NHTSA's operations and research program; FTA's job access and reverse commute program; high speed rail activities; and the commercial drivers license program. The accompanying bill allocates the additional obligation authority consistent with the provisions of TEA21.

In addition, the budget request included several proposals which are not included in the Committee's recommendation. These proposals included: (1) a set aside of $1,200,000 from funds made available for administrative expenses for training on Indian reservations; (2) an additional $25,000,000 for the transportation and community and system preservation program; (3) an additional $140,000,000 for the national corridor planning and border infrastructure program; (4) an additional $221,500,000 for transportation research programs; and (5) $398,000,000 to implement an emergency relief reserve fund. These proposals have not been approved by the Committee as they are unauthorized and if adopted would have required corresponding reductions in the states' apportionments and their obligation authority in fiscal year 2001.

Although the following table reflects an estimated distribution of obligations by program category, the bill includes a limitation applicable only to the total of certain federal-aid spending. The following table indicates estimated obligations by program within the $29,661,806,000 provided by this Act and additional resources made available by permanent law:

FEDERAL-AID HIGHWAYS ESTIMATED OBLIGATIONS

[In thousands of dollars]

Programs	FY 1999 actual	FY 2000 estimate	FY 2001 estimate
Subject to limitation:			
Surface transportation program	$6,226,536	$6,216,069	$6,731,321
National highway system	4,888,225	5,318,526	5,761,790
Interstate maintenance	3,357,000	4,419,470	4,788,822
Bridge program	2,565,202	3,784,695	4,105,706
Congestion mitigation and air quality improvement	1,145,000	1,509,389	1,636,014
Minimum guarantee	2,167,156	1,762,941	2,000,000
Safety incentive grants for use of seat belts	54,137	80,148	98,758
Safety incentive to prevent operation of motor carrier by intoxicated persons	43,029	69,680	78,833
ITS standards, research and development	75,122	98,068	96,821
ITS deployment	70,938	124,315	114,249
Transportation research	208,076	220,214	216,127
Federal lands highways	339,287	652,820	673,305
National corridor planning and coordinated border infrastructure	118,307	121,964	135,550
Administration	330,657	304,355	290,115
Other programs	2,162,020	432,209	589,212
High priority projects	581,338	1,560,397	1,631,221
Woodrow Wilson memorial bridge	1,064	138,650	193,642
Transportation infrastructure finance and innovation	48,006	100,583	106,503
Appalachian development highway system	318,658	393,950	388,253
Emergency Relief	....	....	9,229
Motor Carrier Administration	....	....	16,335
Total subject to obligation limitation	24,699,758	[1] 27,308,443	[2] 29,661,806
Emergency relief program	128,866	111,151	100,000
Minimum allocation/guarantee	857,868	702,364	664,345
Demonstration projects	247,570	393,188	275,231
Total exempt programs	1,234,304	1,206,703	1,039,576
Emergency relief supplemental	97,074	14,668	....
Grand Total, Federal-aid highways (direct)	26,031,136	28,529,814	30,701,382

[1] Reflects estimated obligation which is less than the obligation limitation ($27.520 billion) adjusted for RABA, enacted transfers to the Federal Motor Carrier Safety Administration, and enacted reduction in fiscal year 2000.

[2] At this level of obligation limitation, an estimated $29.677 billion will be obligated in fiscal year 2001.

The following table reflects the estimated distribution of the federal-aid limitation by state:

ESTIMATED FY 2001 OBLIGATIONS

[In thousands of dollars]

State	Estimated FY 2001 formula limitation	FY 2001 minimum guarantee	Appalachian development highways	Total	Change from FY 2000
Alabama	$421,012	$35,455	$42,749	$499,216	+$39,101
Alaska	230,277	64,220	....	294,497	+23,460
Arizona	378,708	43,559	....	422,268	+33,924
Arkansas	296,154	26,842	....	322,996	+25,435
California	2,171,962	149,017	....	2,320,978	+183,462
Colorado	282,577	13,662	....	296,239	+23,695
Connecticut	325,049	48,080	....	373,129	+29,519
Delaware	106,679	7,772	....	114,541	+9,252
Dist. of Col.	99,053	292	....	99,345	+7,892
Florida	1,047,364	159,429	....	1,206,792	+96,253
Georgia	766,647	96,200	17,084	881,931	+69,778
Hawaii	116,161	10,601	....	126,762	+9,990
Idaho	163,274	18,931	....	182,205	+14,121
Illinois	778,026	46,500	....	824,526	+64,769
Indiana	527,367	57,447	....	584,814	+46,226
Iowa	286,598	11,172	....	297,769	+23,546
Kansas	282,037	7,839	....	289,876	+22,896
Kentucky	375,794	32,240	39,216	447,249	+35,129
Louisiana	362,538	27,771	....	390,309	+30,646
Maine	121,892	9,683	....	131,575	+10,466
Maryland	375,212	27,701	6,685	409,598	+32,441
Massachusetts	419,046	35,486	....	454,533	+35,747
Michigan	737,157	71,202	....	808,359	+63,806
Minnesota	343,656	19,628	....	363,284	+28,449
Mississippi	286,918	18,581	4,794	310,293	+24,485
Missouri	570,885	39,297	....	610,182	+48,096
Montana	223,135	31,859	....	254,995	+20,580
Nebraska	193,224	6,921	....	200,145	+16,109
Nevada	163,714	18,647	....	182,362	+14,588
New Hampshire	114,570	9,838	....	124,408	+9,728
New Jersey	614,547	42,281	....	656,828	+51,625
New Mexico	222,845	21,952	....	244,796	+19,402
New York	1,152,626	89,349	9,214	1,251,189	+98,004
North Carolina	609,668	67,217	25,169	702,054	+55,488
North Dakota	157,838	10,617	....	168,455	+13,562
Ohio	789,757	53,858	19,278	862,893	+67,952
Oklahoma	367,971	19,332	....	387,303	+30,787
Oregon	283,192	12,755	....	295,947	+23,192
Pennsylvania	1,016,899	69,324	104,528	1,190,751	+91,783
Rhode Island	137,343	14,296	....	151,639	+12,172
South Carolina	373,501	46,298	2,094	421,894	+33,720
South Dakota	164,077	13,093	....	177,170	+14,036
Tennessee	485,985	37,823	47,927	571,735	+44,810
Texas	1,711,357	201,194	....	1,912,551	+152,417
Utah	187,408	11,779	....	199,187	+15,700
Vermont	109,720	6,767	....	116,487	+9,338
Virginia	590,566	52,352	10,074	652,992	+51,789
Washington	422,504	14,356	....	436,859	+34,318
West Virginia	199,319	8,714	59,441	267,475	+20,210
Wisconsin	442,536	49,535	....	492,071	+38,978
Wyoming	167,114	11,239	....	178,353	+14,347
Subtotal	22,775,551	2,000,000	388,253	25,163,805	+1,987,198
Special Limitation:					
High Priority Projects	....	....	....	1,631,219	+73,782
Woodrow Wilson Bridge	....	....	....	193,643	+54,993
Allocation Reserves	....	....	....	2,673,139	+25,801
Total Limitation	....	....	....	29,661,806	+2,141,774

Central Artery/Third Harbor Tunnel project, Boston, Massachusetts.—For more than five years, this Committee has been concerned about the management and ever increasing cost of Boston's Central Artery/Third Harbor Tunnel project. Originally estimated to cost $2,500,000,000 in 1985, the Project is now estimated to top over $13,100,000,000. As part of its continuing oversight of this Project, the Committee asked both the General Accounting Office and the Department of Transportation's office of inspector general to review and report on the status of the Project.

In May 1999, the Inspector General (IG) questioned the Project's use of an $826,000,000 credit that it planned to obtain by overpaying for insurance and investing the excess until 2017. The Project was carrying the credit as an offset to current costs. In October 1999, the IG issued a draft report which identified $142,000,000 of cost overruns and suggested that the cost could increase by another $942,000,000. The IG also identified that the Project's finance plans did not adequately disclose costs on the Project. Both FHWA and Project management officials vehemently disagreed with the IG's warning that Project's costs could rise.

In January 2000, Project officials submitted a revised finance plan to the FHWA. Ignoring the IG's earlier warnings that costs could rise and finance plans were incomplete, FHWA approved the revised finance plan on February 1, 2000. Later that same day, the Project surprised FHWA by announcing a $1,400,000,000 cost increase. Project officials have since acknowledged that they were well aware of cost escalation when they replied to the IG. Project management deliberately withheld that information from the federal government.

The withholding of information by Project officials, however egregious, does not excuse FHWA. FHWA had not performed its oversight duties and was unaware of the cost increases until they were announced by the Project. The Secretary of Transportation later termed the actions "unconscionable" and promised to reform FHWA's major project oversight. The Committee accepts the conclusions and recommendations of the department's task force but remains skeptical that they will be implemented effectively. FHWA's long established approach to "partnering" on all large highway projects must include strong and effective verification mechanisms to prevent the recurrence of situations similar to those on the Central Artery.

In order to ensure that changes are made, the Committee directs the following actions:

(1) The Secretary of Transportation is to submit to the Committee a quarterly report showing the progress and status of all recommendations in the task force report. The IG is to validate the accuracy of all actions reported as complete.

(2) The FHWA has initiated a "major projects team" to improve headquarters administration and oversight of large construction projects. The Secretary is to provide the Committee with information on the specific responsibilities of the team and to whom it reports.

(3) The Committee also directs that an annual summary of the reports and assessments issued by the major projects team. This submission is to include a listing of all highway projects

costing over $1,000,000,000. For each project listed, the current cost estimate, a summary of the finding sources available to complete the project, and a description of significant cost trends in the last year shall be submitted.

(4) By December 31, the Secretary is to provide the Committee with a listing of all highway projects totaling over $10,000,000, for which the estimated cost has increased over the original estimate by 25 percent of more. For each project, please provide the original cost estimate and the current cost estimate. Also for each project, provide a short description of the reasons for the cost increases.

At the time of consideration of this bill by the Committee, the Commonwealth of Massachusetts had yet to submit an acceptable finance plan detailing the costs to complete the Project and the manner in which the state proposed to pay for it. Specifically, the finance plan:

(1) failed to identify new funding sources to cover cost increases on the project. The state legislature has not acted to make funding sources available to cover the cost of the project, including the cost increase and adequate contingencies, nor has the governor signed such actions into law;

(2) failed to provide specific actions on establishing and demonstrating a statewide program funding commitment and identification of appropriate funding resources for a statewide road and bridge program;

(3) failed to provide adequate information on the insurance program; and

(4) failed to include funding resources to cover additional shortfalls totaling between $300,000,000 to $400,000,000 identified by FHWA in excess of the state's announced $1,400,000,000 increase.

In the absence of an acceptable finance plan and continuing mismanagement of the Project, the Committee had no alternative other than to include in the bill a provision (sec. 338) that prohibits any federal official from authorizing any project approvals or advance construction authorities for the Central Artery project during fiscal year 2001.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2001 PROGRAM

In November 1999, the Congress passed the Motor Carrier Safety Improvement Act (P.L. 106–159), which established the Federal Motor Carrier Safety Administration (FMCSA) within the Department of Transportation. Prior to this legislation, motor carrier safety responsibilities were housed within the Federal Highway Administration. For the two years prior to the passage of this legislation, the office of motor carriers was severely criticized for not doing enough to prevent trucking accidents and fatalities, and being too close to the industry that it regulated. The Motor Carrier Safety Improvement Act (MCSIA) sought to address these criticisms by forming a new administration that placed truck and bus safety on par with other modes of transportation and by strengthening the commercial driver's license program.

The primary mission of FMCSA is to improve safety of commercial vehicle operations on our nation's highways. To accomplish this mission, the FMCSA is focused on reducing the number and severity of large truck crashes. Agency resources and activities contribute to ensuring safety in commercial vehicle operations through enforcement, including the use of stronger enforcement measures against safety violators, expedited safety regulation, technology innovation, improvements in information systems, training, and improvements to the commercial driver's license testing, record keeping, and sanctions. To accomplish these activities, FMCSA works closely in partnership with federal, state, and local enforcement agencies, the motor carrier industry, highway safety organizations, and individual citizens.

MCSIA and TEA21 provide funding authorizations for FMCSA, including administrative expenses, motor carrier research and technology, the motor carrier safety assistance program (MCSAP) and the information systems and strategic safety initiatives (ISSSI).

MOTOR CARRIER SAFETY

(HIGHWAY TRUST FUND)

The office of motor carrier safety provides for most of the salaries, expenses and research funding for the Federal Motor Carrier Safety Administration. The Motor Carrier Safety Improvement Act of 1999 (MCSIA) amended Section 104(a)(1) of title 23 to provide one-third of one percent to be made available to administer motor carrier safety programs and motor carrier research.

	Limitation on administrative expenses
Appropriation, fiscal year 2000 [1]	($76,058,000)
Budget request, fiscal year 2001	(92,194,000)
Recommended in the bill	(92,194,000)
Bill compared with:	
Appropriation, fiscal year 2000	+16,136,000
Budget request, fiscal year 2001	....

[1] Provided under FHWA's limitation on administrative expenses in fiscal year 2000. This amount includes funding for administrative expenses and research and technology initiatives.

The Committee has provided a total of $92,194,000 for operating expenses and research for the Federal Motor Carrier Safety Administration. This is the same amount as requested and $16,136,000 above the fiscal year 2000 enacted level. Of this total, $83,525,000 is for operating expenses and $8,669,000 is for research. The following adjustments are recommended to the budget request:

High-risk, intrastate carrier information	−$500,000
Contract for vision exemption program	−638,000
Personnel adjustments	+144,000
Crash collection data	+1,500,000
Operation Respond	+375,000
Research and technology	−881,000

High-risk, intrastate carrier information.—The Committee has deleted funding for the high-risk intrastate carrier information program under the operating expense account and recommends funding for this activity under the MCSAP program because of its direct relevance to state motor carrier safety (−$500,000).

Contract vision exemption program.—FMCSA requested $638,000 to administer a new contract for a vision exemption program. Typically it is more expensive to hire contractors than to have in-house employees administer the program. For example, RSPA recently converted three contract positions to in-house positions and realized cost savings of almost $150,000 without impacting the quality of the program. The Committee has denied funding for this new contract program. Instead, funding has been provided to hire three employees to perform this work in-house. Processing vision exemption applications should be conducted by federal officials trained in motor carrier safety regulations associated with the exemption program. The three new positions should be sufficient to monitor and review the 50 to 55 applications that FMCSA receives each month and assist the agency in developing improved regulations that set the minimum medical standards for commercial drivers.

Personnel adjustments.—A total of 120 new full-time employees has been approved for fiscal year 2001, two more than requested. The Committee has added four FTEs: three vision exemption specialists and one additional information systems analyst. The additional information systems analyst is necessary because, over the past three years, the office of motor carriers has decreased the number of computer specialists from 11 to 4; however the administration has been given additional information systems responsibilities. This new position should be used to assist in the development of improved information systems and to provide technical assistance to field operations on new computer systems. The Committee has denied two of the new positions requested: one international specialist because of the delays in implementing the trucking provisions contained in NAFTA and one technology specialist. The Committee has approved the other three technology specialists contained in the budget request and notes that FMCSA has ample employees currently working to advance the CVO and PRISM programs.

Crash collection data.—The Motor Carrier Safety Improvement Act of 1999 provides $5,000,000 for crash data collection (section 225e); however, FMCSA has requested $2,750,000 for these efforts. The Committee has provided $1,500,000 above the request to ensure that FMCSA improves data collection on motor carrier crashes; strengthens data analysis; links driver citation information with other information databases; helps train state employees and motor carrier safety enforcement officials; and ensures an increased focus on problem drivers through the integration of driver and crash data.

Operation Respond.—Consistent with actions in previous years, $375,000 shall be made available for Operation Respond.

Motor carrier research.—A total of $8,669,000 has been provided for motor carrier research. This is an increase of 55 percent above the fiscal year 2000 enacted level. Within this total, the Committee denies funding for the highway watch program. This activity is not research-oriented and its need for federal support has been substantially reduced given the rise in cellular communications.

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

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(HIGHWAY TRUST FUND)

	(Liquidation of contract authorization)	*(Limitation on obligations)*
Appropriation, fiscal year 2000	($105,000,000)	($105,000,000)
Budget request, fiscal year 2001	(187,000,000)	(187,000,000)
Recommended in the bill	(177,000,000)	(177,000,000)
Bill compared with:		
Appropriation, fiscal year 2000	(+72,000,000)	(+72,000,000)
Budget request, fiscal year 2001	(−10,000,000)	(−10,000,000)

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

The Committee recommends $177,000,000 in liquidating cash for this program. This is an increase of $72,000,000 above the level enacted in fiscal year 2000.

LIMITATION ON OBLIGATIONS

The Committee recommends a $177,000,000 limitation on obligations for motor carrier safety grants. This is the level authorized under the Motor Carrier Safety Improvement Act of 1999, which amended TEA21. None of this funding is derived from revenue aligned budget authority due to lack of authorization.

The Committee recommends the allocation of funds as follows:

Motor carrier safety assistance program:	$160,000,000
Basic motor carrier safety grants	(130,684,375)
Performance based incentive grant program	(6,878,125)
Border assistance	(7,750,000)
High priority activities	(7,750,000)
State training and administration	(1,937,500)
Crash causation database (section 224f)	(5,000,000)
Information systems and strategic safety initiatives:	17,000,000
Information systems	(3,700,000)
Motor carrier analysis	(2,300,000)
Implementation of PRISM	(5,000,000)
Driver programs	(1,000,000)
Data collection and analysis (section 225f)	(5,000,000)

Commercial driver's license program (CDL).—The Committee has denied diverting $10,000,000 from revenue aligned budget authority to the commercial driver's license program. These funds were to be awarded to states to enhance their driver records information systems to speed the entry of convictions onto driving record and ensure that driver records are complete. The Committee does not believe this denial will have a negative impact on the CDL program because the new motor carrier legislation insured that if more highway gas tax is collected than anticipated by TEA21, the motor carrier safety grants program would receive a portion of this increase. According to FHWA, if Congress does not divert any RABA funds to other programs, the motor carrier safety program will receive $16,335,000. This funding will more than amply fund the agency's commercial driver's license program in fiscal year 2001.

Within the funds provided for the CDL program, FMCSA should work with the American Association of Motor Vehicle Administrators, the Commercial Vehicle Safety Alliance, lead MCSAP agencies and licensing agencies to establish a working group to improve all aspects of the CDL program. In addition, FMCSA should consider sponsoring one or two pilot projects involving law enforcement and driver licensing agencies to explore new and innovative ways to ensure that drivers who have been convicted of a disqualifying offense do not operate during the period of suspension or revocation. Finally, FMCSA should continue to support the judicial and prosecutorial outreach effort. FMCSA shall submit a letter to the House and Senate Committees on Appropriations by April 1, 2001 summarizing efforts to increase quality control in the CDL program and efforts taken to provide technical and training assistance to the states.

High risk, intrastate carrier information.—Within the base program or the RABA allocation, $500,000 shall be provided for the high-risk, intrastate carrier information program. Funding for this program had been deleted from the operating budget because this activity is of direct relevance to state motor carrier safety.

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

Covert operations.—Within funding provided to the high priority activities, $500,000 shall be used to conduct covert operations and survey the extent to which commercial vehicle operators violate their out-of-service notices by getting back on the road without fixing their vehicle or before completing an eight-hour rest period. The Committee expects a report on the survey results by May 1, 2001, outlining the extent to which out-of-service notices are being violated. This survey should be conducted on a sufficiently large sample size so the Committee can fully appreciate the scope and nature of the challenge.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2001 PROGRAM

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

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

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

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

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

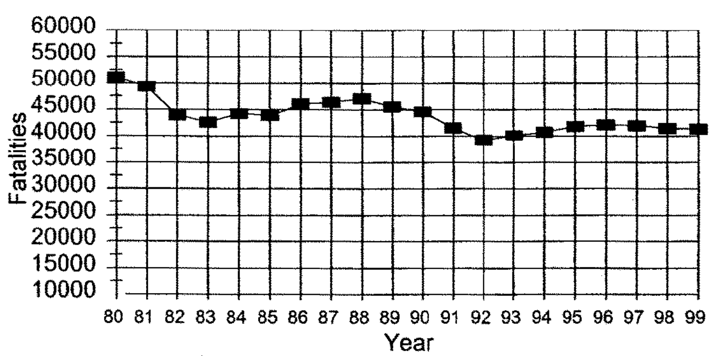
The fourth law (TEA21) reauthorizes the full range of NHTSA programs and enacts a number of new initiatives. These include: safety incentives to prevent operation of motor vehicles by intoxicated persons (section 163 of title 23 U.S.C.); seat belt incentive grants (section 157 of title 23 U.S.C.); occupant protection incentive grants (section 405); and highway safety data improvement incentive grant program (section 411). TEA21 also reauthorized highway safety research, development and demonstration programs (section 403) to include research measures that may deter drugged driving, educate the motoring public on how to share the road safely with commercial motor vehicles, and provide vehicle pursuit training for police. Finally, TEA21 adopts a number of new motor vehicle safety and information provisions, including rulemaking directions for improving air bag crash protection systems, lobbying restrictions, exemptions from the odometer requirements for classes or categories of vehicles the Secretary deems appropriate, and adjustments to the automobile domestic content labeling requirements.

TRAFFIC SAFETY TRENDS

In 1992, the nation experienced the lowest number of highway fatalities since 1962—39,250—despite an increasing amount of travel on the roadways. This trend reversed itself since then. However, the annual number of fatalities have been decreasing slightly over the past three years. The latest NHTSA data indicate fatalities in 1999 were 41,345, which is similar to the 41,471 fatalities in 1998. However, not all highway fatalities are decreasing. Motorcycle fatalities increased 8 percent between 1997 and 1998, and this trend is continuing in 1999, with an additional 11 percent increase. In comparing 1999 to 1998, the number of police-reported crashes and the number of injured persons related to those crashes have remained fairly constant at an estimated 6,289,000 and 3,200,000 respectively, for 1999.

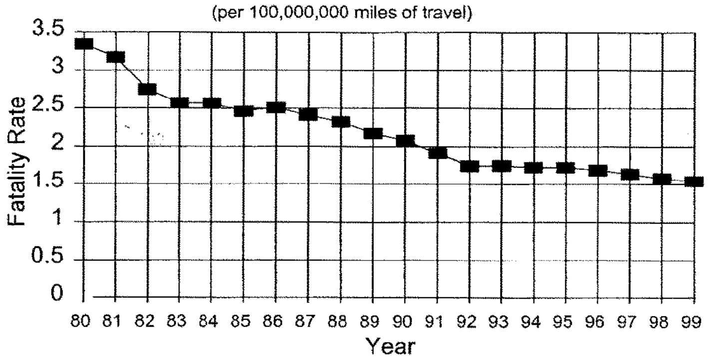
The fatality rate has decreased to 1.5 deaths per 100 million vehicles miles traveled (VMT). This compares to a rate of 1.6 in 1998. During this time period, the VMT increased about 2 percent. The following graphs show these safety trends:

Annual Traffic Fatalities 1980 - 1999



Traffic Fatality Rate 1980 - 1999

(per 100,000,000 miles of travel)



The number of fatalities in traffic crashes involving alcohol decreased slightly in 1999 to an estimated 15,794 people. In comparison, 15,936 people were killed in alcohol-related crashes in 1998.

OPERATIONS AND RESEARCH

	Appropriation (General Fund)	*(Highway Trust Fund)*
Appropriation, fiscal year 2000	$87,400,000	$74,000,000
Budget request, fiscal year 2001	....	286,475,000
Recommended in the bill	107,876,000	74,000,000
Bill compared to:		
Appropriation, fiscal year 2000	+20,476,000	....
Budget request, fiscal year 2001	+107,876,000	−212,475,000

TEA21, as amended, authorized a total appropriation level of $181,876,000 for NHTSA's operations and research activities in fiscal year 2001. This total consists of three separate authorizations. First, the bill includes $72,000,000 of contract authority from the Highway Trust Fund to finance NHTSA's operations and research activities from title 23 U.S.C. 403. This funding is included within the firewall guarantee for highway spending and is not subject to an appropriation. Second, TEA21, as amended, includes an authorization, subject to appropriation, of $107,876,000 for operations and research activities under chapter 301 of title 49 U.S.C. and part C of subtitle VI of title 49 U.S.C. Third, the bill includes an authorization from the Highway Trust Fund of $2,000,000 for the National Driver Register. This funding is subject to appropriations.

For fiscal year 2001, the Administration requested a total of $286,475,000 for NHTSA's operations and research activities. Funding was to be allocated as follows: $72,000,000 in guaranteed funds for activities eligible under title 23 U.S.C. 403; $2,000,000 for the National Driver Register; $142,475,000 from the highway trust fund; and $70,000,000 from revenue aligned budget authority (RABA).

The Committee is extremely disappointed with this budget request. First, it is 58 percent higher than the amended authorized funding, which was approved less than one year ago. At that time, Congress approved a $20,476,000 increase in NHTSA's authorized level to assure that motor vehicle and highway safety issues were adequately funded. Since enactment of this legislation, there has been no major program or rulemaking that would justify an additional 58 percent increase in funding. In fact, some of NHTSA's key programs, such as air bag rulemakings, are winding down. Second, under this budget request, 24 percent of NHTSA's funding would be derived from excess gasoline taxes (RABA). Doing so places critical safety programs in jeopardy because RABA increases cannot be assured in future years.

The Committee recommends new budget authority and obligation limitations for a total program level of $181,876,000, a 13 percent increase above fiscal year 2000. None of this funding is from revenue aligned budget authority.

The Committee has worked with NHTSA to revise its 2001 budget request to comply with the levels authorized and recommends that the full amount be distributed as follows:

Salaries and benefits	$55,880,000
Travel	1,176,000
Operating expenses	20,810,000
Contract programs:	
Safety performance	7,347,000
Safety assurance	11,482,000
Highway safety programs	40,236,000
Research and analysis	54,950,000
General administration	645,000
Grant administration reimbursements	−10,650,000
Total	$181,876,000

Within the increased funding, priority should be given to the following NHTSA programs: safety standards, new car assessment programs, vehicle safety compliance, biomechanics, the crash injury research and engineering network, statistical programs (i.e. FARS, NASS, data, state data), and simulator research on driver distractions and blood alcohol levels. Within thirty days, NHTSA shall provide its recommendations to the House Committee on Appropriations as to how reductions from the budget request shall be distributed.

New staff positions.—The Committee has denied half-year funding for 29 new positions requested in the budget. Because the Committee has held NHTSA to the authorized level and has not approved the transfer of RABA funding, funding for these new positions and the new programs they would support is not available.

Operating expenses.—Due to budget constraints, operating expenses have been held at $20,810,000, or $3,454,000 less than requested. Within this amount, computer support is funded at the fiscal year 2000 level. The Committee believes this level of funding is adequate and urges NHTSA to adopt a more cost effective approach to managing computer support expenses. The Committee also requests that NHTSA provide a detailed report of fiscal year 2000 computer support expenditures by the end of December 2000.

National driver register.—Within the $2,000,000 provided for the national driver register, up to $250,000 may be used for the technology assessment authorized under section 2006 of TEA21.

New car assessment program.—The Committee has fully funded the 2001 budget request for the new car assessment program, including some funding for consumer information. Consistent with prior years, the Committee has deleted funding for a separate consumer information program.

Hotline.—Funding for the hotline has been held at last year's level because of concerns with the management of this program.

Safe/livable communities.—Consistent with actions taken for the past two years, the Committee has not provided funding for the safe/livable communities program.

Emergency medical services.—Within the funding for highway safety, a total of $2,250,000 has been provided for emergency medical services. Within this funding, $750,000 should be provided for the Brain Trauma Foundation (BTF) to continue phase three of the guidelines for pre-hospital management of traumatic brain injury. BTF should continue to use Inova Fairfax Hospital as a center of excellence for data collection.

Crash injury research and engineering network (CIREN).—Funding for the CIREN program should not be reduced below the fiscal year 2000 level. The Committee is very supportive of the work done by these centers and is encouraged that private sector interests have agreed to fund two additional centers. Because of this commitment, no federal funding should be provided to expand the number of federally funded centers in fiscal year 2001.

Special crash investigations.—The Committee is pleased to learn that the private sector has agreed to fund 300 special crash investigations per year, to collect and analyze real world crash data as proposed by the NTSB. This will double the number of investigations conducted in 2000. However, it is critical that, because of contributions from the private sector for this work, the results be treated as public data and no conditions be attached to their release.

Aggressive driving research.—The Committee continues to be concerned about the frequent occurrence of aggressive driving, especially in the Washington capital region. To address this issue the Committee again has included $1,000,000 for the Maryland Motor Vehicle Administration (MD MVA) to continue their regional aggressive driving program on behalf of Maryland, Virginia, and the District of Columbia. So that other communities may benefit from this innovative program, it is important that the various components of the program (public education, enforcement, and driver modification) be carefully evaluated to determine their relative effects on crash reduction. Thus, the Committee directs that these funds be used for program evaluation efforts. In addition, the Committee directs NHTSA to work with the MD MVA to ensure that methods are developed to measure and track the incidence of aggressive driving and to determine the impact of the regional program on its occurrence.

Bill language.—The Committee continues to carry two provisions in the bill, consistent with prior year actions. First is a provision prohibiting any agency funded in this Act from planning, finalizing, or implementing any rulemaking which would require passenger car tires be labeled to indicate their low rolling resistance. Second is a general provision (sec. 318) that prohibits funds to be used to prepare, prescribe, or promulgate corporate average fuel economy (CAFE) standards for automobiles that differ from those previously enacted. The limitation does not preclude the Secretary of Transportation, in order to meet lead time requirements of the law, from preparing, proposing, and issuing a CAFE standard for model year 2003 automobiles that is identical to the CAFE standard established for such automobiles for model year 2002.

The Committee has deleted language requested by the administration that sets aside $1,000,000 for Native American programs due to budgetary constraints.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

	(Limitation on obligations)	*(Liquidation of contract authorization)*
Appropriation, fiscal year 2000	$206,800,000	$206,800,000
Budget request, fiscal year 2001	213,000,000	213,000,000
Recommended in the bill	213,000,000	213,000,000
Bill compared to:		
Appropriation, fiscal year 2000	+6,200,000	+6,200,000
Budget request, fiscal year 2001	....	....

TEA21 authorized four state grant programs: the highway safety program, the alcohol-impaired driving countermeasures grant program, the occupant protection incentive grant program, and the state highway safety data improvement grant program. The Committee recommends $213,000,000 for the liquidation of contract authorization, which is a 3 percent increase above the 2000 enacted level. This funding is mandatory and has no scoring implications.

LIMITATION ON OBLIGATIONS

As in past years and recommended in the budget request, the bill includes language limiting the obligations to be incurred under the various highway traffic safety grants programs. These obligations are included within the highway guarantee. The bill includes separate obligation limitations with the following funding allocations:

Highway safety programs	$155,000,000
Occupant protection incentive grants	13,000,000
Alcohol-impaired driving countermeasures	36,000,000
State highway safety data grants	9,000,000

Highway safety grants.—These grants are awarded to states for the purpose of reducing traffic crashes, fatalities and injuries. The states may use the grants to implement programs to reduce deaths and injuries caused by exceeding posted speed limits; encourage proper use of occupant protection devices; reduce alcohol- and drug-impaired driving; reduce crashes between motorcycles and other vehicles; reduce school bus crashes; improve police traffic services; improve emergency medical services and trauma care systems; increase pedestrian and bicyclist safety; increase safety among older and younger drivers; and improve roadway safety. The grants also provide additional support for state data collection and reporting of traffic deaths and injuries.

An obligation limitation of $155,000,000 is included in the bill, which is the same amount as requested. The national occupant protection survey shall be funded within this total. Also, language is included in the bill that limits funding available for federal grants administration from this program to $7,750,000 for NHTSA.

The bill continues to carry language that prohibits the use of funds for construction, rehabilitation, and remodeling costs or for office furnishings or fixtures for state, local, or private buildings of structures.

Occupant protection incentive grants.—The Committee has fully funded the occupant protection incentive grant program at $13,000,000. States may qualify for this new grant program by implementing 4 of the following 6 laws and programs: (1) a law requiring safety belt use by all front seat passengers, and beginning in fiscal year 2001, in any seat in the vehicle; (2) a safety belt use law providing for primary enforcement; (3) minimum fines or penalty points for seat belt and child seat use law violations; (4) special traffic enforcement programs for occupant protection; (5) a child passenger protection education program; and (6) a child passenger protection law which requires minors to be properly secured. Language is included in the bill that limits funding available for federal grants administration from this program to $650,000.

In addition to the occupant protection incentive grant program, TEA21 established a safety incentive grant program (section 157) to encourage states to increase seat belt usage. The grant program totals $500,000,000 over six years. Allocations of federal grants require determinations of (1) seat belt use rates and improvements and (2) federal medical cost savings attributable to increased seat belt use. States that meet the section 157 requirements can use funds for any purpose under title 23, including highway construction, highway safety, and intelligent transportation systems. NHTSA and FHWA are jointly administering this program. NHTSA will collect the state data and determine the allocation of funds.

Alcohol-impaired driving incentive grants.—These grants will offer two-tiered basic and supplemental grants to reward states that pass new laws and start more effective programs to attack drunk and impaired driving. States may qualify for basic grants in two ways. First, they can implement 5 of the following 7 laws and programs: (1) administrative license revocation; (2) programs to prevent drivers under age 21 from obtaining alcoholic beverages; (3) intensive impaired driving law enforcement; (4) graduated licensing law with nighttime driving restrictions and zero tolerance; (5) drivers with high blood alcohol-content (BAC); (6) young adult programs to reduce impaired driving by individuals ages 21–34; (7) an effective system for increasing the rate of testing for BAC of drivers in fatal crashes. Second, they can demonstrate a reduction in alcohol-involved fatality rates in each of the last three years for which FARS data is available and demonstrate rates lower than the national average for each of the last three years. Supplemental grants are provided to states that adopt additional measures, including videotaping of drunk drivers by police; self-sustaining impaired driving programs; laws to reduce driving with suspended licenses; use of passive alcohol sensors by police; a system for tracking information on drunk drivers; and other innovative programs. The Committee has provided $36,000,000 for these grants in fiscal year 2001. Language is included in the bill that limits funding available for federal grants administration from this program to $1,800,000.

In addition to the alcohol-impaired driving incentive grant program, TEA21 authorized $500,000,000 in grants over six years for states that have enacted and are enforcing a 0.08 BAC law (section 163). For each fiscal year a state meets this criterion, it will receive a grant in the same ratio in which they receive section 402 funds. The states may use these funds for any project eligible for assistance under title 23 (e.g. highway construction, bridge repair, highway safety, etc.). This grant program encourages states to adopt and enforce significant anti-drunk driving legislation.

State highway safety data improvements.—The Committee has provided $9,000,000 for the state highway safety data improvement grants program. To receive first year grants, a state has three options: (1) establish a multi-disciplinary highway safety data and traffic records coordinating committee; complete a highway safety data and traffic records assessment or audit within the last five years; and initiate development of a multi-year highway safety data and traffic records strategic plan; (2) certify that it has met the first two criteria in option 1, submit a data and traffic records multi-year plan, and certify that the coordinating committee continues to operate and support the plan; (3) the Secretary may award grants of up to $25,000 for one year to any state that does not meet the criteria for option 1. States that receive first year grants then would be eligible for subsequent grants by: submitting or updating a data and traffic multi-year plan; certifying that the coordinating committee continues to support the multi-year plan; and reporting annually on the progress made to implement the plan. Language is included in the bill that limits funding available for federal grants administration from this program to $450,000.

Child passenger protection education grants.—TEA21 authorized $7,500,000 for fiscal year 2000 and 2001 to implement a new child passenger protection program under section 2003(b). This program is designed to prevent deaths and injuries to children, educate the public concerning the proper installation of child restraints, and train safety personnel on child restraint use. Last year, this program was funded by the Federal Highway Administration, and administered by NHTSA. Consistent with last year's action, the Committee has provided $7,500,000 for these grants within funds available to the Federal Highway Administration.

FEDERAL RAILROAD ADMINISTRATION

SUMMARY OF FISCAL YEAR 2001 PROGRAM

The Federal Railroad Administration (FRA) is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry, as well as managing the high speed ground transportation program. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs to rehabilitate and improve the railroad industry's physical plant are also administered by the FRA.

The total recommended program level for the FRA for fiscal year 2001 is $689,263,000, which is $366,424,000 less than requested. In large part, this reduction results from the Committee not approving the use of revenue aligned budget authority for a new intercity passenger rail program. The following table summarizes the fiscal year 2000 program levels, the fiscal year 2001 program requests and the Committee's recommendations:

Program	Fiscal year 2000 enacted level [1]	Fiscal year 2001 request	Recommended in the bill
Safety and operations	$94,288,000	$103,211,000	$102,487,000

Program	Fiscal year 2000 enacted level [1]	Fiscal year 2001 request	Recommended in the bill
Safety and operations user fees	....	−77,300,000	....
Railroad research and development	22,464,000	26,800,000	26,300,000
Railroad research and development user fees	....	−25,500,000	....
Rhode Island rail development	10,000,000	17,000,000	17,000,000
Next generation high speed rail	27,200,000	22,000,000	22,000,000
Alaska railroad	10,000,000	....	....
Grants to National Railroad Passenger Corporation	571,000,000	521,476,000	521,476,000
Expanded intercity rail passenger service fund (limitation on obligations)	....	(468,000,000)	....
Total	$734,952,000	$1,055,687,000	$689,263,000

[1] Excludes $179,000 in across-the-board rescissions and $436,000 in TASC reductions.

SAFETY AND OPERATIONS

Appropriation, fiscal year 2000	$94,288,000
Budget request, fiscal year 2001 [1]	103,211,000
Recommended in the bill	102,487,000
Bill compared with:	
Appropriation, fiscal year 2000	+8,199,000
Budget request, fiscal year 2001	−724,000

[1] Of this total, $77,300,000 was to be offset from new railroad safety user fees.

The safety and operations account provides support for FRA's rail safety, passenger and freight program activities. Funding also supports all salaries and expenses and other operating costs related to FRA staff and programs.

A total of $102,487,000 has been allocated to safety and operations, which is almost 9 percent above the 2000 enacted level. The following adjustments have been made to the budget request:

Approve 7 new positions instead of 10	−$170,000
Decrease new employee development funding	−360,000
Slight reduction in information technology initiative	−294,000
Reduce funding for travel	−250,000
Deny new outreach initiative	−500,000
Operation Lifesaver	+350,000
Valley trains and tours	+500,000

New positions.—The Committee has funded seven of the ten new positions requested (−$170,000). Over the past three years, Congress has approved 24 new positions; however, FRA currently has 34 vacancies. It is premature to continue increasing staff at the level the Committee has done in the past because of the large number of unfilled positions.

Employee development.—FRA has requested $660,000 for employee development. Because of budget constraints, this new budget item has been reduced to $300,000.

Information technology initiative.—The Committee has denied funding for two components under FRA's information technology initiative—the data mart and the legal web site. The web site should be developed as part of FRA's broader internet site enhancements, not separately. Funding for the data mart should be postponed until 2002 because this activity is in its infancy. FRA should do more planning in fiscal year 2001 and identify what data sets it plans to put into the data mart. This additional work should prevent catastrophies that other agencies, such as the Internal Revenue Service, had in procuring new, cutting edge information technologies.

Travel.—Due to budget constraints, only half of the requested travel increase has been approved.

New outreach program.—Funding for the new outreach program has been denied. This funding was to be used to develop new grade crossing safety messages. This duplicates federal funding for Operation Lifesaver, which is in the process of developing a number of new grade crossing safety and trespasser prevention announcements.

Operation Lifesaver.—An additional $350,000 has been provided for Operation Lifesaver to continue developing and disseminating new grade crossing safety and trespasser prevention programs. This work has been highly successful in the past. With this supplement, a total of $950,000 has been provided to Operation Lifesaver for fiscal year 2001.

Valley trains and tours.—A total of $500,000 has been provided to support scenic passenger rail service in Shenandoah County, Virginia. This funding is contingent upon an agreement with Norfolk Southern Railway on track usage and support by the Commonwealth of Virginia.

User fees.—The Committee has denied the administration's request to collect $77,300,000 in user fees for railroad safety activities. This request has not been authorized. Until such authorization occurs, the Committee will continue to fund railroad safety activities in the traditional manner.

Bill language.—The Committee has rescinded a total of $60,000,000 in advanced appropriations for the Pennsylvania Station redevelopment project, of which $20,000,000 was to be available in fiscal year 2001. These advance appropriations were provided in the Consolidated Appropriations Act for fiscal year 2000. The Inspector General recently released a report on this project and found that: (1) the project design is only 15 percent complete, although it has been in the planning stages since 1992; (2) costs continue to escalate from $315,000,000 in 1992 to $788,400,000 currently; and (3) the project's current completion date of 2005 could be delayed substantially because Amtrak and the United States Postal Service have not yet approved project design or agreed on the sequence of work to be performed. The Inspector General has questioned the corporation's ability to contain the redevelopment costs, particularly without detailed design work completed yet. The report also identified $295,000,000 in unsecured funding necessary to complete the project that will not be available until after lease agreements have been finalized and signed with the principal tenants. Without a more complete project design and signed lease agreements, the Committee believes that it is premature to expend $20,000,000 in fiscal year 2001 on this project. For future consideration of this project, the Committee directs the Pennsylvania Station Redevelopment Corporation (PSRC) to submit annually to FRA a comprehensive finance plan for this project, which establishes cost-containment strategies and realistic project milestones, identifies how PSRC will secure sufficient funding to meet expected costs, and provide contingency plans to resolve any funding shortfalls. In addition, FRA should closely monitor PSRC's progress in implementing its cost containment strategies and achieving its project completion date.

Other programs.—A total of $3,500,000 is provided within the maglev program for FRA to administer the magnetic levitation program, Operation Lifesaver, Alaska Railroad liabilities, and track inspection activities, as requested.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2000	$22,464,000
Budget request, fiscal year 2001 [1]	26,800,000
Recommended in the bill	26,300,000
Bill compared with:	
Appropriation, fiscal year 2000	+3,836,000
Budget request, fiscal year 2001	−500,000

[1] Of this total, $25,500,000 was to be offset from new railroad research and development user fees.

The railroad research and development appropriation finances contract research activities as well as salaries and expenses necessary for supervisory, management, and administrative functions. The objectives of this program are to reduce the frequency and severity of railroad accidents and to provide technical support for rail safety rulemaking and enforcement activities.

The Committee recommends an appropriation of $26,300,000, which is $500,000 less than requested. Funding to evaluate methods for developing performance-based regulations has been denied.

Higher capacity rail cars on light density tracks.—Within the funds provided, FRA should continue to conduct a study on track and bridge requirements for the handling of 286,000-pound rail cars. As these higher capacity rail cars are phased into the industry to increase productivity and improve equipment utilization, there is a need for additional information on the effects that heavier axle loads are currently having on main line tracks, the current condition of the short line railroads, and the economic impact of handling heavier axle loads on light density tracks. Recognizing that the investments needed to upgrade a line to handle heavier axle loads are very site specific, the study should develop unit costs that would enable such calculations to be made. FRA should work with the American Short Line and Regional Railroad Association on this analysis because it will provide substantial benefit to the short line industry.

User fees.—The Committee has denied the administration's request to collect $25,500,000 in user fees for railroad research and development activities. These fees are not authorized. Until such authorization occurs, the Committee will fund railroad research and development activities in the traditional manner.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

TEA21 establishes a railroad rehabilitation and improvement financing loan and loan guarantee program. The aggregate unpaid principal amounts of the obligations may not exceed $3.5 billion at any one time. Not less than $1 billion is reserved for projects primarily benefiting freight railroads other than Class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track bridges, yards, buildings, or shops; (2) to refinance existing debt; or (3) to develop and establish new intermodal or railroad facilities. 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.

The Committee has included bill language specifying that no new direct loans or loan guarantee commitments may be made using federal funds for the payment of any credit premium amount during fiscal year 2001, as requested.

RHODE ISLAND RAIL DEVELOPMENT

Appropriation, fiscal year 2000	$10,000,000
Budget request, fiscal year 2001	17,000,000
Recommended in the bill	17,000,000
Bill compared with:	
Appropriation, fiscal year 2000	+7,000,000
Budget request, fiscal year 2001	....

The Rhode Island rail development project will construct a third track along portions of the Northeast Corridor between Davisville and Central Falls, Rhode Island. This third track will prevent mixing freight and high-speed passenger rail service and will provide sufficient clearance to accommodate double-stack freight cars.

The Committee has provided $17,000,000 for the Rhode Island rail development project, as requested. This funding is matched on a dollar-for-dollar basis by the state. Since fiscal year 1995, a total of $38,000,000 has been appropriated in federal funds to construct a third track. With this appropriation, the federal commitment to this project will be completed.

NEXT GENERATION HIGH-SPEED RAIL PROGRAM

Appropriation, fiscal year 2000	$27,200,000
Budget request, fiscal year 2001	22,000,000
Recommended in the bill	22,000,000
Bill compared with:	
Appropriation, fiscal year 2000	−5,200,000
Budget request, fiscal year 2001	....

The next generation high-speed rail program funds the development, demonstration, and implementation of high-speed rail technologies. It is managed in conjunction with the program authorized in TEA21.

The Committee recommends $22,000,000 for the next generation high-speed rail program, the amount requested. Total program funding is allocated as follows:

	Fiscal year 2000 enacted	Fiscal year 2001 request	Committee recommendation
Train control systems	$15,000,000	$10,000,000	$10,000,000
Illinois project	(6,500,000)	(7,000,000)	(7,000,000)
Alaska railroad	(5,000,000)	(—)	(—)
Michigan project	(3,000,000)	(3,000,000)	(3,000,000)
Transportation safety research alliance	(500,000)	(—)	(—)
Non-electric locomotives	7,000,000	6,800,000	6,800,000
ALPS	(4,000,000)	(3,800,000)	(3,800,000)
Prototype locomotive	(3,000,000)	(3,000,000)	(3,000,000)

	Fiscal year 2000 enacted	Fiscal year 2001 request	Committee recommendation
Grade crossings & Innovative technologies:	4,000,000	4,000,000	4,000,000
N.C. sealed corridor	(400,000)	(400,000)	(400,000)
Mitigating hazards	(2,500,000)	(2,500,000)	(2,500,000)
Low-cost technologies	(1,100,000)	(1,100,000)	(1,100,000)
Track and structures	1,200,000	1,200,000	1,200,000
Total	27,200,000	22,000,000	22,000,000

Rail-highway crossings hazard eliminations.—Under section 1103 of TEA21, an automatic set-aside of $5,250,000 a year is made available for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for these funds. Of these set-aside funds, $1,000,000 shall be used to mitigate grade crossing hazards between Washington D.C. and Richmond, Virginia; $1,000,000 shall be used between Mobile, Alabama and New Orleans, Louisiana; $1,000,000 shall be used in Salem, Oregon; $1,000,000 shall be used in Portage, Indiana; $750,000 shall be available for the Minneapolis/St. Paul to Chicago corridor; $250,000 shall be used between Atlanta and Macon, Georgia; and $250,000 shall be used along the eastern San Fernando Valley in California.

Grade crossing program.—A general provision (sec. 333) is included in the bill that would remove the requirement for state or local governments to provide matching funds on rail-highway hazard elimination projects funded from the surface transportation program. Many states have difficulty expending these funds, and as a result, some states have several years of unobligated balances. For example, the State of Georgia has an unobligated balance of $9,630,879, which is approximately two years of apportionments. Similarly, the State of North Carolina has an unobligated balance of $7,451,146, or two years of apportionments. Tragic accidents like the one that occurred recently on the Tennessee-Georgia border do not have to occur if states are more willing—and able—to spend their grade crossing funds. The Committee anticipates that by deleting the non-federal match, states should be able to reduce these unobligated balances and eliminate a greater number of grade crossing hazards than previously planned. The table below indicates the current unobligated balances by state and the anticipated fiscal year 2001 apportionments.

State	Rail-highway crossing	
	Estimated fiscal year 2001 apportionment	Unobligated as of 9/30/99
Alabama	$3,220,384	$4,093,347
Alaska	2,439,186	4,483,688
Arizona	1,576,081	4,610,050
Arkansas	2,457,429	2,882,097
California	10,182,716	576,532
Colorado	2,202,728	2,921,334
Connecticut	1,047,610	648,685
Delaware	504,776	578,887
District of Columbia	210,728	842,912
Florida	4,686,707	5,549,668
Georgia	4,696,264	9,630,879
Hawaii	391,793	783,586
Idaho	1,429,320	996,436
Illinois	7,926,261	5,980,632

State	Rail-highway crossing	
	Estimated fiscal year 2001 apportionment	Unobligated as of 9/30/99
Indiana	4,962,375	4,170,266
Iowa	3,795,673	3,227,419
Kansas	4,870,650	557,685
Kentucky	2,535,034	5,201,538
Louisiana	3,176,113	512,253
Maine	938,057	2,686,174
Maryland	1,427,286	3,826,624
Massachusetts	2,011,267	4,795,022
Michigan	5,352,187	5,048,102
Minnesota	4,041,936	3,233,347
Mississippi	2,240,007	1,401,195
Missouri	3,998,022	153,512
Montana	1,613,567	3,384,540
Nebraska	2,661,323	1,879,034
Nevada	783,990	850,394
New Hampshire	612,960	435,493
New Jersey	2,691,259	3,233,825
New Mexico	1,205,846	1,437,350
New York	6,020,444	651,458
North Carolina	3,981,325	7,451,146
North Dakota	2,769,040	2,123,231
Ohio	6,301,744	424,607
Oklahoma	3,300,832	481,040
Oregon	2,194,099	5,237,851
Pennsylvania	5,804,391	731,201
Rhode Island	445,013	963,418
South Carolina	2,584,926	388,042
South Dakota	1,654,832	2,981,778
Tennessee	3,267,384	2,429,896
Texas	10,906,280	5,059,100
Utah	1,152,999	403,252
Vermont	618,631	3,137,370
Virginia	2,731,204	6,131,344
Washington	2,717,360	6,883,435
West Virginia	1,708,309	1,326,238
Wisconsin	3,929,021	3,607,523
Wyoming	912,318	477,472
Total	154,889,487	141,501,908

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(AMTRAK)

Appropriation, fiscal year 2000	$571,000,000
Budget request, fiscal year 2001	521,476,000
Recommended in the bill	521,476,000
Bill compared to:	
Appropriation, fiscal year 2000	−49,524,000
Budget request, fiscal year 2001	....

The National Railroad Passenger Corporation (Amtrak) is a private/public corporation created by the Rail Passenger Service Act of 1970 and incorporated under the laws of the District of Columbia to operate a national rail passenger system. Amtrak started operation on May 1, 1971.

Status of Amtrak

In 1997, Congress passed the Amtrak Reform and Accountability Act, which among other things, required Amtrak to reach operating self-sufficiency by the end of 2002. Three years into this mandate, Amtrak has achieved some savings; however, a significant amount of work needs to be done in the next two years to reach this goal. On the positive side, Amtrak has topped $1 billion in revenue, has achieved record ridership, is continuing to grow its mail and express opportunities, and has completed its market-based network analysis that identified a number of new revenue opportunities. On the negative side, the railroad has delayed its highly touted high-speed rail service between New York and Boston by at least 7 months, has continued to experience growing cash losses, will not be able to implement a number of its growth strategies until at least fiscal year 2001, and only then if the freight railroads agree, and are involved in another round of labor negotiations that could be quite costly.

In March, the Committee heard testimony from Amtrak, the Department of Transportation Inspector General, and the General Accounting Office (GAO) about Amtrak's ability to meet this mandate. Amtrak was quite positive that it would meet or exceed this goal. However, the Inspector General and the GAO were more cautious. The Inspector General testified that, while it is possible to achieve operating self-sufficiency by 2003, Amtrak still needs to make major improvements to achieve this mandate. GAO testified, "Amtrak has made only modest progress in its quest towards reducing its need for federal operating subsidies. During the past five years, Amtrak reduced its need for operating subsidies by $78,000,000. During the next two and a half years, Amtrak must make further reductions totaling over $290,000,000. This is nearly four times as much as it has achieved in the past four years."

However, even if Amtrak meets the self-sufficiency mandate, it will have difficulty maintaining this status without a significant infusion of federal funding each year, for Amtrak has substantial capital needs. For example, Amtrak recently estimated that approximately $12,500,000,000 will be needed over the next 25 years to modernize the infrastructure on the Northeast Corridor between Washington, D.C. and New York City. In addition, Amtrak requires about $300,000,000 per year to replace its capital assets, such as its facilities and equipment.

At the Committee hearing, the Inspector General and the GAO testified that even if Amtrak reaches operational self-sufficiency Congress will need to appropriate between $500,000,000 and $1,000,000,000 per year to keep Amtrak operating. However, the GAO testified that funding would need to be above $1,000,000,000 per year if Amtrak wanted to expand and make significant improvements to its current infrastructure. This is well above any funding level Congress has provided Amtrak since 1982.

Committee Recommendation

As a result of the 1997 mandate, appropriations for Amtrak have been decreasing. In fiscal year 2000, Amtrak received $571,000,000 in capital grants. For fiscal year 2001, the administration requested $521,476,000 for capital needs and an additional $468,000,000 for intercity passenger rail services. The intercity passenger rail services funding would be used to improve rail service throughout the United States by shortening rail travel times. Since Amtrak is the only intercity rail provider in the United States at this time, these additional funds should be viewed as an additional federal subsidy to Amtrak. In comparison, Amtrak requested $989,000,000 for capital needs.

The Committee recommendation fully funds the administration's capital request of $521,476,000. This is the fourth installment of a five year, $5 billion plan to re-energize and recapitalize Amtrak. However, the Committee has disapproved funding for the intercity passenger rail service fund financing, which was to be derived from higher than anticipated receipts in the highway trust fund. Instead, the Committee has included a general provision (sec. 334) that allows the states the opportunity to flex any additional RABA revenue allocated to the state's congestion mitigation and air quality program and surface transportation program for intercity rail services. This proposal would allow states to spend additional funds on rail, such as upgrading track or installing grade crossing devices, that could directly affect Amtrak.

Bill language.—Consistent with actions taken last year, the Committee has included bill language that prohibits Amtrak from obligating more than $208,590,000 prior to September 30, 2001.

Fire and life safety needs.—The Committee is greatly concerned about the pressing fire and life safety improvements needed in six tunnels beneath the Hudson and East Rivers and the areas beneath the existing Pennsylvania Station and Farley buildings. Amtrak, the Long Island Railroad, and the New Jersey Transit Corporation have identified $804,000,000 in fire and life safety needs, of which $654,000,000 is unfunded. Amtrak has testified that, due to the age of the infrastructure (circa 1910) and the number of riders traveling through these tunnels (more than half a million per year), the potential for a catastrophic accident exists at Pennsylvania Station unless critical life safety improvements are made. These improvements include new ventilation shafts to improve airflow within the tunnels, new emergency access and egress, and improved communications and lighting in the tunnels. The Committee understands that Amtrak is having difficulty placing its new ventilation shafts and that the tunnels and station areas are heavily used, which reduces the times available to conduct needed improvements. However, fire and life safety repairs must be expedited. A fire in the tunnels, as currently configured, would be devastating and would likely result in a tragic loss of life.

Fencing along the Northeast Corridor.—The Committee recognizes that Amtrak continues to make progress in enhancing safety along the tracks where high-speed rail will be operating. However, it is possible that installation of perimeter fencing in some areas that have been identified by municipal governments as potentially dangerous may not be complete before the high speed trains are fully operational. Amtrak should continue to work closely with affected Northeast Corridor communities, including the towns of Mansfield and Foxboro, Massachusetts, where the need for additional perimeter fencing has been identified, to ensure that the fencing is installed as rapidly as possible. The Committee notes that on March 15, 2000, the President of Amtrak made a commitment to complete the installation of the fencing that has been requested by Mansfield and Foxboro before high-speed rail is operational. It is our understanding that once the fencing is in place, the Massachusetts Bay Transit Authority will maintain it.

Rail service in western Virginia.—Amtrak shall provide the Commonwealth of Virginia with equipment necessary to provide regularly scheduled service between Washington, D.C., Bristol, and Richmond, Virginia. Such equipment will be made available for this service once an agreement is signed between Amtrak, the Commonwealth of Virginia, and the appropriate freight railroads.

Trenton train station.—Amtrak should work closely with New Jersey Transit to assure that improvements made to the Trenton train station satisfy the needs of Amtrak's one million riders who use this station each year. Initial funding for this rehabilitation has been allocated from funds provided under section 5309 in the Federal Transit Administration.

EXPANDED INTERCITY RAIL PASSENGER SERVICE FUND

	(Limitation on obligations)	*(Liquidation of contract authorization)*
Appropriation, fiscal year 2000	....	....
Budget request, fiscal year 2001	$468,000,000	$468,000,000
Recommended in the bill	....	....
Bill compared to:		
Appropriation, fiscal year 2000	....	....
Budget request, fiscal year 2001	−468,000,000	−468,000,000

The budget proposes a new grant program to improve intercity rail service nationwide. Under the proposed program, the Secretary of Transportation would award fifty percent matching grants to Amtrak and/or a partner state or state consortium to implement capital projects to enhance intercity passenger rail service. Eligible projects must generate a positive financial contribution for Amtrak and public benefits in excess of public costs. Amtrak must recover from the project all variable and attributable fixed/overhead costs associated with the new service. Funding for this program is to be derived from higher than anticipated receipts to the highway trust fund.

Funding for the intercity rail passenger service fund has been denied. The Committee opposes altering the distribution of revenue-aligned budget authority to any program outside of those authorized under TEA21. The rail fund is one of many diversions proposed by the administration.

Bill language.—The Committee has included bill language that would make revenue aligned budget authority available from the congestion mitigation and air quality program (CMAQ) and the surface transportation program (STP) available for rail service. This provision allows states the option to flex their CMAQ and STP funds, if they chose to do so, for intercity passenger rail service. In fiscal year 2001, approximately $186,000,000 would be available in CMAQ funding and $785,000,000 in STP funding. The Committee has included this language for two purposes: (1) to provide states with more flexibility to fund newly proposed high-speed rail programs outside of the Northeast Corridor; and (2) to provide states with additional funding for grade crossing activities outside of the designated high-speed rail corridors. The Committee has received $210,000,000 in requests for funding grade crossing closures, realignments, and other activities. The increased flexibility is intended to provide additional revenues to the states to mitigate safety hazards in rail corridors. Given these needs, the states should utilize this flexibility provision and provide sufficient funding to immediately address these serious hazards.

FEDERAL TRANSIT ADMINISTRATION

SUMMARY OF FISCAL YEAR 2001 PROGRAM

The Federal Transit Administration (FTA) was established as a component of the Department of Transportation on July 1, 1968, when most of the functions and programs under the Federal Transit Act (78 Stat. 302; 49 U.S.C. 1601 et seq.) were transferred from the Department of Housing and Urban Development. Known as the Urban Mass Transportation Administration until enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Transit Administration administers federal financial assistance programs for planning, developing and improving comprehensive mass transportation systems in both urban and non-urban areas.

Much of the funding for the Federal Transit Administration is provided by annual limitations on obligations provided in appropriations Acts. However, direct appropriations are required for portions of other accounts.

The current authorization for the programs funded by the Federal Transit Administration is contained in the Transportation Equity Act for the 21st Century (TEA21). TEA21 also amended the Budget Enforcement Act to provide two additional discretionary spending categories, the highway category and the mass transit category. The mass transit category is comprised of transit formula grants, transit capital funding, Federal Transit Administration administrative expenses, transit planning and research and university transportation center funding. The mass transit category obligations are capped at $6,271,000,000 and outlays are capped at $4,994,000,000 in fiscal year 2001. Any additional appropriated funding above the levels specified as guaranteed for each transit program in TEA21 (that which could be appropriated from general funds authorized under section 5338(h)) is scored against the nondefense discretionary category.

The total funding provided for FTA for fiscal year 2001 is $6,271,000,000, including $1,254,400,000 direct appropriations and $5,016,600,000 limitations on contract authority. The total recommended is $485,647,000 over the 2000 enacted level, $50,000,000 below the fiscal year 2000 budget request, and the same level as guaranteed in TEA21. The following table summarizes the fiscal year 2000 program levels, the fiscal year 2001 budget request, and the fiscal year 2001 program levels:

Program	2000 enacted	2001 request	Recommended in the bill
Administrative expenses	$60,000,000	$64,000,000	$64,000,000
Formula grants	3,098,000,000	3,345,000,000	3,345,000,000
University transportation research	6,000,000	6,000,000	6,000,000
Transit planning and research	107,000,000	110,000,000	110,000,000
Capital investment grants	2,457,000,000	2,646,000,000	2,646,000,000
Job access and reverse commute grants [1]	75,000,000	150,000,000	100,000,000
Total	[2] 5,803,000,000	6,321,000,000	6,271,000,000

[1] The budget request included a proposal to transfer $50,000,000 in obligation authority resulting from revenue aligned budget authority.
[2] Excludes reduction of $483,000 for TASC and $17,647,000 in across-the-board rescissions pursuant to section 301 of P.L. 106–113.

ADMINISTRATIVE EXPENSES

	Appropriation (General fund)	*Limitation on obligations (Trust fund)*
Appropriation, fiscal year 2000	$12,000,000	$48,000,000
Budget request, fiscal year 2001	12,800,000	51,200,000
Recommended in the bill	12,800,000	51,200,000
Bill compared to:		
Appropriation, fiscal year 2000	+800,000	+3,200,000
Budget request, fiscal year 2001	....	....

The bill provides a total appropriation of $64,000,000 for FTA's salaries and expenses. The recommendation is $4,000,000 above the 2000 enacted level and the same level as the budget request. This appropriation is guaranteed under the transit funding category. The recommended appropriation of $64,000,000 is comprised of an appropriation of $12,800,000 from the general fund and $51,200,000 from limitations on obligations from the mass transit account of the highway trust fund.

Full-time equivalent (FTE) staff years.—The Committee has not provided an increase in 10 FTE in fiscal year 2001, noting that similar FTE increases approved and anticipated for fiscal year 2000 have not occurred. Therefore, the Committee's recommendation provides for an FTE level of 495 in fiscal year 2001. New hires expected to meet the current FTE authorized level of 495 shall include general engineers and financial auditors who are capable of reviewing and analyzing in-house financial data of proposed projects and financial management oversight reports submitted to the FTA.

Information technology and other administrative activities.—The Committee recommendation deletes funds requested for several information technology programs pending the office of the Secretary's chief information officer review and full identification of out-year costs (-$650,000) and provides half of the requested increases for workforce planning and training (+$250,000) and equipment and office renovation activities (+$90,000).

National Transit Database.—The Committee's recommendation includes funding for the continued operation of the National Transit Database within this account, rather the transit planning and research account. The activities associated with the operation of the National Transit Database are administrative in nature and should be budgeted here rather than in the agency's research and development account. Moreover, the Committee has not approved the use of project management oversight funds for redesign of the

National Transit Database. Funds for such activity may be derived from funds made available for the transit cooperative research program.

Project management oversight activities.—The Committee directs that funding made available for the project management oversight function, section 23, shall include at least $21,900,000 for project management oversight reviews and $4,500,000 for financial management oversight reviews. The Committee believes it is imperative that the FTA understand more fully the financing proposals of major transit projects authorized in TEA21 before entering into full funding grant agreements and to identify critical funding deficiencies or inadequate financing plans before such funding shortfalls materialize. The experience to date with several projects in FTA's current portfolio suggests that a more aggressive approach is warranted by the FTA. The Committee further directs that the FTA submit to the House and Senate Committees on Appropriations, the Inspector General and the General Accounting Office the quarterly financial management oversight and project management oversight reports for each project with a full funding grant agreement.

The Committee has included bill language requiring the FTA to transfer $1,000,000 from funds made available for project management oversight to the Inspector General for reimbursement of audits and reviews of major transit projects. Over the past several years, the IG has provided critical oversight of several major transit projects, which the Committee has found invaluable. The Committee anticipates that such oversight activities will be continued by the Inspector General in fiscal year 2001.

Full funding grant agreements (FFGAs).—The FTA is directed to notify in writing the House and Senate Committees on Appropriations not later than 60 days before issuing a new full funding grant agreement or executing a scope change in existing full funding grant agreements. Correspondence regarding new full funding grant agreements shall include: (1) a copy of the proposed FFGA; (2) the total and annual federal appropriations required for that particular project; (3) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2003; and (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization. The Committee further directs that such correspondence include a financial analysis of the project's cost and sponsor's ability to finance, which shall be conducted by an independent examiner. This independent evaluation shall contain pertinent information, including 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. 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

	Appropriation (General fund)	Limitation on obligations (Trust fund)
Appropriation, fiscal year 2000	$619,600,000	$2,478,400,000
Budget request, fiscal year 2001	669,000,000	2,676,000,000
Recommended in the bill	669,000,000	2,676,000,000
Bill compared to:		
Appropriation, fiscal year 2000	+49,400,000	+197,600,000
Budget request, fiscal year 2001	....	....

The accompanying bill provides a total of $3,345,000,000 for transit formula grants. This level is $247,000,000 above the 2000 enacted level of $3,098,000,000 and is guaranteed under the transit category.

The recommended program level of $3,345,000,000 is comprised of an appropriation of $669,000,000 from the general fund and $2,676,000,000 from limitations on obligations from the mass transit account of the highway trust fund. Formula grants to states and local agencies funded under this heading fall into four categories: urbanized area formula grants (U.S.C. sec. 5307); clean fuels formula grants (U.S.C. sec. 5308); formula grants and loans for special needs of elderly individuals and individuals with disabilities (U.S.C. sec. 5310); and formula grants for other than urbanized areas (U.S.C. sec. 5311). In addition, set asides of formula funds are directed to a grant program for intercity bus operators to finance Americans with Disabilities Act (ADA) accessibility costs and the Alaska Railroad for improvements to its passenger operations.

Within the total funding level of $3,345,000,000, the Committee's recommendation includes the following distribution:

Urbanized areas (U.S.C. 5307)	$2,946,019,961
Oversight	15,837,796
Clean fuels (sec. 5308)	50,000,000
Elderly and disabled (sec. 5310)	77,890,801
Non-urbanized areas (sec. 5311)	205,701,492
Rural transportation accessibility incentive program	4,700,000
Alaska railroad	4,849,950
Salt Lake City loaned Olympic bus program	40,000,000

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

Major project preliminary engineering and design (PE&D).—The accompanying bill provides appreciable increases in formula funds allocated to transit authorities. These funds can be used, among other activities, for preliminary engineering and design of new rail extensions or busways. The Committee asserts that local project sponsors of new rail extensions or busways should use these funds for PE&D activities rather than seek section 5309 discretionary set-asides. Moreover, the Committee expects the FTA, when evaluating the local financial commitment of a given project, to consider the extent to which the project's sponsors have used the appreciable increases in the formula grants apportionments for preliminary engineering and design activities of proposed new systems.

Clean fuels program.—TEA21 requires that $50,000,000 be set aside from funds made available under the formula grants program to fund a new clean fuels program. The clean fuels program is supplemented by an additional set-aside from the major capital investment's bus program and provides grants for the purchase or lease of clean fuel buses for eligible recipients in areas that are not in compliance with air quality attainment standards. The Committee has identified designated recipients of these funds within the projects listed under the bus program of the capital investment grants account.

Salt Lake City loaned Olympic bus program.—The Committee recommends that $40,000,000 be set-aside from the formula grants program to fund the Salt Lake City loaned Olympic bus program. Funds shall be available for grants for the costs of planning, delivery and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah. In allocating the funds, the Secretary shall make grants only to the Utah Department of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended. This appropriation is similar to one provided in support of the Summer Olympic Games in Atlanta in the fiscal year 1995 Department of Transportation and Related Agencies Appropriations Act.

Over-the-road bus accessibility program.—The Committee has included bill language that increases the federal share of the incremental capital and training costs for the over-the-road bus accessibility program from the current level of 50 percent to 90 percent. A similar change in the federal share was enacted last year. Section 3038(g) of TEA21 provides a total of $4,700,000 for the incremental capital and training costs in fiscal year 2001.

Operating expenses.—The bill contains a provision (sec. 339) that increases to $1,444,000 the limitation on operating assistance relating to service for elderly individuals and individuals with disabilities which was established in accordance with provisions of section 360 of the Omnibus Appropriations Act for fiscal year 1999. FTA has interpreted section 3027(c)(3) of TEA21 to be limited to certain transit services that received section 5307 operating funds in the past. It was the intent of Congress in creating section 3027(c)(3), however, also to include NorthEast Transportation Services (NETS), a transit service that has been serving elderly and handicapped in Tarrant County, Texas, although that service had not received FTA operating funds in the past. The additional provided in section 3027(c)(3) are to provide $260,000 in operating funds and to cover operating expenses of other current eligible participants.

Washington Metropolitan Area Transit Authority.—In the wake of a recent fire and evacuation of the Foggy Bottom Metro station in Washington, D.C., the Committee is deeply troubled by reports that the Washington Metropolitan Area Transit Authority's (WMATA) emergency radio system is not functional, fully operational nor reliable. The Committee expects WMATA to use the appreciable increases in its section 9 apportionment and the Transportation Infrastructure Finance and Innovation Act loan provided to the Authority to ensure that fire communications are in place in WMATA's tunnels.

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

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
Alabama Total	**17,956,484**	**12,888,001**	**4,913,554**	**1,347,438**	**19,148,993**	**1,192,509**
Anniston, AL	480,853	512,590	----	----	512,590	31,737
Auburn-Opelika, AL	385,788	411,251	----	----	411,251	25,463
Birmingham, AL	3,788,211	4,038,242	----	----	4,038,242	250,031
Columbus, GA-AL	127,511	135,927	----	----	135,927	8,416
Decatur, AL	440,303	469,364	----	----	469,364	29,061
Dothan, AL	369,820	394,229	----	----	394,229	24,409
Florence, AL	515,217	549,222	----	----	549,222	34,005
Gadsden, AL	455,365	485,420	----	----	485,420	30,055
Huntsville, AL	1,445,530	1,540,938	----	----	1,540,938	95,408
Mobile, AL	1,987,093	2,118,245	----	----	2,118,245	131,152
Montgomery, AL	1,202,063	1,281,401	----	----	1,281,401	79,338
Tuscaloosa, AL	892,280	951,172	----	----	951,172	58,892
Alaska Total	**3,294,829**	**2,575,966**	**732,717**	**196,850**	**3,505,533**	**210,704**
Anchorage, AK	2,416,472	2,575,966	----	----	2,575,966	159,494
American Samoa Total	**150,477**	----	**104,435**	**52,829**	**157,264**	**6,787**
Arizona Total	**33,949,159**	**32,855,560**	**2,151,025**	**1,185,865**	**36,192,450**	**2,243,291**
Flagstaff, AZ	513,348	547,230	----	----	547,230	33,882
Yuma, AZ-CA (AZ)	791,546	843,790	----	----	843,790	52,244
Phoenix, AZ	21,888,483	23,333,174	----	----	23,333,174	1,444,691
Tucson, AZ	7,627,905	8,131,366	----	----	8,131,366	503,461
Arkansas Total	**9,304,199**	**5,057,062**	**3,928,182**	**936,008**	**9,921,252**	**617,053**
Fayetteville-Springdale, AR	525,660	560,355	----	----	560,355	34,695
Fort Smith, AR-OK (AR)	715,567	762,796	----	----	762,796	47,229
Little Rock-North Little Rock, AR	2,685,661	2,862,922	----	----	2,862,922	177,261
Memphis, TN-AR-MS	153,601	163,739	----	----	163,739	10,138
Pine Bluff, AR	483,565	515,482	----	----	515,482	31,917
Texarkana, TX-AR (AR)	179,895	191,768	----	----	191,768	11,873
California Total	**463,335,009**	**477,008,103**	**9,587,413**	**7,379,826**	**493,975,342**	**30,640,333**
Antioch-Pittsburg, CA	1,649,944	1,758,844	----	----	1,758,844	108,900
Bakersfield, CA	3,348,750	3,569,775	----	----	3,569,775	221,025
Chico, CA	720,399	767,947	----	----	767,947	47,548
Davis, CA	874,519	932,239	----	----	932,239	57,720
Fairfield, CA	1,062,135	1,132,238	----	----	1,132,238	70,103
Fresno, CA	5,106,436	5,443,473	----	----	5,443,473	337,037
Hemet-San Jacinto, CA	886,135	944,622	----	----	944,622	58,487
Hesperia-Apple Valley-Victorville, CA	1,130,450	1,205,062	----	----	1,205,062	74,612
Indio-Coachella, CA	535,822	571,187	----	----	571,187	35,365
Lancaster-Palmdale, CA	1,901,446	2,026,946	----	----	2,026,946	125,500
Lodi, CA	744,407	793,540	----	----	793,540	49,133
Lompoc, CA	457,181	487,356	----	----	487,356	30,175
Los Angeles, CA	188,796,855	201,257,893	----	----	201,257,893	12,461,038
Merced, CA	812,779	866,424	----	----	866,424	53,645
Modesto, CA	2,737,937	2,918,647	----	----	2,918,647	180,710
Napa, CA	849,265	905,319	----	----	905,319	56,054
Oxnard-Ventura, CA	6,512,436	6,942,270	----	----	6,942,270	429,834
Palm Springs, CA	1,058,042	1,127,875	----	----	1,127,875	69,833
Redding, CA	611,778	652,156	----	----	652,156	40,378
Riverside-San Bernardino, CA	17,047,416	18,172,586	----	----	18,172,586	1,125,170
Sacramento, CA	13,082,376	13,945,843	----	----	13,945,843	863,467
Salinas, CA	1,609,906	1,716,164	----	----	1,716,164	106,258
San Diego, CA	40,007,176	42,647,744	----	----	42,647,744	2,640,568

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	[2] Change from FY 2000
San Francisco-Oakland, CA	109,731,573	116,974,117	----	----	116,974,117	7,242,544
San Jose, CA	28,389,252	30,263,010	----	----	30,263,010	1,873,758
San Luis Obispo, CA	762,395	812,714	----	----	812,714	50,319
Santa Barbara, CA	2,490,601	2,654,987	----	----	2,654,987	164,386
Santa Cruz, CA	1,287,861	1,372,863	----	----	1,372,863	85,002
Santa Maria, CA	1,171,709	1,249,044	----	----	1,249,044	77,335
Santa Rosa, CA	2,271,814	2,421,759	----	----	2,421,759	149,945
Seaside-Monterey, CA	1,526,612	1,627,372	----	----	1,627,372	100,760
Simi Valley, CA	1,445,047	1,540,424	----	----	1,540,424	95,377
Stockton, CA	3,538,091	3,771,614	----	----	3,771,614	233,523
Vacaville, CA	877,250	935,150	----	----	935,150	57,900
Visalia, CA	1,002,011	1,068,146	----	----	1,068,146	66,135
Watsonville, CA	552,025	588,460	----	----	588,460	36,435
Yuba City, CA	880,815	938,950	----	----	938,950	58,135
Yuma, AZ-CA (CA)	3,136	3,343	----	----	3,343	207
Colorado Total	**37,197,417**	**36,690,643**	**2,046,530**	**915,743**	**39,652,916**	**2,455,499**
Boulder, CO	1,196,211	1,275,164	----	----	1,275,164	78,953
Colorado Springs, CO	3,655,098	3,896,343	----	----	3,896,343	241,245
Denver, CO	25,387,948	27,063,612	----	----	27,063,612	1,675,664
Fort Collins, CO	996,330	1,062,090	----	----	1,062,090	65,760
Grand Junction, CO	567,271	604,712	----	----	604,712	37,441
Greeley, CO	796,881	849,477	----	----	849,477	52,596
Longmont, CO	726,189	774,119	----	----	774,119	47,930
Pueblo, CO	1,092,986	1,165,126	----	----	1,165,126	72,140
Connecticut Total	**51,246,377**	**51,721,554**	**1,856,395**	**1,051,984**	**54,629,933**	**3,383,556**
Bridgeport-Milford, CT	6,683,156	7,124,260	----	----	7,124,260	441,104
Bristol, CT	847,319	903,244	----	----	903,244	55,925
Danbury, CT-NY (CT)	3,654,719	3,895,939	----	----	3,895,939	241,220
Hartford-Middletown, CT	9,301,886	9,915,834	----	----	9,915,834	613,948
New Britain, CT	1,586,597	1,691,317	----	----	1,691,317	104,720
New Haven-Meriden, CT	10,979,867	11,704,564	----	----	11,704,564	724,697
New London-Norwich, CT	1,276,746	1,361,014	----	----	1,361,014	84,268
New York, NY-Northeastern NJ, - CT	657,020	700,385	----	----	700,385	43,365
Norwalk, CT	3,825,289	4,077,768	----	----	4,077,768	252,479
Stamford, CT-NY (CT)	4,677,640	4,986,376	----	----	4,986,376	308,736
Springfield, MA-CT	463,393	493,978	----	----	493,978	30,585
Waterbury, CT	4,563,315	4,864,505	----	----	4,864,505	301,190
Worcester, MA-CT	2,223	2,370	----	----	2,370	147
Delaware Total	**6,401,167**	**6,047,881**	**463,126**	**306,374**	**6,817,381**	**416,214**
Dover, DE	405,570	432,338	----	----	432,338	26,768
Wilmington, DE-NJ-MD-PA	5,267,852	5,615,543	----	----	5,615,543	347,691
District of Columbia Total	**25,468,955**	**26,839,108**	----	**303,966**	**27,143,074**	**1,674,119**
Washington, DC-MD-VA	25,177,344	26,839,108	----	----	26,839,108	1,661,764
Florida Total	**146,366,597**	**144,926,403**	**6,163,212**	**4,974,000**	**156,063,615**	**9,697,018**
Daytona Beach, FL	2,941,272	3,135,403	----	----	3,135,403	194,131
Deltona, FL	410,994	438,121	----	----	438,121	27,127
Ft Lauderdale-Hollywood-Pompano Bch, FL	21,360,999	22,770,876	----	----	22,770,876	1,409,877
Fort Myers-Cape Coral, FL	2,493,140	2,657,693	----	----	2,657,693	164,553
Fort Pierce, FL	984,528	1,049,509	----	----	1,049,509	64,981
Fort Walton Beach, FL	954,371	1,017,362	----	----	1,017,362	62,991
Gainesville, FL	1,223,087	1,303,814	----	----	1,303,814	80,727
Jacksonville, FL	7,135,108	7,606,044	----	----	7,606,044	470,936

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	3 Change from FY 2000
Kissimmee, FL	569,676	607,276	----	----	607,276	37,600
Lakeland, FL	1,250,368	1,332,895	----	----	1,332,895	82,527
Miami-Hialeah, FL	36,363,571	38,763,653	----	----	38,763,653	2,400,082
Melbourne-Palm Bay, FL	3,095,167	3,299,455	----	----	3,299,455	204,288
Naples, FL	822,912	877,226	----	----	877,226	54,314
Ocala, FL	552,788	589,273	----	----	589,273	36,485
Orlando, FL	13,920,892	14,839,704	----	----	14,839,704	918,812
Panama City, FL	829,583	884,338	----	----	884,338	54,755
Pensacola, FL	1,961,267	2,090,715	----	----	2,090,715	129,448
Punta Gorda, FL	542,498	578,304	----	----	578,304	35,806
Sarasota-Bradenton, FL	3,724,967	3,970,824	----	----	3,970,824	245,857
Spring Hill, FL	414,710	442,082	----	----	442,082	27,372
Stuart, FL	723,599	771,358	----	----	771,358	47,759
Tallahassee, FL	1,394,259	1,486,283	----	----	1,486,283	92,024
Tampa-St. Petersburg-Clearwater, FL	15,642,708	16,675,164	----	----	16,675,164	1,032,456
Titusville, FL	399,118	425,460	----	----	425,460	26,342
Vero Beach, FL	505,468	538,830	----	----	538,830	33,362
West Palm Bch-Boca Raton-Delray Bch, FL	14,953,208	15,940,155	----	----	15,940,155	986,947
Winter Haven, FL	782,912	834,586	----	----	834,586	51,674
Georgia Total	**55,845,047**	**50,607,553**	**7,184,139**	**1,752,595**	**59,544,287**	**3,699,240**
Albany, GA	670,332	714,576	----	----	714,576	44,244
Athens, GA	642,694	685,113	----	----	685,113	42,419
Atlanta, GA	39,046,432	41,623,589	----	----	41,623,589	2,577,157
Augusta, GA-SC	1,434,416	1,529,090	----	----	1,529,090	94,674
Brunswick, GA	369,849	394,260	----	----	394,260	24,411
Chattanooga, TN-GA	179,112	190,933	----	----	190,933	11,821
Columbus, GA-AL	1,402,285	1,494,840	----	----	1,494,840	92,555
Macon, GA	1,201,466	1,280,765	----	----	1,280,765	79,299
Rome, GA	377,040	401,926	----	----	401,926	24,886
Savannah, GA	1,571,991	1,675,746	----	----	1,675,746	103,755
Warner Robins, GA	578,530	616,715	----	----	616,715	38,185
Guam Total	**412,296**	**----**	**297,302**	**134,409**	**431,711**	**19,415**
Hawaii Total	**25,021,007**	**25,466,313**	**806,310**	**394,662**	**26,667,285**	**1,646,278**
Honolulu, HI	22,451,206	23,933,038	----	----	23,933,038	1,481,832
Kailua, HI	1,438,341	1,533,275	----	----	1,533,275	94,934
Idaho Total	**4,755,786**	**3,034,625**	**1,626,707**	**404,307**	**5,065,639**	**309,853**
Boise City, ID	1,741,957	1,856,930	----	----	1,856,930	114,973
Idaho Falls, ID	624,457	665,673	----	----	665,673	41,216
Pocatello, ID	480,320	512,022	----	----	512,022	31,702
						0
Illinois Total	**200,070,658**	**203,499,449**	**6,591,046**	**3,208,925**	**213,299,420**	**13,228,762**
Alton, IL	704,693	751,204	----	----	751,204	46,511
Aurora, IL	1,973,637	2,103,902	----	----	2,103,902	130,265
Beloit, WI-IL (IL)	90,065	96,010	----	----	96,010	5,945
Bloomington-Normal, IL	1,135,262	1,210,192	----	----	1,210,192	74,930
Champaign-Urbana, IL	1,602,075	1,707,815	----	----	1,707,815	105,740
Chicago, IL-Northwestern IN	169,792,511	180,999,219	----	----	180,999,219	11,206,708
Crystal Lake, IL	643,251	685,707	----	----	685,707	42,456
Davenport-Rock Island-Moline, IA-IL	1,528,859	1,629,767	----	----	1,629,767	100,908
Decatur, IL	901,814	961,336	----	----	961,336	59,522
Dubuque, IA-IL (IL)	21,007	22,393	----	----	22,393	1,386
Elgin, IL	1,423,686	1,517,652	----	----	1,517,652	93,966
Joliet, IL	1,646,194	1,754,846	----	----	1,754,846	108,652

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
Kankakee, IL	646,084	688,727	----	----	688,727	42,643
Peoria, IL	2,023,545	2,157,105	----	----	2,157,105	133,560
Rockford, IL	1,821,740	1,941,979	----	----	1,941,979	120,239
Round Lake Beach-McHenry, IL-WI (IL)	937,528	999,407	----	----	999,407	61,879
Springfield, IL	1,314,182	1,400,921	----	----	1,400,921	86,739
St. Louis, MO-IL	2,693,490	2,871,267	----	----	2,871,267	177,777
Indiana Total	**37,995,740**	**32,473,428**	**6,366,801**	**1,675,017**	**40,515,246**	**2,519,506**
Anderson, IN	614,716	655,288	----	----	655,288	40,572
Bloomington, IN	917,307	977,851	----	----	977,851	60,544
Chicago, IL-Northwestern IN	8,949,404	9,540,086	----	----	9,540,086	590,682
Elkhart-Goshen, IN	919,374	980,055	----	----	980,055	60,681
Evansville, IN-KY (IN)	1,703,133	1,815,544	----	----	1,815,544	112,411
Fort Wayne, IN	1,859,045	1,981,747	----	----	1,981,747	122,702
Indianapolis, IN	8,710,107	9,284,995	----	----	9,284,995	574,888
Kokomo, IN	619,041	659,899	----	----	659,899	40,858
Lafayette-West Lafayette, IN	1,230,688	1,311,917	----	----	1,311,917	81,229
Louisville, KY-IN	533,448	568,657	----	----	568,657	35,209
Muncie, IN	904,711	964,425	----	----	964,425	59,714
South Bend-Mishawaka, IN-MI	2,805,615	2,990,792	----	----	2,990,792	185,177
Terre Haute, IN	696,219	742,172	----	----	742,172	45,953
Iowa Total	**13,457,340**	**9,246,475**	**4,095,189**	**1,007,603**	**14,349,267**	**891,927**
Cedar Rapids, IA	1,286,628	1,371,549	----	----	1,371,549	84,921
Davenport-Rock Island-Moline, IA-IL	1,083,309	1,154,810	----	----	1,154,810	71,501
Des Moines, IA	3,194,707	3,405,564	----	----	3,405,564	210,857
Dubuque, IA-IL (IA)	626,250	667,585	----	----	667,585	41,335
Iowa City, IA	741,322	790,251	----	----	790,251	48,929
Omaha, NE-IA	255,781	272,663	----	----	272,663	16,882
Sioux City, IA-NE-SD (IA)	684,685	729,876	----	----	729,876	45,191
Waterloo-Cedar Falls, IA	801,290	854,177	----	----	854,177	52,887
Kansas Total	**11,254,505**	**7,899,322**	**3,257,593**	**841,792**	**11,998,707**	**744,202**
Kansas City, MO-KS	2,434,722	2,595,420	----	----	2,595,420	160,698
Lawrence, KS	761,215	811,457	----	----	811,457	50,242
St. Joseph, MO-KS (KS)	6,283	6,698	----	----	6,698	415
Topeka, KS	1,242,686	1,324,706	----	----	1,324,706	82,020
Wichita, KS	2,965,322	3,161,041	----	----	3,161,041	195,719
Kentucky Total	**22,123,510**	**16,923,066**	**5,377,576**	**1,290,579**	**23,591,221**	**1,467,711**
Cincinnati, OH-KY	2,462,875	2,625,430	----	----	2,625,430	162,555
Clarksville, TN-KY (KY)	193,324	206,084	----	----	206,084	12,760
Evansville, IN-KY (KY)	237,396	253,065	----	----	253,065	15,669
Huntington-Ashland, WV-KY-OH (KY)	473,409	504,655	----	----	504,655	31,246
Lexington-Fayette, KY	1,936,953	2,064,796	----	----	2,064,796	127,843
Louisville, KY-IN	9,891,080	10,543,915	----	----	10,543,915	652,835
Owensboro, KY	680,224	725,121	----	----	725,121	44,897
Louisiana Total	**31,019,112**	**27,330,335**	**4,447,644**	**1,294,813**	**33,072,792**	**2,053,680**
Alexandria, LA	684,727	729,921	----	----	729,921	45,194
Baton Rouge, LA	2,934,746	3,128,446	----	----	3,128,446	193,700
Houma, LA	481,636	513,426	----	----	513,426	31,790
Lafayette, LA	1,184,744	1,262,940	----	----	1,262,940	78,196
Lake Charles, LA	951,685	1,014,498	----	----	1,014,498	62,813
Monroe, LA	904,907	964,633	----	----	964,633	59,726
New Orleans, LA	15,526,242	16,551,010	----	----	16,551,010	1,024,768
Shreveport, LA	2,484,956	2,648,970	----	----	2,648,970	164,014

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
Slidell, LA	484,512	516,491	----	----	516,491	31,979
Maine Total	**4,536,295**	**2,176,921**	**2,146,162**	**510,048**	**4,833,131**	**296,836**
Bangor, ME	419,625	447,321	----	----	447,321	27,696
Lewiston-Auburn, ME	487,597	519,780	----	----	519,780	32,183
Portland, ME	1,042,595	1,111,408	----	----	1,111,408	68,813
Portsmouth-Dover-Rochester, NH-ME (ME)	92,319	98,412	----	----	98,412	6,093
Maryland Total	**74,130,625**	**75,047,138**	**2,679,380**	**1,301,022**	**79,027,540**	**4,896,915**
Annapolis, MD	739,653	788,472	----	----	788,472	48,819
Baltimore, MD	32,567,432	34,716,959	----	----	34,716,959	2,149,527
Cumberland, MD-WV (MD)	393,387	419,352	----	----	419,352	25,965
Frederick, MD	533,696	568,921	----	----	568,921	35,225
Hagerstown, MD-PA-WV (MD)	604,217	644,097	----	----	644,097	39,880
Washington, DC-MD-VA	35,509,639	37,853,359	----	----	37,853,359	2,343,720
Wilmington, DE-NJ-MD-PA	52,513	55,978	----	----	55,978	3,465
Massachusetts Total	**111,220,265**	**113,816,456**	**2,871,481**	**1,881,903**	**118,569,840**	**7,349,575**
Boston, MA	78,313,708	83,482,597	----	----	83,482,597	5,168,889
Brockton, MA	1,642,939	1,751,377	----	----	1,751,377	108,438
Fall River, MA-RI (MA)	1,602,399	1,708,161	----	----	1,708,161	105,762
Fitchburg-Leominster, MA	649,363	692,223	----	----	692,223	42,860
Hyannis, MA	463,715	494,321	----	----	494,321	30,606
Lawrence-Haverhill, MA-NH	3,060,507	3,262,507	----	----	3,262,507	202,000
Lowell, MA-NH (MA)	2,033,701	2,167,930	----	----	2,167,930	134,229
New Bedford, MA	1,762,301	1,878,617	----	----	1,878,617	116,316
Pittsfield, MA	419,770	447,475	----	----	447,475	27,705
Providence-Pawtucket, RI-MA	6,976,945	7,437,440	----	----	7,437,440	460,495
Springfield, MA-CT	5,227,703	5,572,744	----	----	5,572,744	345,041
Taunton, MA	419,826	447,536	----	----	447,536	27,710
Worcester, MA-CT	4,196,545	4,473,528	----	----	4,473,528	276,983
Michigan Total	**67,891,646**	**61,874,952**	**7,776,462**	**2,742,853**	**72,394,267**	**4,502,621**
Ann Arbor, MI	3,148,399	3,356,201	----	----	3,356,201	207,802
Battle Creek, MI	641,018	683,327	----	----	683,327	42,309
Bay City, MI	716,120	763,386	----	----	763,386	47,266
Benton Harbor, MI	517,989	552,177	----	----	552,177	34,188
Detroit, MI	35,332,248	37,664,260	----	----	37,664,260	2,332,012
Flint, MI	4,563,910	4,865,137	----	----	4,865,137	301,227
Grand Rapids, MI	3,873,229	4,128,873	----	----	4,128,873	255,644
Holland, MI	581,348	619,718	----	----	619,718	38,370
Jackson, MI	715,727	762,966	----	----	762,966	47,239
Kalamazoo, MI	1,545,579	1,647,591	----	----	1,647,591	102,012
Lansing-East Lansing, MI	3,153,242	3,361,363	----	----	3,361,363	208,121
Muskegon, MI	942,740	1,004,963	----	----	1,004,963	62,223
Port Huron, MI	620,436	661,386	----	----	661,386	40,950
Saginaw, MI	1,394,176	1,486,195	----	----	1,486,195	92,019
South Bend-Mishawaka, IN-MI	204,045	217,513	----	----	217,513	13,468
Toledo, OH-MI	93,711	99,896	----	----	99,896	6,185
Minnesota Total	**32,666,636**	**29,034,751**	**4,474,905**	**1,319,621**	**34,829,277**	**2,162,641**
Duluth, MN-WI (MN)	665,591	709,521	----	----	709,521	43,930
Fargo-Moorhead, ND-MN (MN)	384,849	410,250	----	----	410,250	25,401
Grand Forks, ND-MN (MN)	84,346	89,913	----	----	89,913	5,567
La Crosse, WI-MN (MN)	41,318	44,045	----	----	44,045	2,727
Minneapolis-St. Paul, MN	24,501,851	26,119,030	----	----	26,119,030	1,617,179
Rochester, MN	750,719	800,268	----	----	800,268	49,549

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	6 Change from FY 2000
St. Cloud, MN	808,369	861,724	----	----	861,724	53,355
Mississippi Total	**9,225,789**	**4,562,267**	**4,366,926**	**908,832**	**9,838,025**	**612,236**
Biloxi-Gulfport, MS	1,453,849	1,549,807	----	----	1,549,807	95,958
Hattiesburg, MS	453,122	483,029	----	----	483,029	29,907
Jackson, MS	1,806,204	1,925,418	----	----	1,925,418	119,214
Memphis, TN-AR-MS	125,368	133,643	----	----	133,643	8,275
Pascagoula, MS	441,246	470,370	----	----	470,370	29,124
Missouri Total	**37,546,975**	**33,124,541**	**5,212,112**	**1,698,907**	**40,035,560**	**2,488,585**
Columbia, MO	638,845	681,010	----	----	681,010	42,165
Joplin, MO	448,646	478,258	----	----	478,258	29,612
Kansas City, MO-KS	7,245,879	7,724,124	----	----	7,724,124	478,245
Springfield, MO	1,507,106	1,606,579	----	----	1,606,579	99,473
St. Joseph, MO-KS (MO)	641,280	683,606	----	----	683,606	42,326
St. Louis, MO-IL	20,591,852	21,950,964	----	----	21,950,964	1,359,112
Montana Total	**3,741,281**	**2,296,304**	**1,317,760**	**369,448**	**3,983,512**	**242,231**
Billings, MT	830,760	885,592	----	----	885,592	54,832
Great Falls, MT	774,700	825,832	----	----	825,832	51,132
Missoula, MT	548,667	584,880	----	----	584,880	36,213
Nebraska Total	**9,904,628**	**7,979,674**	**1,988,334**	**588,169**	**10,556,177**	**651,549**
Lincoln, NE	2,291,136	2,442,356	----	----	2,442,356	151,220
Omaha, NE-IA	5,090,879	5,426,888	----	----	5,426,888	336,009
Sioux City, IA-NE-SD (NE)	103,592	110,430	----	----	110,430	6,838
Nevada Total	**18,351,274**	**18,475,323**	**649,161**	**432,939**	**19,557,423**	**1,206,149**
Las Vegas, NV	14,151,912	15,085,972	----	----	15,085,972	934,060
Reno, NV	3,179,497	3,389,351	----	----	3,389,351	209,854
New Hampshire Total	**5,016,888**	**3,217,314**	**1,718,808**	**408,000**	**5,344,122**	**327,234**
Lawrence-Haverhill, MA-NH	110,047	117,311	----	----	117,311	7,264
Lowell, MA-NH (NH)	5,952	6,345	----	----	6,345	393
Manchester, NH	1,219,106	1,299,570	----	----	1,299,570	80,464
Nashua, NH	974,879	1,039,224	----	----	1,039,224	64,345
Portsmouth-Dover-Rochester, NH-ME (NH)	708,126	754,864	----	----	754,864	46,738
New Jersey Total	**169,538,367**	**176,018,934**	**2,457,531**	**2,262,972**	**180,739,437**	**11,201,070**
Allentown-Bethlehem-Easton, PA-NJ	266,234	283,807	----	----	283,807	17,573
Atlantic City, NJ	1,588,141	1,692,962	----	----	1,692,962	104,821
New York, NY-Northeastern NJ, - CT	135,393,090	144,329,353	----	----	144,329,353	8,936,263
Philadelphia, PA-NJ	23,116,755	24,642,516	----	----	24,642,516	1,525,761
Trenton, NJ-PA	3,942,900	4,203,141	----	----	4,203,141	260,241
Vineland-Millville, NJ	615,253	655,862	----	----	655,862	40,609
Wilmington, DE-NJ-MD-PA	198,211	211,293	----	----	211,293	13,082
New Mexico Total	**8,546,869**	**6,661,084**	**1,931,991**	**515,099**	**9,108,174**	**561,305**
Albuquerque, NM	5,019,072	5,350,342	----	----	5,350,342	331,270
El Paso, TX-NM	29,719	31,680	----	----	31,680	1,961
Las Cruces, NM	666,532	710,524	----	----	710,524	43,992
Santa Fe, NM	533,336	568,538	----	----	568,538	35,202

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
New York Total	**487,125,149**	**505,400,075**	**8,650,803**	**5,267,580**	**519,318,458**	**32,193,309**
Albany-Schenectady-Troy, NY	6,060,114	6,460,095	----	----	6,460,095	399,981
Binghamton, NY	1,670,995	1,781,284	----	----	1,781,284	110,289
Buffalo-Niagara Falls, NY	11,271,082	12,014,999	----	----	12,014,999	743,917
Danbury, CT-NY (NY)	22,649	24,144	----	----	24,144	1,495
Elmira, NY	686,164	731,452	----	----	731,452	45,288
Glens Falls, NY	471,864	503,008	----	----	503,008	31,144
Ithaca, NY	476,242	507,675	----	----	507,675	31,433
Newburgh, NY	618,415	659,232	----	----	659,232	40,817
New York, NY-Northeastern NJ, - CT	438,961,663	467,934,171	----	----	467,934,171	28,972,508
Poughkeepsie, NY	1,299,062	1,384,804	----	----	1,384,804	85,742
Rochester, NY	6,865,124	7,318,238	----	----	7,318,238	453,114
Stamford, CT-NY (NY)	154	164	----	----	164	10
Syracuse, NY	4,292,606	4,575,929	----	----	4,575,929	283,323
Utica-Rome, NY	1,411,704	1,504,880	----	----	1,504,880	93,176
North Carolina Total	**34,962,141**	**26,102,102**	**9,189,708**	**1,995,674**	**37,287,484**	**2,325,343**
Asheville, NC	834,195	889,254	----	----	889,254	55,059
Burlington, NC	605,137	645,078	----	----	645,078	39,941
Charlotte, NC	5,942,586	6,334,810	----	----	6,334,810	392,224
Durham, NC	3,130,919	3,337,567	----	----	3,337,567	206,648
Fayetteville, NC	1,690,046	1,801,593	----	----	1,801,593	111,547
Gastonia, NC	886,065	944,548	----	----	944,548	58,483
Goldsboro, NC	460,155	490,526	----	----	490,526	30,371
Greensboro, NC	1,905,751	2,031,535	----	----	2,031,535	125,784
Greenville, NC	529,819	564,788	----	----	564,788	34,969
Hickory, NC	505,301	538,653	----	----	538,653	33,352
High Point, NC	852,125	908,368	----	----	908,368	56,243
Jacksonville, NC	822,694	876,994	----	----	876,994	54,300
Kannapolis, NC	593,914	633,114	----	----	633,114	39,200
Raleigh, NC	2,915,009	3,107,407	----	----	3,107,407	192,398
Rocky Mount, NC	474,762	506,098	----	----	506,098	31,336
Wilmington, NC	776,539	827,792	----	----	827,792	51,253
Winston-Salem, NC	1,560,950	1,663,977	----	----	1,663,977	103,027
North Dakota Total	**3,311,796**	**2,238,459**	**974,543**	**311,799**	**3,524,801**	**213,005**
Bismarck, ND	605,512	645,477	----	----	645,477	39,965
Fargo-Moorhead, ND-MN (ND)	875,726	933,526	----	----	933,526	57,800
Grand Forks, ND-MN (ND)	618,625	659,456	----	----	659,456	40,831
Northern Marianas Total	**143,078**	**----**	**96,781**	**52,584**	**149,365**	**6,287**
Ohio Total	**91,744,208**	**85,122,347**	**9,355,762**	**3,349,678**	**97,827,787**	**6,083,579**
Akron, OH	5,628,302	5,999,783	----	----	5,999,783	371,481
Canton, OH	2,900,692	3,092,145	----	----	3,092,145	191,453
Cincinnati, OH-KY	11,563,727	12,326,961	----	----	12,326,961	763,234
Cleveland, OH	24,076,342	25,665,436	----	----	25,665,436	1,589,094
Columbus, OH	10,512,991	11,206,873	----	----	11,206,873	693,882
Dayton, OH	11,082,007	11,813,445	----	----	11,813,445	731,438
Hamilton, OH	1,193,362	1,272,127	----	----	1,272,127	78,765
Huntington-Ashland, WV-KY-OH (OH)	303,894	323,951	----	----	323,951	20,057
Lima, OH	652,210	695,258	----	----	695,258	43,048
Lorain-Elyria, OH	1,366,277	1,456,455	----	----	1,456,455	90,178
Mansfield, OH	629,684	671,244	----	----	671,244	41,560
Middletown, OH	820,501	874,656	----	----	874,656	54,155
Newark, OH	499,922	532,918	----	----	532,918	32,996
Parkersburg, WV-OH (OH)	74,027	78,913	----	----	78,913	4,886
Sharon, PA-OH (OH)	48,815	52,037	----	----	52,037	3,222

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
Springfield, OH	949,098	1,011,740	----	----	1,011,740	62,642
Steubenville-Weirton, OH-WV-PA (OH)	341,451	363,987	----	----	363,987	22,536
Toledo, OH-MI	4,571,276	4,872,992	----	----	4,872,992	301,716
Wheeling, WV-OH (OH)	260,685	277,890	----	----	277,890	17,205
Youngstown-Warren, OH	2,376,670	2,533,536	----	----	2,533,536	156,866
Oklahoma Total	**14,880,571**	**10,756,367**	**3,999,492**	**1,111,240**	**15,867,099**	**986,528**
Fort Smith, AR-OK (OK)	15,765	16,805	----	----	16,805	1,040
Lawton, OK	882,872	941,144	----	----	941,144	58,272
Oklahoma City, OK	4,769,610	5,084,416	----	----	5,084,416	314,806
Tulsa, OK	4,422,131	4,714,002	----	----	4,714,002	291,871
Oregon Total	**28,201,743**	**25,858,364**	**3,175,632**	**1,031,841**	**30,065,837**	**1,864,094**
Eugene-Springfield, OR	2,205,976	2,351,575	----	----	2,351,575	145,599
Longview, WA-OR (OR)	14,671	15,639	----	----	15,639	968
Medford, OR	681,748	726,745	----	----	726,745	44,997
Portland-Vancouver, OR-WA	19,570,957	20,862,686	----	----	20,862,686	1,291,729
Salem, OR	1,783,973	1,901,719	----	----	1,901,719	117,746
Pennsylvania Total	**143,564,207**	**138,618,350**	**10,436,450**	**4,019,707**	**153,074,507**	**9,510,300**
Allentown-Bethlehem-Easton, PA-NJ	4,443,060	4,736,311	----	----	4,736,311	293,251
Altoona, PA	836,913	892,152	----	----	892,152	55,239
Erie, PA	2,152,942	2,295,041	----	----	2,295,041	142,099
Hagerstown, MD-PA-WV (PA)	7,375	7,862	----	----	7,862	487
Harrisburg, PA	3,049,277	3,250,536	----	----	3,250,536	201,259
Johnstown, PA	771,765	822,704	----	----	822,704	50,939
Lancaster, PA	1,946,538	2,075,014	----	----	2,075,014	128,476
Monessen, PA	529,730	564,694	----	----	564,694	34,964
Philadelphia, PA-NJ	76,377,296	81,418,379	----	----	81,418,379	5,041,083
Pittsburgh, PA	29,282,128	31,214,817	----	----	31,214,817	1,932,689
Pottstown, PA	502,685	535,863	----	----	535,863	33,178
Reading, PA	2,272,243	2,422,216	----	----	2,422,216	149,973
Scranton-Wilkes-Barre, PA	2,991,033	3,188,448	----	----	3,188,448	197,415
Sharon, PA-OH (PA)	351,927	375,155	----	----	375,155	23,228
State College, PA	732,444	780,787	----	----	780,787	48,343
Steubenville-Weirton, OH-WV-PA (PA)	2,558	2,727	----	----	2,727	169
Trenton, NJ-PA	235,074	250,589	----	----	250,589	15,515
Williamsport, PA	613,984	654,509	----	----	654,509	40,525
Wilmington, DE-NJ-MD-PA	1,406,821	1,499,675	----	----	1,499,675	92,854
York, PA	1,529,894	1,630,871	----	----	1,630,871	100,977
Puerto Rico Total	**43,145,859**	**41,899,173**	**3,118,740**	**977,912**	**45,995,825**	**2,849,966**
Aguadilla, PR	990,114	1,055,464	----	----	1,055,464	65,350
Arecibo, PR	925,138	986,199	----	----	986,199	61,061
Caguas, PR	2,422,805	2,582,716	----	----	2,582,716	159,911
Cayey, PR	716,333	763,613	----	----	763,613	47,280
Humacao, PR	619,973	660,892	----	----	660,892	40,919
Mayaguez, PR	1,332,011	1,419,926	----	----	1,419,926	87,915
Ponce, PR	2,964,121	3,159,766	----	----	3,159,766	195,645
San Juan, PR	27,987,618	29,834,868	----	----	29,834,868	1,847,250
Vega Baja-Manati, PR	1,346,835	1,435,729	----	----	1,435,729	88,894
Rhode Island Total	**10,123,203**	**9,934,595**	**399,516**	**451,993**	**10,786,104**	**662,901**
Fall River, MA-RI (RI)	165,142	176,042	----	----	176,042	10,900
Newport, RI	555,238	591,885	----	----	591,885	36,647
Providence-Pawtucket, RI-MA	8,599,106	9,166,668	----	----	9,166,668	567,562

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
South Carolina Total	**15,473,044**	**10,826,134**	**4,599,495**	**1,073,533**	**16,499,162**	**1,026,118**
Anderson, SC	410,299	437,380	----	----	437,380	27,081
Augusta, GA-SC	273,026	291,047	----	----	291,047	18,021
Charleston, SC	2,958,637	3,153,914	----	----	3,153,914	195,277
Columbia, SC	2,543,677	2,711,566	----	----	2,711,566	167,889
Florence, SC	422,024	449,879	----	----	449,879	27,855
Greenville, SC	1,329,753	1,417,520	----	----	1,417,520	87,767
Myrtle Beach, SC	442,572	471,782	----	----	471,782	29,210
Rock Hill, SC	469,916	500,932	----	----	500,932	31,016
Spartanburg, SC	819,167	873,234	----	----	873,234	54,067
Sumter, SC	486,753	518,880	----	----	518,880	32,127
South Dakota Total	**2,951,125**	**1,614,756**	**1,187,892**	**338,152**	**3,140,800**	**189,675**
Rapid City, SD	482,434	514,276	----	----	514,276	31,842
Sioux City, IA-NE-SD (SD)	13,526	14,419	----	----	14,419	893
Sioux Falls, SD	1,018,817	1,086,061	----	----	1,086,061	67,244
Tennessee Total	**27,427,965**	**21,717,118**	**5,937,422**	**1,594,269**	**29,248,809**	**1,820,844**
Bristol, TN-VA (TN)	219,130	233,593	----	----	233,593	14,463
Chattanooga, TN-GA	1,981,215	2,111,981	----	----	2,111,981	130,766
Clarksville, TN-KY (TN)	534,276	569,539	----	----	569,539	35,263
Jackson, TN	404,396	431,087	----	----	431,087	26,691
Johnson City, TN	616,431	657,117	----	----	657,117	40,686
Kingsport, TN-VA (TN)	570,156	607,788	----	----	607,788	37,632
Knoxville, TN	2,411,894	2,571,085	----	----	2,571,085	159,191
Memphis, TN-AR-MS	8,565,059	9,130,373	----	----	9,130,373	565,314
Nashville, TN	5,069,927	5,404,555	----	----	5,404,555	334,628
Texas Total	**162,450,214**	**156,523,090**	**12,535,549**	**4,152,095**	**173,210,734**	**10,760,520**
Abilene, TX	770,125	820,956	----	----	820,956	50,831
Amarillo, TX	1,428,410	1,522,689	----	----	1,522,689	94,279
Austin, TX	11,283,287	12,028,011	----	----	12,028,011	744,724
Beaumont, TX	982,435	1,047,278	----	----	1,047,278	64,843
Brownsville, TX	1,427,936	1,522,183	----	----	1,522,183	94,247
Bryan-College Station, TX	956,487	1,019,617	----	----	1,019,617	63,130
Corpus Christi, TX	3,454,532	3,682,539	----	----	3,682,539	228,007
Dallas-Fort Worth, TX	40,167,021	42,818,139	----	----	42,818,139	2,651,118
Denton, TX	516,668	550,769	----	----	550,769	34,101
El Paso, TX-NM	7,486,091	7,980,191	----	----	7,980,191	494,100
Galveston, TX	548,067	584,240	----	----	584,240	36,173
Harlingen, TX	701,792	748,112	----	----	748,112	46,320
Houston, TX	43,254,860	46,109,783	----	----	46,109,783	2,854,923
Killeen, TX	1,342,335	1,430,932	----	----	1,430,932	88,597
Laredo, TX	1,695,320	1,807,215	----	----	1,807,215	111,895
Lewisville, TX	596,449	635,816	----	----	635,816	39,367
Longview, TX	586,831	625,563	----	----	625,563	38,732
Lubbock, TX	1,671,261	1,781,568	----	----	1,781,568	110,307
McAllen-Edinburg-Mission, TX	1,343,765	1,432,457	----	----	1,432,457	88,692
Midland, TX	732,263	780,594	----	----	780,594	48,331
Odessa, TX	812,346	865,963	----	----	865,963	53,617
Port Arthur, TX	886,146	944,633	----	----	944,633	58,487
San Angelo, TX	761,463	811,721	----	----	811,721	50,258
San Antonio, TX	18,135,401	19,332,380	----	----	19,332,380	1,196,979
Sherman-Denison, TX	381,161	406,319	----	----	406,319	25,158
Temple, TX	432,724	461,285	----	----	461,285	28,561
Texarkana, TX-AR (TX)	349,173	372,220	----	----	372,220	23,047
Texas City, TX	928,170	989,431	----	----	989,431	61,261
Tyler, TX	725,803	773,707	----	----	773,707	47,904

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

10

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
Victoria, TX	503,143	536,351	----	----	536,351	33,208
Waco, TX	1,096,112	1,168,458	----	----	1,168,458	72,346
Wichita Falls, TX	874,266	931,970	----	----	931,970	57,704
Utah Total	**19,435,346**	**19,334,446**	**900,487**	**478,784**	**20,713,717**	**1,278,371**
Logan, UT	433,852	462,488	----	----	462,488	28,636
Ogden, UT	3,057,602	3,259,412	----	----	3,259,412	201,810
Provo-Orem, UT	2,938,314	3,132,250	----	----	3,132,250	193,936
Salt Lake City, UT	11,707,570	12,480,296	----	----	12,480,296	772,726
Vermont Total	**2,022,271**	**811,529**	**1,062,078**	**276,402**	**2,150,009**	**127,738**
Burlington, VT	761,283	811,529	----	----	811,529	50,246
Virgin Islands Total	**349,093**	**----**	**227,319**	**136,947**	**364,266**	**15,173**
Virginia Total	**62,859,119**	**60,094,782**	**5,264,100**	**1,659,246**	**67,018,128**	**4,159,009**
Bristol, TN-VA (VA)	156,005	166,302	----	----	166,302	10,297
Charlottesville, VA	726,621	774,580	----	----	774,580	47,959
Danville, VA	412,634	439,868	----	----	439,868	27,234
Fredericksburg, VA	484,443	516,417	----	----	516,417	31,974
Kingsport, TN-VA (VA)	29,453	31,397	----	----	31,397	1,944
Lynchburg, VA	691,272	736,898	----	----	736,898	45,626
Norfolk-Virginia Beach-Newport News, VA	12,389,808	13,207,565	----	----	13,207,565	817,757
Petersburg, VA	876,343	934,183	----	----	934,183	57,840
Richmond, VA	6,038,138	6,436,669	----	----	6,436,669	398,531
Roanoke, VA	1,676,586	1,787,244	----	----	1,787,244	110,658
Washington, DC-MD-VA	32,892,665	35,063,659	----	----	35,063,659	2,170,994
Washington Total	**81,488,735**	**81,699,283**	**3,688,489**	**1,486,234**	**86,874,006**	**5,385,271**
Bellingham, WA	562,649	599,785	----	----	599,785	37,136
Bremerton, WA	1,089,956	1,161,895	----	----	1,161,895	71,939
Longview, WA-OR (WA)	476,091	507,515	----	----	507,515	31,424
Olympia, WA	847,994	903,963	----	----	903,963	55,969
Portland-Vancouver, OR-WA	3,345,809	3,566,641	----	----	3,566,641	220,832
Richland-Kennewick-Pasco, WA	884,646	943,034	----	----	943,034	58,388
Seattle, WA	52,457,436	55,919,752	----	----	55,919,752	3,462,316
Spokane, WA	5,584,196	5,952,766	----	----	5,952,766	368,570
Tacoma, WA	10,477,857	11,169,420	----	----	11,169,420	691,563
Yakima, WA	914,174	974,512	----	----	974,512	60,338
West Virginia Total	**7,342,921**	**3,912,462**	**3,136,279**	**779,579**	**7,828,320**	**485,399**
Charleston, WV	1,476,469	1,573,919	----	----	1,573,919	97,450
Cumberland, MD-WV (WV)	17,659	18,824	----	----	18,824	1,165
Hagerstown, MD-PA-WV (WV)	4,460	4,754	----	----	4,754	294
Huntington-Ashland, WV-KY-OH (WV)	828,947	883,660	----	----	883,660	54,713
Parkersburg, WV-OH (WV)	533,119	568,306	----	----	568,306	35,187
Steubenville-Weirton, OH-WV-PA (WV)	229,371	244,510	----	----	244,510	15,139
Wheeling, WV-OH (WV)	580,194	618,489	----	----	618,489	38,295
Wisconsin Total	**39,386,705**	**35,058,736**	**5,419,121**	**1,517,746**	**41,995,603**	**2,608,898**
Appleton-Neenah, WI	1,839,851	1,961,286	----	----	1,961,286	121,435
Beloit, WI-IL (WI)	394,376	420,405	----	----	420,405	26,029
Duluth, MN-WI (WI)	172,747	184,149	----	----	184,149	11,402
Eau Claire, WI	720,646	768,210	----	----	768,210	47,564
Green Bay, WI	1,397,379	1,489,609	----	----	1,489,609	92,230

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2001 APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE AND UZA)

STATE/URBANIZED AREA	FY 2000 Enacted	Section 5307 Urban area formula	Section 5311 non-urbanized area	Section 5310 elderly and Person with disabilities	Total for selected FTA programs	Change from FY 2000
Janesville, WI	530,354	565,359	----	----	565,359	35,005
Kenosha, WI	965,672	1,029,409	----	----	1,029,409	63,737
La Crosse, WI-MN (WI)	766,630	817,230	----	----	817,230	50,600
Madison, WI	4,510,388	4,808,083	----	----	4,808,083	297,695
Milwaukee, WI	18,330,290	19,540,132	----	----	19,540,132	1,209,842
Oshkosh, WI	669,054	713,213	----	----	713,213	44,159
Racine, WI	1,491,481	1,589,922	----	----	1,589,922	98,441
Round Lake Beach-McHenry, IL-WI (WI)	559	596	----	----	596	37
Sheboygan, WI	630,370	671,976	----	----	671,976	41,606
Wausau, WI	468,252	499,157	----	----	499,157	30,905
Wyoming Total	**1,986,939**	**1,121,287**	**757,925**	**232,408**	**2,111,620**	**124,681**
Casper, WY	482,515	514,362	----	----	514,362	31,847
Cheyenne, WY	569,347	606,925	----	----	606,925	37,578
SUBTOTAL	**3,029,318,641 a/**	**2,946,019,961**	**205,701,492**	**77,890,801**	**3,229,612,254**	**200,293,613**
Oversight	**14,832,516**				15,837,796	1,005,280
TOTAL	**3,044,151,157**				**3,245,450,050**	**201,298,893**
Alaska Railroad	**4,849,950**				4,849,950	0
Cleans Fuels	**50,000,000 b/**				50,000,000	0
Over-the-Road-Bus-Accessibility	**3,700,000**				4,700,000	1,000,000
Salt Lake City Olympics	**-------------------**				40,000,000	40,000,000
GRAND TOTAL	**$3,102,701,107**				**$3,345,000,000**	**$242,298,893**

b/ Includes $4,701,107 in reapportioned funds.
b/ Transferred to Section 5309 Bus and Bus Facilities

UNIVERSITY TRANSPORTATION RESEARCH

	Appropriation (General fund)	Limitation on obligations (Trust fund)
Appropriation, fiscal year 2000	$1,200,000	$4,800,000
Budget request, fiscal year 2001	1,200,000	4,800,000
Recommended in the bill	1,200,000	4,800,000
Bill compared to:		
Appropriation, fiscal year 2000	—	—
Budget request, fiscal year 2001	—	—

The accompanying bill provides a total of $6,000,000 for university transportation research. The recommendation is the same level as provided in fiscal year 2000. This appropriation is guaranteed under the transit funding category.

The recommended program level of $6,000,000 is comprised of an appropriation of $1,200,000 from the general fund and $4,800,000 from limitations on obligations from the mass transit account of the highway trust fund.

TRANSIT PLANNING AND RESEARCH

	Appropriation (General fund)	Limitation on obligations (Trust fund)
Appropriation, fiscal year 2000	$21,000,000	$86,000,000
Budget request, fiscal year 2001	22,200,000	87,800,000
Recommended in the bill	22,200,000	87,800,000
Bill compared to:		
Appropriation, fiscal year 2000	+1,200,000	+1,800,000
Budget request, fiscal year 2001	—	—

The accompanying bill provides a total of $110,000,000 for transit planning and research. The recommendation is $1,800,000 more than provided in fiscal year 2000 and the same level as in the budget request. This appropriation is guaranteed under the transit funding category.

The recommended program level of $110,000,000 is comprised of an appropriation of $22,200,000 from the general fund and $87,800,000 from limitations on obligations from the mass transit account of the highway trust fund.

The bill contains language specifying that $52,114,000 shall be available for metropolitan planning; $10,886,000 shall be available for state planning; $29,500,000 shall be available for national planning and research; $8,250,000 shall be available for transit cooperative research; $4,000,000 shall be available for the National Transit Institute; and $5,250,000 shall be available for rural transportation assistance.

TEA21 earmarks the following projects within the funds provided for the national program in fiscal year 2001:

SEPTA, Philadelphia, Pennsylvania advanced propulsion control system	$3,000,000
Project ACTION	3,000,000

Support in fiscal year 2001 is provided for a number of important initiatives including:

CALSTART/WESTART	$3,500,000
Safety activities	6,100,000
National rural transportation assistance program	750,000

Hennepin County community transportation, Minnesota	1,000,000
Athol/Orange community transportation, Massachusetts	300,000
Electric transit vehicle institute, Tennessee	500,000
South Amboy, New Jersey transit study	200,000
Long Island, New York transportation land use projects	300,000
JOBLINKS	1,250,000

Evaluation funds.—The Committee has not approved bill language proposed by the department to permit the Secretary to use up to ten percent of amounts made available under section 5338(d)(2) of title 49 to provide technical direction and documentation of research projects under sections 5312 and 5314.

Fuel cell bus program.—The Committee directs that none of the funds available under this heading shall be available to supplement funding provided under section 3015(b) of TEA21 for the fuel cell buses and bus facilities program. To the extent that supplemental funding is believed necessary above the $14,500,000 provided in TEA21, the Committee directs the FTA and Georgetown University to obtain additional funding support from transit agencies that have expressed interest in fuel cell transit buses and other corporate sponsors to finance any perceived program shortfalls.

Garrett A. Morgan program.—The Committee has deleted funding requested for the Garrett A. Morgan program (−$200,000).

Safety and security programs.—The Committee provides $6,100,000 for safety and security programs, the same level as requested in the budget. The Committee directs, however, that these funds are to be wholly administered by the office of safety and security to advance safety programs and are not to be transferred to other offices to support lesser priority activities.

TRUST FUND SHARE OF EXPENSES

(HIGHWAY TRUST FUND)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, fiscal year 2000	($4,929,270,000)
Budget request, fiscal year 2001	(5,016,600,000)
Recommended in the bill	(5,016,600,000)
Bill compared with:	
Appropriation, fiscal year 2000	(+87,330,000)
Budget request, fiscal year 2001	....

For fiscal year 2001, the Committee has provided $5,016,600,000 for liquidation of contract authorization. The increase over last year is necessary to pay outstanding obligations of the various transit programs at the levels contained in TEA21. This appropriation is mandatory and has no scoring effect.

CAPITAL INVESTMENT GRANTS

	Appropriation (General fund)	*Limitation on obligations (Trust fund)*
Appropriation, fiscal year 2000	$490,200,000	($1,996,800,000)
Budget request, fiscal year 2001	529,200,000	(2,116,800,000)
Recommended in the bill	529,200,000	(2,116,800,000)
Bill compared to:		
Appropriation, fiscal year 2000	+39,000,000	+150,000,000
Budget request, fiscal year 2001	....	....

The accompanying bill provides a total of $2,646,000,000 to be available for capital investment grants. The recommendation is $189,000,000 more than provided in fiscal year 2000 and the same level as the budget request. This appropriation is guaranteed under the transit category.

The recommended program level of $2,646,000,000 is comprised of an appropriation of $529,200,000 from the general fund and $2,116,800,000 from limitations on obligations from the mass transit account of the highway trust fund.

Funds provided for capital investment grants shall be distributed as follows:

	2000 enacted	2001 request	Recommended in the bill
Fixed guideway modernization	$980,400,000	$1,058,400,000	$1,058,400,000
New starts	980,400,000	1,058,400,000	1,058,400,000
Buses and bus facilities [1]	496,200,000	529,200,000	529,200,000
Total	2,457,000,000	2,646,000,000	2,646,000,000

[1] Includes $6,000,000 provided in title II—other Appropriations matters in P.L. 106–113.

Three-year availability of section 5309 funds.—The Committee has included bill language that permits the administrator to reallocate discretionary new start and buses and bus facilities funds from projects which remain unobligated after three years. Funds made available in the fiscal year 1998 Department of Transportation and Related Agencies Appropriations Act and previous Acts are available for reallocation in fiscal year 2001 as availability for these discretionary projects is limited to three years. The Committee directs the FTA to reprogram funds from recoveries and previous appropriations that remain available after three years and are available for reallocation to only those section 3 new starts that have full funding grant agreements in place on the date of enactment of this Act, and with respect to buses and bus facilities, only to those buses and bus facilities projects identified in the accompanying reports of the fiscal year 2001 Department of Transportation and Related Agencies Appropriations Act. The FTA shall notify the House and Senate Committees on Appropriations 15 days prior to any such reallocation, consistent with the department's reprogramming guidelines.

The Committee, however, directs the FTA not to reallocate funds provided in the fiscal year 1998 Department of Transportation and Related Agencies Appropriations Act or previous Acts for the following new start projects:

Austin, Texas capital metro project
Burlington—Essex, Vermont commuter rail
Cleveland Berea Red Line extension
Jackson, Mississippi intermodal corridor
Galveston, Texas rail trolley system project
New York Staten Island—Midtown ferry terminal project
New Orleans Canal Street corridor project
New Orleans Desire Streetcar project
Scranton, Pennsylvania Laurel line project
Salt Lake City, Utah commuter rail project
San Bernardino Metrolink project
San Diego Mid-Coast project

The FTA informs the Committee that these funds are likely to be awarded by the fourth quarter of fiscal year 2000 or soon thereafter.

In addition, the Committee directs the FTA not to reallocate funds provided in the fiscal year 1998 Department of Transportation and Related Agencies Appropriations Act or previous Acts for the following buses and bus facilities projects:

Arlington, Virginia Clarendon canopy project
Burlington, Vermont multimodal center
Chatham, Georgia bus facility
Columbia, South Carolina buses and bus facilities
El Paso, Texas demand response facility
Florence, South Carolina intermodal facility
Inglewood, California transit center
Jackson, Mississippi maintenance facility
King County, Washington park and ride expansion
Rialto, California Metro Link depot
San Joaquin, California buses and bus facilities
Sonoma County, California park and ride facility
Staten Island, New York mobility project
Tampa, Florida buses and bus facilities
Wilkes-Barre, Pennsylvania mobility project

BUSES AND BUS FACILITIES

The accompanying bill provides $529,200,000 for bus purchases and bus facilities, including maintenance garages and intermodal facilities. Bus systems are expected to play a vital role in the mass transportation systems of virtually all cities. FTA estimates that 95 percent of the areas that provide mass transit service do so through bus transit only and over 60 percent of all transit passenger trips are provided by bus.

TEA21 requires that funding of $100,000,000 be made available for a new clean fuels grant program. This funding is derived from $50,000,000 from the formula grants account and $50,000,000 from funds allocated for buses under this account. Designated recipients of the clean fuels grant program—funding for which is derived in part from the formula grants program—are identified in the list below (to the extent funding is allocated for the purchase of eligible alternative-fuel vehicles, related facilities and other eligible activities).

TEA21 requires that the funds provided for buses and bus facilities be allocated as follows:

Altoona, Pennsylvania bus testing facility	$3,000,000
Georgetown University fuel cell bus program	4,850,000

In addition, federal support is provided for the following projects:

	Amount
State of Alabama:	
Huntsville, intermodal facility	$1,000,000
Lanett, vans	250,000
Mobile, buses and bus facilities	2,500,000
Montgomery, civil rights trail trolleys	500,000
Shelby County, vans	200,000
Statewide, buses and bus facilities	5,680,000
University of North Alabama	2,500,000
State of Arkansas:	
Central Arkansas Transit Authority, buses and bus facilities	2,000,000
Nevada County, vans and mini-vans	90,000
Pine Bluff, buses	290,000

	Amount
River Market and College Station livable communities program	1,100,000
State of Arkansas, small, rural and elderly and handicapped transit buses and bus facilities	2,000,000
State of Arizona:	
Phoenix, buses and bus facilities	9,000,000
South Central Avenue transit center	2,000,000
Tucson, buses and bus facilities	4,000,000
State of California:	
Alameda Contra Costa Transit District, buses and bus facilities	1,000,000
Anaheim, buses and bus facilities	500,000
Brea, buses	150,000
Calabasas, buses	1,000,000
Central Costa County Transit Authority	1,000,000
Commerce, buses	2,000,000
Compton, buses and bus-related equipment	500,000
Culver City, buses	1,500,000
Davis, buses	2,000,000
El Dorado, buses	500,000
El Segundo, intermodal facility	2,100,000
Folsom, transit stations	3,000,000
Foothills Transit, buses and bus facilities	4,100,000
Fresno, intermodal facilities	1,000,000
Humboldt County, buses and bus facilities	1,000,000
City of Livermore, park and ride facility	1,000,000
Los Angeles County Metropolitan Transportation Authority, buses	9,000,000
Marin County, bus facilities	1,820,000
Modesto, bus facilities	500,000
Monrovia, electric shuttles	580,000
Monterey Salinas Transit Authority, buses and bus facilities	1,000,000
Municipal transit operators coalition, buses	4,000,000
Oceanside, intermodal facility	4,000,000
Placer County, buses and bus facilities	500,000
Playa Vista, shuttle buses, bus-related equipment and facilities	3,000,000
Redlands, trolley project	800,000
Rialto, intermodal facility	1,100,000
Riverside County, buses	1,000,000
Sacramento, buses and bus facilities	2,000,000
San Bernardino, intermodal facility	3,200,000
San Bernardino, train station	800,000
San Diego, East Village station improvement plan	2,000,000
San Francisco, MUNI buses and bus facilities	4,000,000
Santa Barbara County, mini-buses	240,000
Santa Clara Valley Transportation Authority, buses	1,000,000
Santa Clarita, maintenance facility	3,000,000
Santa Cruz, buses and bus facilities	3,100,000
Sonoma County, bus facilities	1,000,000
SunLine transit agency, buses	2,000,000
Temecula, bus shelters	200,000
Vista, bus center	300,000
State of Colorado: statewide buses and bus facilities	4,000,000
State of Connecticut:	
Bridgeport, intermodal center	3,000,000
Hartford/New Britain busway	1,500,000
New Haven, trolley cars and related equipment	2,000,000
New London, parade project transit improvements	2,000,000
Waterbury, bus garage	2,000,000
State of Delaware: statewide buses and bus facilities	2,000,000
State of Florida: statewide buses and bus facilities	28,000,000
State of Georgia:	
Atlanta, buses and bus facilities	4,000,000
Chatham, buses and bus facilities	4,000,000
Cobb County, buses	2,500,000
Georgia Regional Transit Authority, buses and bus facilities	3,000,000
State of Idaho: statewide buses and bus facilities	2,000,000

	Amount
State of Illinois:	
Harvey, intermodal facilities and related equipment	500,000
Statewide, buses and bus facilities	3,000,000
State of Indiana:	
Evansville, buses and bus facilities	1,500,000
Indianapolis, buses and bus-related equipment	1,000,000
South Bend, buses	1,000,000
West Lafayette, buses and bus facilities	2,180,000
State of Iowa:	
Dubuque, buses and bus facilities	1,115,000
Mason City, bus facility	1,810,000
Statewide, buses and bus facilities	5,000,000
Waterloo, buses and bus facilities	1,075,000
State of Kansas:	
Johnson County, buses	500,000
Kansas City, buses	4,000,000
Kansas City, JOBLINKS	500,000
Kansas Department of Transportation, rural transit buses	1,500,000
Topeka, transit facility	600,000
Wichita, buses and ITS related equipment	6,000,000
Wyandotte County, buses	500,000
Commonwealth of Kentucky:	
Audubon Area Community Action	190,000
Bluegrass Community Action, buses and bus-related equipment	160,000
Central Community Action	100,000
Community Action of Southern Kentucky	100,000
Kentucky (southern and eastern) transit vehicles	6,000,000
Kentucky Department of Transportation	500,000
Fulton County, vans and buses	140,000
Hardin County, buses	300,000
Lexington, LexTran, buses and bus facilities	5,500,000
Louisville, buses and bus facilities	4,000,000
Maysville, bus-related equipment	64,000
Morehead, buses and bus-related equipment	39,000
Murray/Calloway County, buses and bus related equipment	60,000
Northern Kentucky Transit Agency, vans	42,000
Paducah Transit Authority, buses	500,000
Pennyrile, vans and related equipment	200,000
Pikeville, transit facility	2,000,000
State of Louisiana: statewide buses and bus facilities	7,000,000
State of Maine: statewide buses, bus facilities and ferries	1,500,000
State of Maryland: statewide buses and bus facilities	10,000,000
Commonwealth of Massachusetts:	
Attleboro, intermodal facilities	1,000,000
Berkshire, buses and bus facilities	2,500,000
Beverly and Salem, intermodal station improvements	1,200,000
Brockton, intermodal center	2,000,000
Lowell, transit hub	500,000
Merrimack Valley Regional Authority, bus facility	1,000,000
Montachusetts, intermodal facility, Fitchburg	2,000,000
Montachusetts, bus facilities, Leominster	250,000
Pioneer Valley, paratransit vehicles and equipment	2,500,000
Springfield, intermodal facility	1,000,000
Woburn, buses and bus facility	500,000
State of Michigan:	
Detroit, buses and bus facilities	4,000,000
Flint, buses and bus facilities	1,000,000
Lapeer, multi-modal transportation facility	100,000
SMART community transit, buses and paratransit vehicles	6,250,000
Traverse City, transfer station	1,000,000
Statewide buses and bus facilities	7,650,000
State of Minnesota:	
Metro Transit, buses and bus facilities	25,000,000
Greater Minnesota buses and bus facilities	2,500,000
St. Cloud, buses and bus facilities	3,500,000

	Amount
State of Missouri:	
Bi-State Development Agency, buses	750,000
Dunklin, Mississippi, Scott, Ripley, Stoddard and Cape Giradeau counties, buses and bus facilities	2,000,000
Kansas City, buses and bus facilities	1,000,000
Southwest Missouri State University, intermodal facility	2,000,000
State of Mississippi:	
Harrison County, multimodal center	1,000,000
Jackson, buses	1,000,000
State of North Carolina: statewide buses and bus facilities	10,000,000
State of North Dakota: statewide buses and bus facilities	2,500,000
State of Nevada:	
Clark County, bus rapid transit	4,500,000
Reno and Sparks buses and bus facilities	2,000,000
State of New Jersey: Trenton, train/intermodel station	5,000,000
State of New Mexico:	
Albuquerque, transit facility	5,000,000
Carlsbad, intermodal facilities	630,000
Clovis, buses and bus facilities	1,625,000
Los Cruces, buses	500,000
Valencia County, transportation station improvements	1,250,000
State of New York:	
Buffalo, buses	2,000,000
Buffalo, intermodal facility	1,000,000
Cherry Grove, ferry dock improvements	360,000
Eastchester, Metro North facilities	500,000
Greenport and Sag Harbor, ferries and vans	470,000
Jamaica, intermodal facilities	500,000
Larchmont, intermodal facility	1,000,000
Long Beach, bus maintenance facility	750,000
Midtown west intermodal ferry terminal	500,000
Nassau County, buses	2,300,000
New Rochelle, intermodal transportation center	3,000,000
Oneida County, buses	2,000,000
Rensselaer County, intermodal facility	1,000,000
Rochester, buses and bus facilities	2,000,000
Saratoga County, buses	650,000
Suffolk County, buses and bus-related equipment	1,000,000
Sullivan County, buses, bus facilities and related equipment	2,500,000
Syracuse, buses	6,350,000
Tompkins County, intermodal facility	1,250,000
Weschester County, buses	2,000,000
State of Ohio: statewide buses and bus facilities	28,000,000
State of Oklahoma: statewide buses and bus facilities	4,000,000
State of Oregon:	
Redmond, buses and vans	50,000
Statewide, buses and bus facilities	4,000,000
Commonwealth of Pennsylvania:	
Allegheny County, buses	500,000
Area Transit Authority, ITS related activities	1,800,000
Beaver County, buses	500,000
Berks County, buses and bus facilities	500,000
Bradford County, buses and bus facilities	1,000,000
Bucks County, intermodal facility improvements	2,500,000
Cambria County Transit Authority, maintenance facilities	1,500,000
Centre Area Transportation Authority, buses	3,200,000
Fayettte County, maintenance facilities	1,000,000
Indiana, maintenance facilities	700,000
Lancaster, buses	1,000,000
Lycoming County, buses and bus facilities	2,000,000
Mid County Transit Authority, buses	270,000
Mid Mon Valley Transit Authority, buses	500,000
Monroe County, buses and bus facilities	1,000,000
Philadelphia, Callowhill bus garage	500,000
Phoenixville, transit related improvements	2,500,000
Somerset County, ITS related equipment	200,000
Westmoreland County, buses and related equipment	480,000

	Amount
State of Rhode Island: statewide buses and bus facilities	4,000,000
State of South Carolina: statewide buses and bus facilities	12,000,000
State of Tennessee:	
Southern Coalition for Advanced Transportation, buses	4,000,000
Statewide, buses and bus facilities	8,000,000
State of Texas:	
Austin, buses	1,000,000
Brazos Transit District, buses	1,000,000
Corpus Christi, buses and bus facilities	500,000
Dallas, buses	750,000
El Paso, buses	500,000
Fort Worth, intermodal transportation center	5,000,000
Fort Worth, buses and bus facilities	4,000,000
Galveston, buses and bus facilities	500,000
Harris County, buses and bus facilities	4,000,000
Houston Metro, Main Street Corridor transit improvements	1,000,000
Lubbock, buses and bus facilities	2,000,000
Waco, maintenance facility	3,300,000
State of Utah: statewide Olympic buses and bus facilities	20,000,000
Commonwealth of Virginia: statewide buses and bus facilities	25,000,000
State of Vermont: Burlington multimodal transportation center	1,300,000
State of Washington:	
Clallam County, transportation center	1,000,000
Clark County, intermodal facilities	2,000,000
Ephrata, buses	440,000
Everett, buses	1,000,000
King County, intermodal facilities	2,000,000
Olympia, bus-related equipment	500,000
Richland, bus maintenance facility	2,000,000
Sound Transit, regional express buses	4,000,000
Snohomish County, buses and bus facilities	1,000,000
Thurston County, bus-related equipment	750,000
State of Wisconsin: statewide buses and bus facilities	28,000,000

Hot Springs, Arkansas.—Funds contained in the fiscal year 2000 Department of Transportation and Related Agencies Appropriations Act for the transportation depot and plaza project in Hot Springs, Arkansas shall also be available for buses and bus facilities.

State of Alabama.—The bill provides $5,680,000 for buses and bus facilities within the state of Alabama. Within the funds provided to the state, $25,000 shall be available for Lamar County vans.

State of Florida.—The Committee recommends $28,000,000 for buses and bus facilities in the state of Florida. These funds are for the consolidated buses and bus facilities request which inadvertently omitted Tallahassee. When allocating these funds, the Committee expects that all transit providers throughout the state, including those located in Tallahassee, be considered for funding allotments.

State of Maine.—The bill provides $1,500,000 for buses, bus facilities and ferries in the state of Maine, including the Bangor, Maine intermodal transportation center.

Kentucky Department of Transportation.—The bill provides $500,000 for the Kentucky Department of Transportation, to be allocated as follows: $88,000 for the city of Frankfort for minibuses; $64,000 for Community Action of Fayette/Lexington for cutaways and lifts; and $102,400 for the Lexington Red Cross for minibuses.

State of Michigan, statewide buses and bus facilities.—The bill includes $7,650,000 for statewide buses and bus facilities, which shall be available only for the following transit agencies: SMART, Holland, Cadillac/Wexford, Grand Haven, Ludington, Manitee County, Yates Township, Muskegon area transit authority, Grand Rapids area transit authority, Barry County, Ionia, Iona transit authority, Alma, Big Rapids, Clare County, Crawford County transit authority, Galdwin County, Greenville, Isabella County transit commission, Midland, Midland County, Ogemaw County, Roscommon County, Shiawassee, Twin Cities, Berrien County, Cass County, Dowagiac DAR, Kalamazoo County, Van Buren County, Battle Creek, Adrian, Branch area transit authority, Eaton County, and Lenawee County.

State of Ohio.—The bill includes $28,000,000 for buses and bus facilities within the state of Ohio. Within these funds, $625,000 has been included for the Dayton multimodal transportation center.

FIXED GUIDEWAY MODERNIZATION

The accompanying bill provides $1,058,400,000 from the capital investment grants program to modernize existing rail transit systems. These funds are to be redistributed, consistent with the provisions of TEA21, as follows:

SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

State	Fiscal year—		Change from fiscal year 2000
	2000	2001	
Arizona	$1,526,094	$1,886,447	+$360,353
California	95,431,731	105,855,347	+10,423,616
Colorado	1,219,287	1,399,669	+180,382
Connecticut	36,897,367	38,394,771	+1,497,404
Delaware	755,391	933,856	+178,465
District of Columbia	46,383,358	53,515,908	+7,132,550
Florida	13,823,587	17,274,352	+3,450,765
Georgia	17,521,698	21,678,953	+4,157,255
Hawaii	625,993	777,032	+151,039
Illinois	114,500,000	119,210,579	+4,710,579
Indiana	7,661,248	8,801,272	+1,140,024
Louisiana	2,709,022	2,789,416	+80,394
Maryland	22,632,029	25,244,770	+2,612,741
Massachusetts	63,234,326	66,655,030	+3,420,704
Michigan	440,130	567,771	+127,641
Minnesota	2,874,132	3,264,028	+389,896
Missouri	1,882,830	2,105,783	+222,953
New Jersey	85,635,781	89,510,699	+3,874,918
New York	316,773,720	334,423,700	+17,649,980
Ohio	15,542,858	16,555,990	+1,013,132
Oregon	2,868,068	3,583,779	+715,711
Pennsylvania	96,624,465	100,145,538	+3,521,073
Puerto Rico	1,968,870	2,503,755	+534,885
Rhode Island	1,446,893	1,785,542	+338,649
Tennessee	71,083	88,672	+17,589
Texas	5,138,282	6,149,522	+1,011,240
Virginia	987,183	5,863,181	+4,875,998
Washington	15,232,451	18,695,054	+3,462,603
Wisconsin	639,123	801,584	+162,461
Total	973,047,000	1,050,462,000	77,415,000
¾ percent oversight	7,353,000	7,938,000	+585,000
Total appropriation	980,400,000	1,058,400,000	+78,000,000

NEW STARTS

The accompanying bill provides $1,058,400,000 of new authority for new starts. These funds are available for preliminary engineering, right-of-way acquisition, project management, oversight, and construction of new systems and extensions. TEA21 requires that no more than eight percent of the funding provided for new starts be available for preliminary engineering and design activities. Funds made available in this Act for new starts are to be supplemented with $10,390,108 from projects included in previous appropriations Acts. The Committee is aware that these funds are not needed due to changing local circumstances or are in excess project requirements. The bill, therefore, reallocates the following unexpended sums from previous appropriations Acts, which are noted below:

North Front Range corridor feasibility study (1999)	$496,280
Orlando light rail project (2000)	4,910,000
Pittsburgh busway project (1998)	4,983,828

The bill includes a provision that makes previous appropriations for the Miami east-west and North 27th Avenue corridor projects available for the Miami Dade transit busway project.

In total, the $1,068,790,108 provided in this Act together with previous appropriations are to be distributed as follows:

Project	*Amount*
Alaska or Hawaii ferry projects	$10,322,000
Atlanta—MARTA north line extension project	25,000,000
Baltimore central LRT double track project	3,000,000
Boston—South Boston Piers transitway project	36,000,000
Boston Urban Ring project	1,000,000
Canton-Akron-Cleveland commuter rail project	6,000,000
Charlotte, North Carolina north-south corridor transitway project	5,000,000
Chicago—METRA commuter rail projects	35,000,000
Chicago—Ravenswood and Douglas Branch reconstruction projects	15,000,000
Cleveland Euclid corridor improvement project	3,000,000
Colorado Roaring Fork Valley project	2,000,000
Dallas north central light rail extension project	70,000,000
Denver—Southeast corridor project	3,000,000
Denver—Southwest corridor project	20,200,000
Dulles corridor project	50,000,000
Fort Lauderdale, Florida Tri-County commuter rail project	20,000,000
Harrisburg-Lancaster capital area transit corridor 1 commuter rail project	500,000
Hollister/Gilroy branch line rail extension project	1,000,000
Houston advanced transit program	5,000,000
Houston regional bus project	10,750,000
Indianapolis, Indiana northeast-downtown corridor project	2,000,000
Johnson County, Kansas I–35 commuter rail project	1,000,000
Kenosha-Racine-Milwaukee rail extension project	2,000,000
Little Rock, Arkansas river rail project	2,000,000
Long Island Railroad East Side access project	10,000,000
Los Angeles Mid-City and East Side corridors projects	4,000,000
Los Angeles North Hollywood extension project	50,000,000
Los Angeles-San Diego LOSSAN corridor project	3,000,000
Lowell, Massachusetts-Nashua, New Hampshire commuter rail project	1,000,000
Massachusetts North Shore corridor project	1,000,000
Memphis, Tennessee Medical Center rail extension project	4,000,000
Nashville, Tennessee regional commuter rail project	6,000,000
New Jersey Hudson Bergen project	121,000,000
Newark-Elizabeth rail link project	4,000,000
Northern Indiana south shore commuter rail project	2,000,000

Project	Amount
Oceanside-Escondido, California light rail system	10,000,000
Olympic transportation infrastructure investments	10,000,000
Orange County, California transitway project	3,000,000
Philadelphia-Reading SEPTA Schuylkill Valley and Cross County metro projects	5,000,000
Phoenix metropolitan area transit project	13,000,000
Pittsburgh North Shore—central business district corridor project	5,000,000
Pittsburgh stage II light rail project	5,000,000
Portland—Interstate MAX LRT extension project	5,000,000
Puget Sound RTA Sounder commuter rail project	8,500,000
Raleigh-Durham-Chapel Hill Triangle Transit project	10,000,000
Sacramento, California south corridor LRT project	35,200,000
San Bernardino, California Metrolink project	2,000,000
San Diego Mission Valley East light rail project	45,000,000
San Francisco BART extension to the airport project	80,000,000
San Jose Tasman West light rail project	12,250,000
San Juan Tren Urbano project	100,000,000
Seattle, Washington—Central Link LRT project	30,000,000
Spokane, Washington South Valley corridor light rail project	7,000,000
St. Louis, Missouri MetroLink Cross County connector project	2,000,000
St. Louis-St. Clair MetroLink extension project	60,000,000
Stamford, Connecticut fixed guideway corridor	8,000,000
Stockton, California Altamont commuter rail project	3,000,000
Twin Cities Transitways projects	5,000,000
Twin Cities Transitways—Hiawatha corridor project	55,000,000
Virginia Railway Express commuter rail project	3,000,000
Washington Metro—Blue Line extension—Addison Road (Largo) project	2,000,000
West Trenton, New Jersey rail project	4,000,000
Whitehall ferry terminal project	5,000,000
Wilsonville to Washington County, Oregon commuter rail project	1,000,000

Atlanta, Georgia, north line extension project.—The Metropolitan Atlanta Rapid Transit Authority (MARTA) is constructing a 1.9-mile, 2-station extension of the north line from the Dunwoody station to North Springs. When completed, this extension will serve the rapidly-growing area north of Atlanta, which includes Perimeter Center and north Fulton County, and will connect this area with the rest of the region by providing better transit service for both commuters and inner-city residents traveling to expanding job opportunities. On December 20, 1994, FTA issued an FFGA committing a total of $305,010,000 in new starts funding to this project. In the conference report to the fiscal year 2000 appropriations act, FTA was instructed to amend the FFGA for this project to incorporate a change in scope as authorized under Section 3030(d)(2) of TEA21. Accordingly, on October 28, 1999, FTA notified Congress of its intent to revise the scope of this project to include 28 additional railcars, a multilevel parking facility in lieu of a surface parking lot, and enhancements to customer security and amenity measures at the Sandy Springs and North Springs stations. These changes will increase the total project cost to $463,180,000, and the Federal share to $370,540,000. Of the $65,530,000 increase in Federal funding, $10,670,000 will be applied from unexpended funds identified from cost savings on the Dunwoody section of the north line extension. Of the original $305,010,000 commitment, a total of $249,870,000 has been appropriated through fiscal year 1999. The fiscal year 2000 appropriation provided an additional $44,290,000, leaving $10,850,000 required to fulfill the terms of the original FFGA for this project. In order to fulfill the original commitment, and in recognition of the

FFGA amendment, the Committee has recommended $25,000,000 in new starts funding for this project in fiscal year 2001. This amount includes the $10,850,000 remaining under the original FFGA.

Austin capital Metro.—Due to budget constraints, the Committee has not included additional funds in this bill for the Austin capital Metro light rail transit system. The Committee has taken this action with no prejudice against the project and notes that $2,970,000 in prior year funding has recently been obligated for the initiation of preliminary engineering. The Committee is aware that local project sponsors have undertaken a thorough redesign of the project and shall consider future funding requests.

Baltimore central LRT double track project.—The Maryland Mass Transit Administration plans to construct 9.4 miles of track to upgrade designated areas of the Baltimore central corridor light rail line that are currently single track. The central corridor is 29 miles long and operates between Hunt Valley in the north to Cromwell/Glen Burnie in the south, serving Baltimore City and Baltimore and Anne Arundel Counties, with extensions providing direct service to the Amtrak Penn Station and the Baltimore-Washington International Airport. The proposed project will double-track eight sections of the central corridor between Timonium and Cromwell Station/Glen Burnie, for a total of 9.4 miles. Although no new stations are required, the addition of a second track will require construction of second station platforms at four stations. Other elements included in the project are bridge and crossing improvements, a bi-directional signal system with traffic signal preemption on Howard Street, and catenary and other equipment and systems. The double tracking will be constructed almost entirely in existing right-of-way. The total cost of the double-tracking and related improvements is estimated at $153,700,000, of which MTA is expected to seek $120,000,000 (78 percent) in section 5309 new starts funds. A total of $5,650,000 in section 5309 new starts funds has been appropriated for this project through fiscal year 2000. For fiscal year 2001, the Committee recommends $3,000,000 for final design and construction.

Boston Urban Ring project.—The Massachusetts Bay Transportation Authority (MBTA) is conducting a major investment study (MIS) to examine transportation alternatives to improve circumferential mass transit in a corridor surrounding the Boston central core. The proposed corridor, known as the Urban Ring and generally following a previously proposed inner belt highway alignment, includes regional trip generators, beginning at the University of Massachusetts' Boston campus at the southeast end and terminating at Logan Airport at the northeast end. The corridor also includes many major public, private, and institutional activity centers located in Boston, Cambridge, Chelsea, Everett, Somerville, and Brookline. Currently, the alternatives under consideration include circumferential rail service, various combinations of rail and bus service to new station stops on the existing radial system, and enhanced bus service. These alternatives would connect with extant commuter rail and transit lines. The project is included in the "future projects" section of the Boston area long range transportation plan but is not in the financially constrained plan. Through fiscal year 2000, Congress has appropriated $2,700,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the Committee has provided $1,000,000.

Canton-Akron-Cleveland commuter rail project.—The METRO Regional Transit Authority (METRO), in cooperation with local metropolitan planning organizations, regional transit authorities, and the Ohio Department of Transportation, is conducting a major investment study (MIS) to assess the costs and benefits of new passenger rail service, transportation system management (TSM), and/or capacity improvements for the Canton-Akron-Cleveland (CAC) corridor. The proposed 62-mile corridor follows a path along Interstate 77 (I–77) between Canton and Akron. Between Akron and Cleveland, the corridor widens to include both I–77 and State Route 8 (SR–8). The SR–8 alignment utilizes Interstate 271 and Interstate 480, returning to I–77 then into the central business district of Cleveland. The corridor frequently experiences traffic congestion and related safety problems on major transportation facilities. The study is currently in the primary scoping stage. The proposed project is included in the Akron metropolitan area transportation study's long range needs plan. In addition, several miles of rail right-of-way have been purchased for passenger rail use. Through fiscal year 2000, Congress has appropriated $14,400,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the bill includes $6,000,000 for this project.

Charlotte, North Carolina north-south corridor transitway project.—The north-south corridor extends approximately 36 miles from Davidson in North Mecklenburg County through downtown Charlotte to Pineville in South Mecklenburg County. This corridor was identified in the centers and corridors plan adopted by the Charlotte council and Mecklenburg County board of commissioners in 1994 and reaffirmed through inclusion in the adopted 2020 long range transportation plan and the 2025 transit/land use plan. The formal scoping meeting for the phase I environmental analysis was held January 1999. Alternatives analysis is currently underway for the 11.5-mile southern portion of the corridor from downtown Charlotte to Pineville. Adoption of a locally preferred alternative followed by a request to the FTA to enter preliminary engineering is anticipated in early 2000. York County, South Carolina is also doing preliminary investigation of alignments and land use patterns to evaluate possible future extensions to South Carolina. The city of Charlotte, Mecklenburg County and the six other municipalities in the county have developed a county-wide transit land use plan for 2025. Transit options and possible land use actions for five corridors, including the north-south corridor, were analyzed. The 2025 plan built upon earlier studies and land use plans for the Charlotte-Mecklenburg area. The plan was also the basis for obtaining November 1998 approval of a county-wide referendum for a 1½ cent sales tax dedicated to public transportation. The tax went into effect in April 1999 and is anticipated to yield approximately $46–$48,000,000 during the first year. The city of Charlotte, Mecklenburg County, and six towns formed the metropolitan transit commission (MTC) to oversee the county-wide transit system. The adopted MTC capital and operating budget for the current fiscal year exceeds $91,000,000. Through fiscal year 2000, Congress has appropriated $7,890,000 in Section 5309 New Starts for this effort. For fiscal year 2001, the Committee recommends $5,000,000 for the project.

Boston-South Boston Piers transitway project.—The Massachusetts Bay Transportation Authority (MBTA) is developing an underground transitway to connect the existing transit system with the South Boston Piers area. The Piers area, which is connected to the central business district (CBD) by three local bridges, is undergoing significant development. A 1.5-mile tunnel, which is planned to be constructed in two phases, will extend from the existing Boylston Station to the World Trade Center; five underground stations will provide connections to the MBTA's red, orange and green lines. Dual-mode trackless trolleys will operate in the transitway tunnel and on surface routes in the eastern end of the Piers area. Phase 1 of this project consists of a 1-mile, three-station bus tunnel between South Station and the World Trade Center, with an intermediate stop at Fan Pier. Part of the construction is being coordinated with the Central Artery highway project. South Station serves the existing MBTA red line, as well as Amtrak and commuter rail and bus service. The total estimated cost of phase I is $601,000,000. Phase II would extend the transitway to Boylston Station on the green line and the Chinatown Station on the orange line. Section 3035(j) of ISTEA directed FTA to enter into an FFGA for this project. On November 5, 1994, an FFGA was issued for phase 1, committing a total of $330,730,000 in section 5309 new starts funding. Through fiscal year 2000, a total of $294,760,000 has been provided for this project. For fiscal year 2001, the Committee has provided $36,000,000.

The Committee is concerned about significant cost increases on the South Boston Piers transitway project. Originally estimated to cost a total of $413,400,000, the project is now estimated to cost $601,000,000, an increase of over 45 percent. These costs increases are primarily the result of schedule delays and the fact that the original baseline cost estimate was not based on a final design but rather on conceptual engineering. Factors contributing to the construction delays include coordination problems with the joint Central Artery construction contracts, complications with design for the relocation of utilities, and differing site conditions. Other issues that contributed to increasing the project's cost include: (1) potentially higher than anticipated contract costs to construct the last major segment of the transitway tunnel; (2) the decision of whether to build a new vehicle maintenance facility or expand an existing one; (3) capital participation for eight vehicles by a local agency; (4) a higher than anticipated unit-cost for the vehicles, and (5) potential additional land acquisition costs. To pay for these cost increases, the project sponsor expects to use federal formula funds and other resources, such as state bond funds.

In light of these significant cost increases and the uncertainty of the financial capacity of the grantee to complete the project, the Committee directs that none of the funds available in this Act shall be available until (1) the project sponsor produces a finance plan that clearly delineates the full costs-to-complete and manner in which the sponsor expects to pay those costs; (2) the FTA conducts a final review and accepts the plan and certifies to the House and

Senate Committees on Appropriations that the fiscal management of the project meets or exceeds accepted U.S. government standards; (3) the General Accounting Office and the Department of Transportation's Inspector General conduct an independent analysis of the plans and provide such analysis to the House and Senate Committees on Appropriations within 60 days of FTA accepting the plan; and (4) the House and Senate Committees on Appropriations have concluded their review of the analysis within 60 days of the transmittal of the analysis to the Committees. Lastly, the Committee directs the FTA to conduct ongoing, continual financial management reviews of this project.

Chicago—METRA commuter rail projects.—Metra, the commuter rail division of the Regional Transit Authority (RTA) of northeastern Illinois, is proposing several extensions: the central Kane corridor, which would extend trackage west to Elburn, Illinois; the Wisconsin central limited corridor, which extends from downtown Chicago to Antioch on the Illinois-Wisconsin border, traversing suburban Lake County; and the southwest corridor, which would extend commuter rail service from Orchard Park southwest to Manhattan, Illinois. The accompanying bill provides $35,000,000 for final design activities for these extension projects in fiscal year 2001.

Chicago Transit Authority Ravenswood and Douglas Branch reconstruction projects.—The Chicago Transit Authority (CTA) is advancing two projects of its existing system, for which the Committee recommends $15,000,000 for final design and construction activities. First, the CTA is proposing a complete reconstruction of the approximately 6.6-mile length of the existing Douglas Branch of CTA's heavy rail blue line. The line extends from a point just west of downtown Chicago to its terminus at Cermak Avenue. The Douglas Branch line was originally built in the early 20th century with several improvements and upgrades occurring through the mid-1980s. The line currently carries approximately 27,000 average weekday boardings utilizing 11 existing stations. Due to its age, the line has become seriously deteriorated which has resulted in high maintenance and operating costs and declining service. The Douglas Branch serves one of the most economically distressed areas in Chicago. Total capital costs for the proposed heavy rail reconstruction project are estimated at $450,8000,000.

The CTA is also proposing to lengthen existing platforms and expand stations on the existing Ravenswood (brown) line to accommodate eight-car trains. The brown line extends 9.3 miles from the north side of Chicago to the "loop elevated" in downtown Chicago and includes 19 stations. The majority of the brown line is operated on an elevated structure (8.1 miles) except for a portion near the northern end of the line, which operates at-grade (1.2 miles). The brown line was built between 1900 and 1907. The line currently carries approximately 104,000 average weekday boardings. However, current station and platform size prohibits CTA from increasing capacity on the line to handle increased demand. The proposed project would expand stations and platforms and straighten curves to allow CTA to operate longer trains, which would increase the capacity of the line. Other related capital improvements would also be undertaken. Total capital costs are currently estimated at $327,000,000.

Clark County, Nevada Resort Corridor.—Due to budget constraints, the Committee has not included funds in the bill for the Regional Transportation Commission of Clark County, Nevada Resort Corridor. The Committee has taken this action with no prejudice against the project. The Committee is aware that local sponsors are moving forward with the project and shall consider future funding requests.

Cleveland Euclid corridor improvement project.—The Greater Cleveland Regional Transit Authority (GCRTA) is proposing to design and construct a 9.8-mile transit corridor incorporating exclusive bus rapid transit lanes and related capital improvements on Euclid Avenue from Public Square in downtown Cleveland east to University Circle. The proposed project is known as the Euclid corridor improvement project (ECIP). The ECIP incorporates a series of transit improvements including an exclusive center median busway along Euclid Avenue from Public Square to University Circle, improvements to East 17th/East 18th Streets, as well as a "transit zone" on St. Clair and Superior avenues utilizing exclusive transit lanes. The proposed busway will provide service to the University Circle area and continue into the city of East Cleveland, terminating at the Stokes/Windermere rapid transit station. GCRTA proposes to operate sixty-foot articulated electric trolley buses (ETB) with both left and righthand side doors for access and egress of patrons on the corridor. The ETBs will have access to the entire length of the proposed corridor. However, conventional buses will not be able to access Euclid Avenue in the central business district. Total capital costs for the ECIP are estimated at $220,000,000 (escalated dollars). GCRTA estimates that 29,500 average weekday boardings will use the ECIP in the forecast year (2025).

Section 3035 of ISTEA authorized FTA to enter into a multiyear grant agreement for development of the Dual Hub Corridor, originally considered as a rail link between downtown and University Circle. In November 1995, the GCRTA Board of Trustees selected the ECIP as the locally preferred alternative (LPA) which included a busway and the rehabilitation and relocation of several existing rapid rail stations. In December 1995, the Northeast Ohio areawide coordinating agency (local metropolitan planning organization) adopted a resolution supporting the ECIP. In mid-1999, GCRTA reconfigured the scope of the ECIP to incorporate only the construction of a busway along Euclid Avenue. The rapid rail elements have been eliminated from the ECIP proposal for Section 5309 New Starts funding. The environmental review process is scheduled for completion in Spring 2000. Through fiscal year 2000, Congress has appropriated $9,490,000 in Section 5309 New Starts funds for the Euclid corridor improvement Project. Of this amount, $4,720,000 was rescinded or reprogrammed by Congress because of project delays. For fiscal year 2001, the Committee has provided $3,000,000 for final design and construction activities.

Colorado Roaring Fork Valley project.—In 1995, the Colorado Department of Transportation (CDOT) completed a feasibility study of rail transit in the 40-mile Aspen to Glenwood Springs Corridor in the Roaring Fork Valley, about 160 miles west of Denver. The study estimated that a valley-wide rail system would cost approximately $129,000,000. As a result, the city of Aspen is considering a locally-funded light rail transit line in a four-mile segment of the corridor connecting Pitkin County airport with downtown Aspen. CDOT is conducting a major investment study/draft environmental impact statement (MIS/DEIS) to analyze transportation alternatives, alignments, and costs in the remainder of the valley, the 35-mile corridor from Aspen to Glenwood Springs. The MIS/DEIS is scheduled for completion in fiscal year 2000. Through fiscal year 2000, Congress has appropriated $2,970,000 in Section 5309 New Starts funds for this effort. The Committee recommends $2,000,000 for this project in fiscal year 2001.

Dallas north central light rail extension project.—Dallas Area Rapid Transit (DART) has initiated construction of the north central corridor light rail transit (LRT) extension to the region's 20.5 mile starter system. DART's starter system opened in three phases from June 1996 to May 1997 (one underground station will open in 2000). This extension, part of a 20-year, $4,800,000,000 transit capital program adopted in fiscal year 1998, measures 12.5 miles long from the current northern terminus at Park Lane station to the new terminal in Plano. The extension has nine stations. Although some single track sections were originally planned, the DART Board of Directors in 1997 approved the double tracking of the entire extension. DART estimates that over 17,000 daily riders, of which 6,800 will be new riders, are expected to use the extension in the year 2010. The project is estimated to cost $517,200,000. FTA entered into an FFGA with DART for the north central extension project on October 6, 1999 with a section 5309 new starts commitment of $333,000,000. The project is currently in the construction phase. An associated northeast LRT extension is being built solely with local funds. The project has been included in the regionally adopted metropolitan transportation plan and transportation improvement program that conforms with the state implementation plan for air quality. Through fiscal year 2000, Congress has appropriated $92,270,000 in section 5309 new start funds to this project. For fiscal year 2001, the bill includes $70,000,000 for this project.

Denver Southeast corridor project.—The Regional Transportation District (RTD) and Colorado Department of Transportation (CDOT) are proposing the southeast corridor project, a 19.0-mile light rail transit (LRT) system extending from the existing LRT station at I–25 and Broadway in Denver along I–25 to Lincoln Avenue and I–25 in Douglas County, with a LRT spur line along I–225 to Parker Road in Arapahoe County. The double track system is proposed to operate on an exclusive, grade-separated right-of-way and connect with the existing 5.3-mile central corridor light rail line in downtown Denver at the existing Broadway station. At I–25 and Broadway, the southeast corridor would also connect with RTD's southwest corridor light rail line that is currently under construction. The capital cost estimate of the fixed-guideway element is $882,500,000 in escalated dollars, including right-of-way acquisition, final design, construction, and acquisition of rolling stock. Annual operating costs in 2020 are estimated at $35,300,000. Ridership is estimated at 38,100 average weekday boardings, 12,900 of which are new riders. CDOT, in cooperation with the Denver regional council of governments (DRCOG) and the RTD, completed a major investment study on the corridor in July 1997. The MIS resulted in the selection of a multimodal package of highway and rail improvements. The DRCOG Board has included the LRT locally preferred alternative in the 2020 long range regional transportation plan. Preliminary engineering and environmental work were initiated in the spring of 1998. A draft environmental impact statement was issued in August 1999. A final environmental impact statement is expected to be issued in December, 1999 and a record of decision is expected in early 2000. Opening day is anticipated for 2007. A combination of FHWA and state funds are being utilized to fund preliminary engineering (PE). In November 1999 voters approved a local referendum that authorizes RTD to incur debt using low interest rate commercial paper and sales tax revenue bonds for the purposes of constructing the southeast corridor LRT. The referendum also extended RTD's current partial exemption from state revenue retention restrictions. Through fiscal year 2000, Congress has appropriated $3,440,000 in Section 5309 New Starts funds for this project. The Committee recommends $3,000,000 for this project in fiscal year 2001.

Denver Southwest corridor project.—The Regional Transportation District (RTD) is implementing an 8.7-mile light rail transit (LRT) extension from the I–25/Broadway interchange in Denver parallel to Santa Fe Drive to Mineral Avenue in Littleton. The LRT line will operate over an exclusive, grade-separated right-of-way and connect with the existing 5.3-mile central corridor light rail line, which was constructed entirely with local funds and opened in October 1994. The new line will feature five stations. The capital cost of the project is $176,320,000 (escalated dollars). This estimate includes local costs already incurred by RTD for right-of-way acquisition, a portion of an existing LRT maintenance and storage facility, transit improvements along the southwest corridor, and preliminary engineering, as well as new costs for final design, construction, and the acquisition of 14 light rail vehicles. The project is estimated to carry 8,400 passengers per day in 2000 (opening year) and 22,000 passengers per day in 2015. FTA issued the final environmental impact statement (FEIS) for the project in February 1996 and signed the record of decision in March 1996. RTD and FTA entered into an FFGA in May 1996, which committed $120,000,000 in section 5309 new starts funding. Through fiscal year 2000, Congress has appropriated $98,460,000 in Section 5309 New Start funds. An additional $1,340,000 was provided in fiscal year 1997 from reprogrammed funds for a total of $99,796,000 made available to the project. Construction is underway and the project is on schedule to be completed in July 2000. For fiscal year 2001, the Committee recommends $20,200,000.

Dulles corridor project.—The Virginia Department of Rail and Public Transportation (VDRPT) proposes to construct, under the technical guidance of the Washington Metropolitan Area Transit Authority (WMATA), an approximately 23 mile extension of Metrorail service in northern Virginia in the Dulles Corridor. The Dulles corridor, a rapidly growing suburban area west of Washington, DC, contains major regional employment and residential centers, including Tysons Corner, Reston Town Center, Dulles International Airport, the town of Herndon, the proposed Smithsonian Air and Space Museum annex, and new commercial and residential development in eastern Loudoun County. The phased rapid transit system would provide enhanced service extending from the Metrorail orange line at Falls Church through Tysons Corner to Dulles International Airport and into eastern Loudoun County, primarily along the medians of the Dulles Airport Access Road and the Dulles Greenway. The fully built rail project is scheduled for operation in 2010 at an estimated cost of $2,200,000,000 (escalated). Interim phases to implementation of rail to Dulles International Airport/Loudoun County are enhanced express bus service, a fully extended bus rapid transit (BRT) system, and rail service between Falls Church and Tysons Corner. The minimum operating segment (MOS) for the Dulles corridor rapid transit project is the bus rapid transit (BRT) system currently under review as a New Starts project. The proposed BRT system will be developed as an interim step to rail, using the reserved lanes of the Dulles airport access road (DAAR) as a fixed guideway for advanced technology buses. BRT service will be provided between the Metrorail orange line and the western regional park and ride lot located at Route 606 in Loudoun County. The proposed BRT system will include construction of at least three transit stations convertible to rail stations located in the median of the DAAR, stations at major park and ride lots within the corridor and Tysons Corner, and interface with Metrorail at Falls Church. BRT service is scheduled for operation in 2003 at an estimated capital cost of $280,000,000 (escalated). Average weekday boardings for the BRT are estimated to be 23,000 in 2020 with 13,600 daily new riders. The report of a major investment study (MIS) for the corridor was issued in 1996, recommending construction of a Metro-like rail system. The Dulles Corridor Task Force issued the Dulles corridor MIS refinement in July 1999, reaffirming development of a rail system but with interim development of a BRT system. The phased BRT/rail system was adopted by the national capital region transportation planning board and included in the metropolitan Washington region constrained long range plan in October 1999. VDRPT and WMATA submitted a request to initiate preliminary engineering for the BRT MOS and to initiate the NEPA process for the full Dulles corridor rapid transit project to FTA in November 1999. Through fiscal year 2000, Congress has appropriated $41,400,000 for this project in Section 5209 New Starts funds. For fiscal year 2001, the bill provides $50,000,000 for final design and construction activities.

Fort Lauderdale, Florida Tri-County commuter rail project.—The Tri-County Commuter Rail Authority (Tri-Rail) operates a 71.7-mile regional transportation system connecting Palm Beach, Broward and Miami-Dade counties in south Florida. This area has a population of over four million, nearly one-third of the total population of Florida. Tri-Rail is proposing improvements to enhance significantly the service reliability of commuter rail in the rail corridor owned by the Florida Department of Transportation (FDOT). Tri-Rail intends to construct a second mainline track, rehabilitate the signal system, and provide station and parking improvements.

In addition, project costs include acquisition of new rolling stock, improvements to the Hialeah maintenance yard facility, and construction of a new, northern maintenance and layover facility. The proposed project will allow Tri-Rail to operate 20-minute headways during peak commuter hours, as opposed to the one-hour headways that now exist. The double track corridor improvement program segment 5 project is approximately 44.3 miles long and includes upgrading the existing grade crossing system along the entire 71.7-mile commuter rail line. Previous improvements made to four other segments of the line are not included in this project. To date, 9.6 miles of the double track corridor improvement project have been completed, including a station at Miami International Airport, which is planned to be a part of the proposed Miami intermodal center. An additional 7.0 miles are scheduled to be completed in early 2000. FDOT, in conjunction with Tri-Rail, is arranging to assume the dispatching and maintenance operations in the corridor from CSX transportation (CSXT) by 2005. Total project cost for the proposed project is $327,000,000 (escalated), with a proposed Section 5309 New Starts share of $110,500,000 (escalated). Tri-Rail estimates that the average weekday boardings would be 42,100 with an estimated 10,200 daily new riders in 2015. The Tri-Rail system was created in 1989 as a traffic mitigation project during the State widening of Interstate 95. Environmental requirements for the Tri-County Commuter Rail improvements were satisfied with categorical exclusions. The proposed Tri-Rail double track corridor improvement project will be implemented in five segments/phases. Phase I, an 8.14-mile portion between Pompano Beach and Broward Boulevard began in Spring 1995 and was completed in April 1997. Phase II, completed in Spring 1998, is a 1.5-mile southern extension which terminates at the new Miami international airport station, adjacent to the site of the proposed Miami intermodal center. Construction of phase III, 6.97 miles from south of the proposed Boca Raton/Glades Road station to south of the Pompano Beach Station, began in March 1998 and is scheduled to be completed by early 2000. Segment 5 covers all remaining double-tracking and other improvements to the corridor, specifically the installation of 44.31 miles of a second mainline track system within the existing right-of-way. The project includes modifications and renovations to nine existing stations, the construction of two new stations, the closing of two existing stations, and the upgrading of grade crossings. Segment 5 is scheduled for completion in 2005. Tri-Rail is currently negotiating a full-funding grant agreement with FTA to implement segment 5 of the double track corridor improvement program. Through fiscal year 2000, Congress has appropriated $65,070,000 in Section 5309 New Starts funding for this project. For fiscal year 2001, the bill provides $20,000,000.

Harrisburg-Lancaster capital area transit corridor I commuter rail project.—The Cumberland-Dauphin-Harrisburg Transportation Authority (Capitol Area Transit—CAT) is conducting an alternatives analysis (AA) study for a selected priority transportation corridor known as “Corridor One.” The proposed corridor extends approximately 55 miles in central Pennsylvania between Carlisle and Lancaster, via Harrisburg. The proposed corridor has been endorsed by the Harrisburg area metropolitan planning organization, as well as through local funding from the Pennsylvania Department of Transportation and numerous county, township and municipal contributions. The private sector has also been an active participant in this effort. The results of the CAT regional transit alternatives analysis study and the long range transportation plan will be used to develop alternatives. The AA study is scheduled for completion in late 1999 or early 2000. Through fiscal year 2000, Congress has appropriated $1,480,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the Committee recommends $500,000.

Hollister/Gilroy branch line rail extension project.—The council of San Benito county governments is proposing an extension of Caltrain service approximately 13 miles south from the current terminus in Gilroy, along an exiting rail line, to the city of Hollister, located in the southeast portion of the San Francisco bay region. Hollister is the population center for San Benito County, the fastest growing county in California over the past five years. Hollister has grown in response to the increasing demand for affordable housing for Silicon Valley workers. Further planning, regional consensus building, and public involvement are needed to determine the specific technology and frequency of rail service for the proposed corridor. Total capital costs for upgrading the existing freight rail line are estimated at $15,000,000. For fiscal year 2001, the Committee recommends $1,000,000.

Houston advanced transit program.—The advanced transit program (ATP) is a $304,800,000 program proposed to be funded with fifty percent Section 5309 New Starts funds and fifty percent local funds. The ATP includes a number of projects, including two major investment studies (MIS)—(downtown to Astrodome and west loop corridors). The downtown to Astrodome MIS/environmental assessment was completed in September 1999. Preliminary engineering for the resultant light rail locally preferred alternative is currently underway. The west loop MIS is scheduled for completion in March 2000. The west loop MIS is locally funded. Through fiscal year 2000, Congress has appropriated $5,920,000 in Section 5309 New Starts funds for the ATP. For fiscal year 2001, the bill includes $5,000,000 for this project.

Houston regional bus project.—Houston Metro's $625,000,000 regional bus plan consists of a package of improvements to its existing bus system. The package includes service expansions in most of the region, new and extended HOV (high-occupancy vehicle, or "carpool") facilities and ramps, new buses, several transit centers and park-and-ride lots, and supporting facilities. This collection of projects was selected as the locally-preferred alternative over a proposed rail project in 1992. An FFGA was issued on December 30, 1994, to provide a total of $500,000,000 in section 5309 new starts funds for the regional bus project. A total of $489,270,000 has been provided through fiscal year 2000. The Committee has recommended $10,750,000, the amount required to fulfill the Federal commitment. All projects under the regional bus plan are expected to be completed by December 2004.

The bill includes a provision (sec. 331) that prohibits the expenditure of funds provided in this Act for the preliminary engineering, design or construction of a light rail system in Houston, Texas. The

Committee is disturbed to learn that sponsors of light rail in Houston propose to forego elements of the approved Houston regional bus plan, which are explicit components of the existing full funding grant agreement, intending to replace those elements with light rail and deferring the planned bus elements into the future. Current policy dictates that such scope changes must be approved by the House and Senate Committees on Appropriations. The Committee cannot support these plans at this time and notes that the funds provided for the existing full funding grant agreement shall be only for those regional bus plans outlined in the existing full funding grant agreement. The Committee directs the FTA not to approve any scope changes in the existing full funding grant agreement that would incorporate any light rail elements.

Indianapolis, Indiana northeast-downtown corridor project.—The Indianapolis metropolitan planning organization, in cooperation with the Indiana Department of Transportation and other stakeholders, is conducting a major investment study to examine the feasibility of major transit investments within the northeast portion of Marion County and the southeast portion of Hamilton County between U.S. Route 31 and Interstate 70. The study corridor also encompasses parts of Interstate 69/State Route 37 and Interstate 465. In previous years, I–69/SR 37, as well as U.S. 31, were identified for major highway investments. Traffic congestion, along with rapid commercial and industrial development, has also been increasing within the study corridor. However, as a result of including improved transit service as a potential alternative, the Hoosier Heritage Port Authority purchased the Norfolk Southern rail line extending from 10th Street in Indianapolis to Tipton, Indiana. Through fiscal year 2000, Congress has appropriated $2,230,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the Committee recommends $2,000,000.

Johnson County, Kansas I–35 commuter rail project.—Johnson County, Kansas, is proposing to implement a 5 station, 23-mile commuter rail line extending from downtown Kansas City, Missouri, southwest to Olathe, Kansas, in Johnson County. The proposed commuter rail project would parallel Interstate 35, the major highway connecting Kansas City with Olathe, and would utilize existing Burlington Northern and Santa Fe (BNSF) railroad track (except for the line's northern-most mile segment, which would require either new track or existing Kansas City Terminal Railway trackage). Park and ride facilities are being planned for each proposed station. The commuter rail line will terminate in Kansas City at its historic Union Station. Ridership estimates for the I–35 commuter rail project range from 1,400 to 3,800 trips per day by 2001; these estimates will be refined during subsequent phases of project development. The project is estimated to cost $30,900,000 in 1997 dollars, with a proposed Section 5309 New Starts share of $24,750,000. Because the proposed New Starts share is less than $25,000,000, the project is exempt from the New Starts criteria, and is thus not subject to FTA's evaluation and rating. Johnson County initiated a major investment study (MIS) on the I–35 corridor in early 1996. The MIS resulted in the selection of commuter rail as the locally preferred alternative (LPA) in August 1998. The LPA was adopted in the financially constrained regional plan in

February 1999. FTA approved Johnson County's request to enter into preliminary engineering (PE) on the project in July 1999. An environmental assessment for the project will be undertaken as part of the PE effort. Through fiscal year 2000, Congress has appropriated $1,970,000 for the project. For fiscal year 2001, the Committee has provided $1,000,000 for final design and construction activities.

Kenosha-Racine-Milwaukee rail extension project.—The Southeastern Wisconsin Regional Planning Commission (SEWRPC)—the local metropolitan planning organization—plans to conduct a major investment study (MIS) to examine the feasibility of extending Chicago-based Metra commuter rail service from Kenosha to Racine and Milwaukee. The study will focus on a proposed 33-mile corridor connecting the central business districts of Kenosha, Racine and Milwaukee in southeastern Wisconsin. SEWRPC has recently completed a feasibility study—funded entirely with local funds—that concluded that the extension is feasible. SEWRPC has adopted the project into the region's long range plan. Through fiscal year 2000, Congress has appropriated $1,470,000 in Section 5309 New Starts funds for this effort. The bill includes $2,000,000 for this project in fiscal year 2001.

Little Rock, Arkansas river rail project.—The Central Arkansas Transit Authority (CATA) is planning the implementation of a vintage streetcar circulator system on existing right-of-way connecting the Alltel Arena, the River Market, and the Convention Center in downtown Little Rock to the communities of North Little Rock and Pulaski County. CATA proposes that service be provided by seven replica streetcars operating on a single track powered by overhead catenary. Phase I of the proposed system will include a 2.1 mile alignment, purchase of vehicles, and construction of a maintenance facility. Ridership projections estimate 1,000 to 1,200 average weekday boardings with an additional 1,000 to 1,800 riders on special event days. Phase II of the project includes a proposed 0.4 mile extension along existing right-of-way to the William Jefferson Clinton Presidential Library site. The project is estimated to cost $13,200,000 in escalated dollars, with a proposed Section 5309 New Starts share of $8,600,000. Because the proposed New Starts share is less than $25,000,000, the project is exempt from the New Starts criteria, and is thus not subject to FTA's evaluation and rating. A feasibility study was completed in 1997. No formal major investment study (MIS) was completed due to the limited scale of the proposed investment, the use of existing rail and street rights-of-way, and the estimated low cost. FTA approval to enter the preliminary engineering phase of project development was granted in May 1998. FTA approved project entrance into final design in September 1999. Through fiscal year 2000, Congress has appropriated $2,980,000 in Section 5309 New Starts funds to this project. For fiscal year 2001, $2,000,000 is provided for final design and construction.

Long Island Railroad East Side access project.—The Metropolitan Transportation Authority (MTA) is the lead agency for the proposed Long Island Rail Road (LIRR) East Side access project. The project would provide increased capacity for the commuter rail lines of the Long Island Rail Road and direct access between suburban Long Island and Queens and a new passenger terminal in Grand Central Terminal in east Midtown Manhattan, in addition to the current connection to Penn Station in Manhattan. The East Side Access (ESA) connection and increased LIRR capacity would be achieved by constructing a 4,600-foot tunnel from the LIRR Main Line in Sunnyside, Queens to the existing tunnel under the East River at 63rd Street. LIRR trains would use the lower level of this bi-level structure. A second 5,000-foot tunnel would carry LIRR trains from the 63rd Street Tunnel under Park Avenue and into a new LIRR terminal in the lower level of Grand Central terminal (GCT). ESA will provide the LIRR will additional tunnel capacity across the East River. Increased capacity and headways would be introduced at most LIRR stations. For example, an additional 24 peak hour trains would operate through the existing 63rd Street Tunnel to GCT. Ten new tracks and five platforms will be constructed for LIRR trains at GCT. In addition, a new LIRR station would be constructed at Sunnyside Yard to provide access between Long Island City and Penn Station in Manhattan. The East River tunnels in Manhattan are at capacity. ESA is anticipated to improve LIRR tunnel capacity constraints and enable the growth of the overall system. Total capital costs are approximately $4,350,000,000 (escalated dollars), including $3,560,000,000 for project management, design, construction and right-of-way, and $790,000,000 for rolling stock (over 225 new vehicles). Overall, more than 351,000 average weekday boardings to both Penn Station and GCT would benefit directly from the LIRR ESA project by the year 2020. These include approximately 162,000 daily boardings serving GCT, 161,000 daily boardings serving Penn Station and 5,500 daily boardings at the proposed Sunnyside Station. A major investment study (MIS) on the Long Island Rail Road East Side access was completed in April 1998. In June 1998, the New York Metropolitan Transportation Council (NYMTC), the metropolitan planning organization, passed a resolution endorsing the recommended extension of the LIRR into Grand Central station. In September 1998, FTA approved preliminary engineering and preparation of an environmental impact statement (EIS) for the project. The DEIS is scheduled for completion in February 2000. MTA anticipates completing the final EIS in June 2000, followed by a record of decision in August 2000. Through fiscal year 2000, Congress has appropriated $45,710,000 in Section 5309 New Start funds for this project. For fiscal year 2001, the Committee recommends $10,000,000 for final design and construction.

Los Angeles Mid City and Eastside corridors projects.—The Metro rail red line project in Los Angeles is being planned, programmed and constructed in phases, through a series of "minimum operable segments" (MOSs). The first of these segments (MOS–1), a 4.4-mile, 5-station segment, opened for revenue service in January 1993. A 2.1-mile, three-station segment of MOS–2 opened along Wilshire Boulevard in July 1996; an additional 4.6-mile, 5-station segment of MOS–2 opened in June 1999, and the Federal funding commitment has been fulfilled. On May 14, 1993, an FFGA was issued to the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the third construction phase, MOS–3. MOS–3 was defined under ISTEA (Section 3034) to include three segments: the North Hollywood segment, a 6.3-mile, three-station subway extension of the Hollywood branch of MOS–2 to North Hollywood through the Santa Monica mountains; the Mid-City segment, a 2.3-mile, two-station western extension of the Wilshire Boulevard branch; and an undefined segment of the Eastside project, to the east from the existing red line terminus at Union Station. LACMTA later defined this eastern segment as a 3.7-mile, four-station extension under the Los Angeles River to First and Leona in East Los Angeles. On December 28, 1994, the FFGA for MOS–3 was amended to include this definition of the eastern segment, bringing the total commitment of Federal new starts funds for MOS–3 to $1,416,490,000. In January 1997, FTA requested that the MTA submit a recovery plan to demonstrate its ability to complete MOS–2 and MOS–3, while maintaining and operating the existing bus system. On January 14, 1998, the LACMTA Board of Directors voted to suspend and demobilize construction on all rail projects other than MOS–2 and MOS–3 North Hollywood extension. The MTA submitted a recovery plan to FTA on May 15, 1998, which was approved by FTA on July 2, 1998. In 1998, the MTA undertook a regional transportation alternatives analysis (RTAA) to analyze and evaluate feasible alternatives for the Eastside and Mid-City corridors. The RTAA addressed system investment priorities, allocation of resources to operate existing transit services at a reliable standard, assessment and management of financial risk, countywide bus service expansion, and a process for finalizing corridor investments. On November 9, 1998, the LACMTA Board reviewed the RTAA and directed staff to reprogram resources previously allocated to the Eastside and Mid-City extensions to the implementation of RTAA recommendations, including the LACMTA accelerated bus procurement plan. The MTA is currently conducting further studies of transit investment options in the Eastside and Mid-City corridors, and is likely to announce recommendations in early 2000. In terms of the original FFGA for the three MOS–3 segments, a total of $76,480,000 was appropriated for the original Mid-City and Eastside segments through fiscal year 2000, with another $11,860,000 was provided in fiscal years 1999 and 2000 for further study of alternatives to these segments. For fiscal year 2001, the Committee recommends $4,000,000 for continued planning and analysis in these corridors.

Los Angeles North Hollywood extension project.—Continuing the discussion noted above under the Mid City and Eastside corridors, on June 9, 1997, FTA and LACMTA negotiated a revised FFGA covering the North Hollywood segment (phase 1–A) of MOS–3, which is proceeding as scheduled and will open in May 2000. The total capital cost of the North Hollywood project is estimated at $1,310,820,000, of which the revised FFGA commits $681,040,000 in section 5309 new starts funds. Through fiscal year 2000, a total of $581,820,000 has been appropriated for the North Hollywood segment of MOS–3, leaving $99,220,000 million remaining to complete the commitment under the revised FFGA for this project. The Committee recommends that $50,000,000 be provided to the North Hollywood segment of MOS–3, as specified in the FFGA, with the remaining $49,220,000 million to be provided in future years.

Los Angeles-San Diego LOSSAN corridor project.—The Los Angeles-San Diego Rail Corridor Agency (LOSSAN) is implementing a long-range plan to improve the safety, capacity and speed of intercity and commuter rail service between Los Angeles and San Diego. This 129-mile stretch of rail includes 18 stations (10 intercity/commuter and 8 commuter only). Three operators provide service in the corridor: Amtrak operates intercity rail service (the San Diegan); the Southern California Regional Rail Authority (SCRRA) operates Metrolink commuter rail service; and the North (San Diego) County Transit District (NCTD) operates the Coaster commuter rail service. In addition, the LOSSAN rail corridor accommodates the only freight rail service into the San Diego region. LOSSAN is proposing to utilize Section 5309 New Starts funding for two station-area improvements and to improve safety along a portion of the railway roadbed. Specifically, LOSSAN is proposing to add capacity enhancing passenger loading platforms and implement track and signal improvements at Los Angeles Union Station; to construct a 450-space multi-level parking structure at the Oceanside transit center; and to stabilize the railway roadbed located along the oceanfront bluffs in the city of Del Mar. Proposed improvements in the LOSSAN rail corridor are estimated to cost $35,700,000 in 1999 dollars, with a proposed Section 5309 New Starts share of $24,100,000. Because the proposed New Starts share is less than $25,000,000, the project is exempt from the New Starts criteria, and is thus not subject to FTA's evaluation and rating. The LOSSAN agency was created to implement a program of rail system improvements in the three-county area of Los Angeles, Orange, and San Diego. A formal major investment study or alternatives analysis was not prepared for the proposed rail improvements. Some environmental and geotechnical work has been completed on each of the proposed improvements. Through fiscal year 1997, Congress had appropriated $19,890,000 in Section 5309 New Starts funding for several prior grade-separation projects along the LOSSAN rail corridor. Congress appropriated $990,000 in New Starts funding for the San Diego LOSSAN corridor project in fiscal year 2000. For fiscal year 2001, the Committee recommends $3,000,000 for final design and construction.

Lowell, Massachusetts-Nashua, New Hampshire commuter rail project.—The Nashua Regional Planning Commission (NRPC) and the City of Nashua have completed a major investment study for the corridor between Nashua, New Hampshire and Lowell, Massachusetts. The NRPC plans to proceed with an environmental analysis, along with preliminary engineering-level work, on the commuter rail option in fiscal year 2000. The project is presently not included in the transportation improvement program/state transportation improvement program, but is included in the Nashua RPC's long range transportation plan. Through fiscal year 2000, Congress has appropriated $980,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the bill includes $1,000,000 for this project.

Massachusetts North Shore corridor project.—The Massachusetts Bay Transportation Authority (MBTA) has previously conducted a series of feasibility studies for improvements to the North Shore transportation system. These studies evaluated extensions of the

Blue Line; improved commuter rail and express bus services; and the connection of the blue line and North Shore commuter rail service in Revere. Area officials now intend to further evaluate these alternatives for the corridor by focusing on operational impacts to the MBTA system, ridership analysis, capital and operating costs, community impacts, environmental impacts and cost/benefit analyses. This project is not in the Boston area long range transportation plan. Through fiscal year 2000, Congress has appropriated $1,970,000 in Section 5309 New Starts funds for this effort. The bill includes $1,000,000 for this project for fiscal year 2001.

Memphis, Tennessee Medical Center rail extension project.—The Memphis Area Transit Authority (MATA), in cooperation with the City of Memphis, is proposing to build a 2.5-mile light rail transit extension to the Main Street Trolley/Riverfront Loop village rail system. The extension would expand the central business district (CBD) rail circulation system to serve the Medical Center area east of the CBD. The proposed project would operate on the street in mixed traffic and would connect with the Main Street trolley, sharing a lane with automobile traffic on Madison Avenue between Main Street and Cleveland Street. At the eastern terminus, near Cleveland Street, a bus transfer point and a small park-and-ride lot would be constructed to accommodate transfers with buses and cars. At the western terminus, existing stations on Main Street near Madison Avenue would be utilized for transfers to/from the Main Street trolley/riverfront loop system. Six new stations would be located along the route. The line will be designed to accommodate light rail vehicles but vintage rail cars would be utilized until a proposed regional LRT line is implemented and a fleet of modern LRT vehicles is acquired. The project is proposed as the last segment of the downtown rail circulation system as well as the first segment of a regional light rail line. The total capital cost of the 2.5 mile project is estimated at $69,100,000 (escalated dollars), with a Section 5309 New Starts share of $55,300,000. MATA estimates 2,100 average weekday boardings in the opening year (2002), increasing to 4,200 by 2020. A major investment study/environmental assessment, resulting in the selection of a trolley service extension as the locally preferred alternative (LPA), was completed in June 1997. FTA approved initiation of preliminary engineering (PE) for the project in April 1998. A supplemental environmental assessment is being prepared to document changes to the preferred alternative and to incorporate updated data developed in preliminary engineering. Completion of PE and the EA was planned for January 2000, and a request for FTA approval to advance into final design is expected shortly thereafter. The proposed project is included in the city of Memphis' capital improvement program, the Memphis MPO's transportation improvement program, and the state transportation improvement program. Through fiscal year 2000, Congress has appropriated $10,380,000 in Section 5309 New Starts funds for this project. For fiscal year 2001, the Committee recommends $4,000,000 for final design and engineering.

Nashville, Tennessee, regional commuter rail project.—The Metropolitan Transit Authority (MTA) and the Regional Transportation Authority (RTA) of Nashville, Tennessee are proposing the implementation of a 31.1-mile, 5 station commuter rail line between downtown Nashville and the city of Lebanon in Wilson County. The east corridor commuter rail project is proposed to operate on an existing rail line owned by the Nashville and Eastern Railroad Authority (N&E), a governmental entity comprised of the Tennessee Department of Transportation (TDOT), Wilson County, Lebanon, Mt. Juliet, and the Metropolitan Government of Nashville and Davidson County. Rolling stock and maintenance facilities will be leased from the N&E. The MTA and RTA estimate 1400 average weekday boardings on the proposed project in 2006, including 700 daily new riders. The project is estimated to cost $30,000,000 in escalated dollars, with a proposed Section 5309 New Starts share of $20,900,000. Because the proposed New Starts share is less than $25,000,000, the project is exempt from the New Starts criteria, and is thus not subject to FTA's evaluation and rating. In 1996, the MTA and RTA initiated a study to explore the potential of commuter rail in the Nashville region. From this study, six corridors were considered for further evaluation. A 1998 study analyzed the capital costs for the three most promising corridors. As the result of these studies and efforts of the Nashville area commuter rail task force—which includes the Nashville Chamber of Commerce, area business leaders, the MPO, MTA, RTA, the Tennessee Department of Transportation (TDOT), CSX Railroad and the Nashville and Eastern Rail Authority, and the Nashville congressional delegation—the east corridor was selected as the first corridor to be implemented in the Nashville area commuter rail System. The Nashville MPO included the east corridor commuter rail project in its fiscally constrained long range transportation plan in September 1999. FTA approved the project to advance into preliminary engineering (during which time environmental assessment will be undertaken) on November 30, 1999. Through fiscal year 2000, Congress has appropriated $1,970,000 for the project. For fiscal year 2001, the Committee recommends $6,000,000 for final design and construction.

New Jersey Hudson Bergen project.—The New Jersey Transit Corporation (NJ Transit) is constructing a 9.6 mile, initial minimum operating segment (MOS–1) of an eventual 21 mile light rail transit (LRT) line. The line will run principally along the Hudson River waterfront in Hudson County. MOS–1 will connect the Hoboken terminal to 34th Street Bayonne and Westside Avenue in Jersey City. MOS–1 is expected to cost $992,140,000 (escalated dollars) and to carry 31,300 riders per day. The proposed full rail system is an approximately 21-mile long, 30-station, at-grade LRT line from the Vince Lombardi park-and-ride lot in Bergen County to Bayonne. The system will pass through Port Imperial in Weehauken, Hoboken and Jersey City. The outer ends will provide 8,800 park-and-ride spaces. The core of the system will serve the high density commercial and residential centers in Jersey City and Hoboken and connect to ferries, PATH, and NJ Transit commuter rail lines. The full 21-mile system is expected to cost $2,000,000,000 (escalated dollars) and to carry 94,500 riders per day. In February 1993, NJ Transit initially selected, as its locally preferred alternative, a 26-station at-grade LRT line from the Vince Lombardi park-and-ride lot through Hoboken and Jersey City to Route 440 in Southwest Jersey City. A final environmental impact statement (FEIS) for the full project was completed in the summer of 1996. In October 1996, the FTA issued a record of decision (ROD) for the full project. In that same month, FTA signed a FFGA committing $604,090,000 of Section 5309 new start funds to support the 9.6-mile MOS–1. In January 1997, the governor of New Jersey, in conjunction with the mayor and the City Council of Hoboken, agreed to shift the alignment in Hoboken to the west side of the city. An environmental assessment (EA) was completed on the impacts resulting from this proposed change and submitted to the FTA in August 1998. Public review of the EA has been completed. The shift from the east side alignment to the west side alignment in Hoboken places the station south and adjacent to the Hoboken terminal and raises the number of stations for the full project from 6 to 30 stations. The Hudson-Bergen LRT project is one of eight elements eligible for funding as part of the New Jersey Urban Core project. Through fiscal year 2000, Congress has appropriated $35,430,000 in Section 5309 New Starts funds to the Hudson-Bergen MOS–1. For fiscal year 2001, the bill provides $121,000,000.

Newark-Elizabeth rail link project.—The New Jersey Transit Corporation (NJ Transit) is proposing a one mile, five station minimum operable segment (MOS) of an 8.8-mile, 16 station light rail transit (LRT) system which will eventually link Newark and Elizabeth, New Jersey. The MOS will function as an extension of the existing 4.3 mile Newark City subway light rail line, running from Broad Street Station in Newark to Newark Penn station. NJ Transit estimates that the one mile MOS will cost $207,700,000 (escalated dollars), including associated stations, and will serve 13,300 average weekday boardings in 2015. NJ Transit estimates that the entire 8.8-mile project will have a capital cost of $694,000,000 (1995 dollars) and will carry 24,900 average weekday boardings per day in 2015. The Newark-Elizabeth rail link is being advanced in three stages: the MOS, a one mile connection between the Broad Street station and Newark Penn Station; the second segment, a one mile line from Newark Penn station to Camp Street in downtown Newark; and the third segment, a seven mile LRT line from downtown Newark to Elizabeth, including a station serving Newark International Airport. The draft environmental impact statement (DEIS) covering all three stages of the full build alternative was completed in January 1997. The final environmental impact statement (FEIS), which addressed only the MOS, was completed in October 1998. The FTA signed the record of decision (ROD) for the MOS in November 1998. Negotiations between FTA and NJ Transit on a full funding grant agreement for the NERL MOS–1 are underway. Environmental work on the other segments of the Newark-Elizabeth rail link awaits completion of ongoing planning efforts. Through fiscal year 2000, Congress has appropriated $29,680,000 in Section 5309 New Starts funds for the New Jersey Urban Core Newark-Elizabeth rail link project. The Committee recommends $4,000,000 for the project in fiscal year 2001 to continue final design and construction.

New York City Second Avenue Subway.—Due to budget constraints, the Committee has not included funds in the bill for the New York City Second Avenue subway project. The Committee has taken this action with no prejudice against the project. The Committee is aware that local sponsors are moving forward with the project and shall consider future funding requests.

Northern Indiana south shore commuter rail project.—The Committee recommends $4,000,000 for the Northern Indiana south shore commuter rail extension project. The Northern Indiana Commuter Transportation District (NICTD) operates the south shore line passenger service between South Bend, Indiana, and the Randolph Street station in Chicago, Illinois. In order to meet the growing demand for commuter rail service in northern Indiana, appropriated funds to be matched local funds will be used for the purchase of additional passenger train cars. For fiscal year 2001, the Committee recommends $2,000,000.

Oceanside-Escondido, California light rail project.—The North County Transit District (NCTD) is planning the conversion of an existing 22-mile freight rail corridor into a diesel multiple unit (DMU) transit system running east from the coastal city of Oceanside, through the cities of Vista, San Marcos, and unincorporated portions of San Diego County, to the city of Escondido. The alignment also includes 1.7 miles of new right-of-way to serve the campus of California State University San Marcos (CSUSM). The proposed project is situated along the State Route 78 corridor, which connects Interstate Highways 5 and 15, the principal east-west corridor in northern San Diego County. The proposed DMU system would serve fifteen stations; four of these stations would be located at existing transit centers. Passenger rail would have exclusive use during pre-defined operational schedules. Average daily weekday boardings in 2015 are estimated at 15,100, with 8,600 daily new riders. An environmental impact report (EIR) for the Oceanside-Escondido rail project and an EIR for the CSUSM alignment were published and certified in 1990 and 1991 respectively. A major investment study was not required based on concurrence from FTA, FHWA, the San Diego Association of Governments (SANDAG), Caltrans, the city of San Marcos, and NCTD. Advanced planning for the Oceanside-Escondido rail project, which resulted in 30 percent design, was completed in December 1995. The environmental assessment/subsequent environmental impact report (EA/SEIR), was completed in early 1997. The North San Diego County Transit Development Board certified the SEIR in March 1997. FTA issued a finding of no significant impact in October 1997. It is expected that NCTD will be ready to proceed into final design on the project by the first quarter of 2000. Through fiscal year 2000 Congress has appropriated $7,930,000 Section 5309 New Starts funds for this project. The Committee recommends $10,000,000 for this project in fiscal year 2001 for final design and construction.

Olympic transportation infrastructure investment.—The Committee recommendation includes $10,000,000 for transportation infrastructured investments related to the Salt Lake City 2002 Winter Olympic Games. These funds are to be allocated by the Secretary consistent with the approval transportation management plan for the Salt Lake City Olympic Games. The Committee directs, however, that none of these funds shall be available for rail extensions.

Orange County, California transitway project.—The Orange County Transportation Authority (OCTA) is developing a 26.6-mile rail corridor in central Orange County between Fullerton and Irvine. The proposed project will connect major activity centers within the corridor, including downtown Fullerton and the Fullerton Transportation Center, downtown Anaheim, the Anaheim resort area (including Disneyland, the Anaheim Convention, Center, Edison Stadium and the Arrowhead Pond) downtown Santa Ana (and the county government center), John Wayne Airport, El Toro Marine Base (which is being converted to civilian use), and several hospitals and regional shopping, employment, cultural, and entertainment centers. OCTA is currently studying several alignment alternatives for a light rail transit system in the corridor, including minimum operable segment (MOS) options. This profile reflects an assumption of a 31-station 26.6 mile LRT system which is 97 percent at-grade and 3 percent elevated. Project costs are estimated at $2,015,000,000 (escalated dollars) with ridership estimated at 71,800 average weekly boardings. OCTA completed a major investment study (MIS) for the corridor in June 1997. The MIS led to the selection of a rail/bus project consisting of a 28-mile rail corridor and a 49% increase in bus service. The project is included in the financially constrained and conforming regional transportation plan and transportation improvement program. In February 1988, FTA approved entry into the preliminary engineering (PE) draft environmental impact statement (DEIS) phase of project development. The DEIS effort is expected to conclude in the summer of 2000 with the selection of a locally preferred alternative (LPA), at which point OCTA will focus its remaining PE effort on the LPA. The centerline rail corridor project is included in the metropolitan planning organization's financially constrained and conforming regional transportation plan and transportation improvement program. Through fiscal year 2000, Congress has appropriated $8,440,000 in Section 5309 New Starts funds. The Committee recommends $3,000,000 for the project in fiscal year 2001.

Philadelphia-Reading SEPTA Schuylkill Valley and Cross Country metro projects.—For these projects, the Committee recommends a total of $5,000,000 in fiscal year 2001. The Southeastern Pennsylvania Transportation Authority (SEPTA) and the Berks Area Reading Transportation Authority (BARTA) are conducting an alternative analysis study/draft environmental impact statement (AA/DEIS) for the Schuylkill Valley corridor. The proposed corridor extends approximately 62 miles and includes the city of Philadelphia, smaller cities of Reading, Norristown, Pottstown and Phoenixville. The corridor also includes suburban centers of King of Prussia and Great Valley, as well as regional activity centers and attractions including Center City, Art Museum, Philadelphia Zoo, King of Prussia Malls, Valley Forge National Park and Reading outlets. The Proposed corridor also encompasses three transit authorities: SEPTA, BARTA and Pottstown Urban Transit(PUT) and two metropolitan planning regions; Delaware Valley and Berks County. The corridor is located along an existing rail freight or commuter rail right-of-way and parallels major congested expressways: the Schuylkill Expressway (Interstate 76) US 422 Expressway and US Route 202. Alternatives currently under consideration include light rail and commuter rail. Total capital costs for the alternatives are currently estimated between $700,000,000 and $300,000,000.

Project sponsors anticipate submitting a preliminary DEIS to the FTA for review sometime in the first quarter of calendar year 2000. Through fiscal year 2000, Congress has provided $6,890,000 in Section 5309 New Starts funds for the proposed Schuylkill Valley Corridor. In addition, the Delaware Valley Regional Planning Commission, the Philadelphia area metropolitan planning organization, is studying a proposed regional transit oriented development program in the corridor under a transportation and community and system preservation (TCSP) grant.

SEPTA is also completing a major investment study/draft environmental impact statement (MIS/DEIS) along a proposed 60-mile suburban corridor in a southwest to northeast direction, from Glenoch in Chester County, through Norristown in Montgomery County and terminating in Morrisville Bucks County. The proposed corridor, almost all of which is located along an existing rail freight right-of-way, is roughly parallel to the US Route 202 Expressway and the Pennsylvania Turnpike. A draft of the MIS/DEIS is currently undergoing revision to address right-of-way issues in the vicinity of King of Prussia, which will increase costs over those estimated below. The locally preferred alternative (LPA) has been identified as electrically powered light rail, to be built in two phases. The first phase would include light rail from Glenoch to Norristown via King of Prussia, coupled with express bus service from King of Prussia to Oxford Valley via the Pennsylvania Turnpike. The second phase would extend the proposed light rail system from Norristown to Morrisville. Total capital costs for the first phase are estimated at $396,000,000. Total capital costs for the entire corridor, including both the first and second phases, are estimated at $742,000,000. Total daily ridership for the first phase is anticipated at 8,500. Ridership for the entire corridor is estimated at 14,700. Through fiscal year 2000, Congress has appropriated $3,170,000 in Section 5309 New Starts funds for this effort.

Phoenix metropolitan area transit project.—The Regional Public Transportation Authority (RPTA) is proposed to implement a 25-mile at-grade light rail system to connect the cities of Phoenix, Tempe, and Mesa. As a first step, the RPTA is undertaking preliminary engineering on an 18.5 mile minimum operating segment (MOS) which includes a 17.0-mile mainline from downtown Phoenix, through Tempe to Mesa, and a 1.5-mile spur serving the emerging Rio Salado development along Town Lake in Tempe. The rail line would run primarily on existing rail right-of-way. The proposed LRT MOS is estimated to cost approximately $883,900,000 (escalated), of which the RPTA intends to seek $441,900,000 in New Starts funding. The RPTA completed the Central Phoenix/East Valley (CP/EV) major investment study (MIS) in the spring of 1998. In September 1998, FTA granted RPTA permission to enter the preliminary engineering/environmental impact statement (PE/EIS) phase on 13 miles of the corridor. FTA has subsequently approved preliminary engineering on 18.5 miles of the proposed system. It is anticipated that PE/EIS will be completed in December 2000 and a record of decision issued by FTA in January 2001. The Maricopa Association of Governments (MAG) (local metropolitan planning organization) adopted the CP/EV Corridor as a fixed guideway corridor and included the CP/EV LRT project in the long range transportation plan and the current regional transportation improvement plan (TIP). Through fiscal year 2000, Congress has appropriated $13,860,000 for the project. For fiscal year 2001, the Committee recommends $13,000,000 for final design and construction.

Pittsburgh North Shore—central business district corridor project.—The Port Authority of Allegheny County (PAT), in cooperation with the city of Pittsburgh and the Southwestern Pennsylvania Regional Planning Commission—the local Metropolitan Planning Organization—initiated a North Shore/Central Business District Transportation Corridor major investment study focusing on assessing alternatives for better connections to the immediate North Shore area of the Allegheny River across from, and north of, the Pittsburgh CBD. Development underway along the Allegheny River corridor includes new facilities for the football and baseball teams and expansion of the convention center. Improved connections are anticipated to support further development and redevelopment of complementary facilities and activities in both the North Shore and CBD, including fringe-parking facilities. Some of the stakeholders in the corridor include the Port Authority of Allegheny County, the Pittsburgh Pirates, Pittsburgh Steelers, Allegheny Conference on Community Development, Pennsylvania Department of Transportation, the Carnegie Science Center, Pittsburgh Parking Authority and the Pittsburgh Cultural Trust. A preliminary draft environmental impact statement for the proposed corridor is currently under review. Through fiscal year 2000, Congress has appropriated $10,800,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the Committee has provided $5,000,000 for final design and construction.

Pittsburgh stage II light rail project.—The Port Authority of Allegheny County (PAAC) has undertaken reconstruction of the 25-mile Pittsburgh rail system to modern light rail standards. The stage I light rail transit (LRT) project resulted in the reconstruction of a 13-mile system to light rail standards during the 1980s. The stage II LRT project proposes reconstruction and double-tracking of the remaining 12 miles of the system consisting of the Overbrook, Library, and Drake trolley lines. The stage II LRT project would reconstruct these three lines to modern LRT standards, double track the single track segments, reopen the closed Overbrook and Drake Lines, add approximately 2400 park and ride lots, and purchase 28 new light rail vehicles. During 1999, PAAC reconfigured its rail improvement program to prioritize program needs against available funding. The modified New Starts project, the stage II LRT priority program, would reconstruct the Overbrook Line and a portion of the Library Line, and add the 2400 park and ride spaces and 28 vehicles. The remainder of the stage II LRT program would be built as funds become available. The estimated cost of the priority program is $383,700,000 (in escalated dollars). The FTA issued a finding of no significant impact for the project in February 1996. Environmental documentation for the park and ride lots, which was not included in the environmental assessment, is under review. Preliminary engineering was completed in April 1998; final design, including vehicle procurement, is underway. The project is included in the financially constrained long range plan adopted by the southwest Pennsylvania regional planning commission, the Pittsburgh area MPO. Through fiscal year 2000, Congress has appropriated $11,820,000 in Section 5309 New Starts funds to the project. For fiscal year 2001, the bill includes $5,000,000 for final design and construction.

Portland Interstate MAX LRT extension project.—The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) is proposing a 5.6-mile extension of its light rail transit (LRT) system known locally as the Metropolitan Area Express. The proposed Interstate Metropolitan Area Express (MAX) line will extend existing LRT service northward from the Rose Quarter Arena and the Oregon Convention Center, to North Portland neighborhoods, medical facilities, the Portland International Raceway, and the Metropolitan Exposition Center. Goals of the alignment include complementing regional land use plans by connecting established residential, commercial, entertainment, and other major activity centers, and providing a key transportation link in the region's welfare to work programs. The LRT extension is estimated to cost $350,000,000 (escalated dollars) and carry 18,100 average weekday boardings (8,400 new riders) by 2020. The FTA approved the initiation of preliminary engineering on the 12-mile south-north LRT project in April 1996. In February 1998, the draft environmental impact statement was completed for the project. In November 1998, voters rejected an affirmation of a $475,000,000 general obligation bond measure previously approved to fund construction of the south-north LRT. Consequently, Tri-Met reevaluated alternative alignments and funding strategies to implement the system. A supplemental draft environmental impact statement for the north alignment of the proposed south-north LRT was completed in April 1999. In June 1999, Tri-Met passed a resolution endorsing capital funding for the Interstate MAX project and the city of Portland approved a resolution committing $30,000,000 dollars to the project. The final environmental impact statement on the Interstate MAX project was completed in October 1999 and a record of decision is expected shortly. The project is anticipated to be ready to advance into final design in early 2000. Through fiscal year 2000, Congress has appropriated $8,960,000 in Section 5309 New Start funds for the project. For fiscal year 2001, the bill provides $5,000,000 for this project.

Puget Sound RTA Sounder commuter rail project.—The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to implement peak-hour commuter rail service in the 35-mile corridor linking Everett and Seattle, Washington. The service would be part of the 82-mile Sounder commuter rail corridor serving 14 stations between Lakewood and Everett, Washington. The Everett-Seattle commuter rail segment would include three multimodal stations that provide connections to a variety of transportation services, including local and express bus service, the Washington State ferry system (connecting cities on the east and west sides of Puget Sound), the proposed Link light rail system, and Amtrak. Twelve trains per day will serve up to six stations, and by 2020 will carry 1.25 million riders annually. Sound Transit estimates total project costs for the Everett-Seattle segment of the Sounder system at $104,000,000 in escalated dollars. Sound Transit is proposing a Section 5309 New Starts share of $24.9 million. Because the proposed New Starts share is less than $25 million, the project is exempt from the New Starts criteria, and is thus not subject to FTA's evaluation and rating (TEA21 Section 5309(e)(8)(A)). The draft environmental impact statement (DEIS) for this project was issued in June 1999. Following extensive public outreach and ongoing coordination with tribes and Federal, state, and local agencies, the preferred alternative was selected. The final EIS was to be published in December 1999. Sound Transit will be seeking FTA authorization to enter final design for this project in January 2000. To date, Congress has appropriated $54,570,000 to the 82-mile Sounder commuter rail system. The bill includes an appropriation of $8,500,000 for final design and construction activities in fiscal year 2001.

Raleigh-Durham-Chapel Hill Triangle Transit project.—The phase I regional rail project is the first proposed segment of a three-phased regional transit plan for linking the three counties—Wake, Durham, and Orange—in the Triangle Region of North Carolina. In phase I, the Triangle Transit Authority (TTA) intends to initiate regional rail service from Durham to downtown Raleigh and from downtown Raleigh to North Raleigh. TTA proposes to use diesel multiple unit (DMU) rail vehicles to serve the 16 anticipated phase I stations. TTA has proposed that the phase I regional rail project will use the existing North Carolina railroad and CSX rail corridors to connect Duke University, downtown Durham, Research Triangle Park, RDU Airport, Morrisville, Cary, North Carolina State University, downtown Raleigh, and North Raleigh. The proposed project is estimated to serve 17,600 average weekday boardings by the year 2020. The most recent capital cost estimate (submitted in 1998 for the fiscal year 2000 Report on New Starts) for Phase I is $284,000,000 (escalated dollars). The cost estimate includes final design, acquisition of right-of-way (ROW) and rail vehicles, station construction, park and ride lots, and construction of storage and maintenance facilities. The ROW proposed to be used by TTA for the project is shared among a number of operating railroads. The North Carolina DOT (NCDOT) Rail Division has suggested that TTA study potential track realignments to accommodate inter-city and high-speed rail improvements in the proposed rail corridor. TTA's realignment studies have significantly impacted the project's development schedule, and are expected to result in significant cost increases and some changes in scope. In 1995, TTA completed the Triangle Fixed Guideway Study. The Authority's Board of Trustees has adopted the study's recommendations to put into the place a regional rail system, and resolutions of support have been received from all major units of local government, chambers of commerce, universities, and major employees in the Triangle. The Durham-Chapel Hill, Carrboro MPO and the Capital Area MPO have each adopted the locally preferred alternative into their fiscally constrained long-range plans and the phase I regional rail project is included in their respective 1998–2004 TIPs and North Carolina STIP. In January 1998, TTA initiated preliminary engineering and the preparation of a draft environmental impact statement (DEIS). TTA rail alignment issues are currently being worked out with a number of participating agencies, including the

North Carolina Railroad (NCRR), CSX Railroad, NCDOT Rail, and the Federal Railroad Administration. The anticipated completion of preliminary engineering is February 2000, with a record of decision on the Final EIS expected in December 2000. Through fiscal year 2000, Congress has appropriated $31,740,000 in Section 5309 New Starts funds for this project. For fiscal year 2001, the Committee recommends $10,000,000 for final design and construction.

Sacramento, California south corridor LRT project.—The Sacramento Regional Transit District (RT) is developing an 11.3-mile light rail project on the Union Pacific right-of-way in the South Sacramento corridor. RT has elected to synchronize the project to available state and local capital funds as well as to corresponding available operating funds. Phase 1 is a 6.3-mile minimum operable segment (MOS) of the full project. The MOS would provide service between downtown Sacramento and Meadowview Road and is expected to capture 25,000 daily trips by the year 2015. The estimated capital cost of the MOS is $222,000,000 (escalated dollars) A major investment study/alternatives analysis/draft EIS for the project was completed in September 1994. The preferred alternative was selected in March 1995. The final environmental impact statement (FEIS) was completed in February 1997. In March 1997, FTA issued a record of decision for the south corridor MOS, and in June 1997, FTA and RT entered into an FFGA committing $111,200,000 in Section 5309 new starts funds for final design and construction. The final design phase of the project began in July 1997. Construction began November, 1999 and revenue service is projected to begin in September 2003. RT expects to begin preliminary engineering for the next segment (phase 2) as soon as additional operating funds can be identified and secured. Through fiscal year 2000, Congress has appropriated $77,990,000 in Section 5309 new start funds for the project. For fiscal year 2001, the bill includes $35,200,000.

San Bernardino, California Metrolink project.—The Southern California Regional Rail Authority (SCRRA) is proposing a series of improvements to its commuter rail service within an existing railroad right-of-way. These improvements include the construction of sidings in the Interstate 10 corridor, an upgrade of siding at Marengo and the double tracking of a line between the existing Pomona and Montclair stations. These improvements will result in an increase in frequencies, a reduction of commuter train delays, and an improvement to the schedules of counter-flow trains on the San Bernardino line. The San Bernardino line has the highest ridership of all Metrolink lines. There are currently 26 daily train trips in the corridor serving 8,200 daily commuter rail trips. The estimated capital cost for the proposed project is $31.4 million. Through fiscal year 2000, Congress has appropriated $980,000 in section 5309 New Start funds for this effort. For fiscal year 2001, the Committee recommends $2,000,000 for the project.

San Diego Mission Valley East light rail project.—The Metropolitan Transit Development Board (MTDB) is planning to build a 5.9-mile Mission Valley East Light Rail Transit (LRT) extension of its Blue Line. The project would extend the existing system from its current termini east of Interstate 15 to the City of La Mesa, where it would connect to the existing Orange Line near Baltimore Drive.

The line would serve four new stations at Grantville, San Diego State University (SDSU), Alvarado Medical Center and 70th Street, as well as two existing stations at Mission San Diego and Grossmont Center. The proposed project would include elevated, at-grade, and tunnel portions and provide two park and ride lots and a new access road between Waring Road and the Grantville Station. The total project capital cost is $431,000,000 (escalated dollars). The project is expected to serve approximately 10,800 average weekday boardings in the corridor by 2015. The major investment study/draft environmental impact statement (DEIS) was completed in May 1997. The locally preferred alternative was selected by the Metropolitan Transit Development Board in October 1997 with concurrence from the San Diego Association of Governments (SANDAG, the local metropolitan planning organization). FTA approval to enter the preliminary engineering (PE) phase of project development was granted in March 1998. Preliminary engineering was completed in July 1998. This abbreviated schedule for PE was possible due to the extensive public involvement and detailed analyses undertaken during the planning stages, streamlining much of the work that would traditionally be undertaken in the PE phase. The final environmental impact statement (FEIS) was completed and the record of decision (ROD) was issued in August 1998. FTA approval to enter final design was granted in October 1998. Negotiations between FTA and the MTDB for full funding grant agreement are underway. Through fiscal year 2000, Congress has appropriated $22,110,000 in Section 5309 New Starts funds to this project. The Committee recommends $45,000,000 for fiscal year 2001.

San Francisco BART extension to the airport project.—The Bay Area Rapid Transit (BART) and San Mateo County Transit District (SamTrans) are constructing an 8.2-mile, 4-station, BART extension which proceeds southeast from the Colma BART Station through the cities of Colma, South San Francisco and San Bruno, and then continues south along the Caltrain right-of-way to the city of Millbrae. Approximately, 1.5 miles north of the Millbrae Avenue intermodal terminal, an east-west aerial "wye" (Y) stub will service the San Francisco International Airport (SFIA). This project is now estimated by FTA to cost up to $1,510,000,000 (escalated dollars). This total includes an unfunded $27,000,000 capital reserve account (CAPRA) and $113,000,000 in civil works on airport property provided by the SFIA. FTA's commitment of $750,000,000 to the project remains unchanged. Ridership is projected to be 68,600 trips per day by 2010, including approximately 17,800 daily trips by air travelers and airport employees. An alternatives analysis/draft environmental impact statement (DEIS)/draft environmental impact report (DEIR) was completed in 1992, resulting in a locally preferred alternative. New alignments were later evaluated and, in April 1995, BART and SamTrans revised the preferred alternative. Due to MTC and Congressional direction to evaluate lower cost options, an aerial design option into the airport was evaluated in a focused re-circulated DEIR/supplemental #2 DEIS. The final EIS was completed in June 1996 and a record of decision (ROD) was issued in August 1996. On June 30, 1997, FTA entered into an FFGA for the BART/SFO Extension for $750,000,000 in

Federal section 5309 new start funds. Through fiscal year 2000, $217,200,000 has been appropriated to the BART–SFO Extension. For fiscal year 2001, the Committee recommends $80,000,000.

San Francisco Third Street light rail project.—The Committee is aware that San Francisco views the development of the Third Street light rail project as an integral component of the Bay Area's transportation program. Funding for phase I of the project has been funded primarily from local resources, though project sponsors may likely seek federal support for phase II. The Committee encourages the FTA to work with project sponsors in the development of justification materials for phase II of this project.

San Jose Tasman West light rail project.—The Santa Clara County Transit District (SCCTD) originally developed a 12.4-mile extension to the existing light rail line, which would provide service from northeast San Jose to Capitol/Hosletter and downtown Mountain View. The total project includes 19 stations and 35 light rail vehicles. The state of California Supreme Court invalidation of the Measure A sales tax lead to the development of new financing alternatives and the separation of the project into two phases, phase I (west extension) and phase 2 (east extension). The phase I west extension consists of 7.6 miles of surface LRT from the northern terminus of the Guadalupe LRT in the city of Santa Clara, west through Sunnyvale, to the CalTrain commuter rail station in downtown Mountain View. The project includes 11 stations and is double tracked except for some single tracking in Mountain View. The phase I west extension has a total cost of $325,000,000 (escalated dollars). Ridership on the west extension is projected to reach 7,500 per day by 2005. Preliminary engineering on the Tasman corridor was completed in August 1992. In July 1996, FTA and SCCTD entered into an FFGA with a commitment of $182,750,000 in section 5309 new start funds for the west extension. Construction of the Tasman west LRT extension has been completed. Originally anticipated to be open for revenue operations by December 2000, the extension opened on December 17, 1999, a year ahead of schedule. Through fiscal year 2000, Congress has appropriated $170,500,000 of section 5309 new start funds to the project. For fiscal year 2001, the Committee recommends $12,250,000.

San Juan Tren Urbano project.—The Puerto Rico Department of Transportation and Public Works (DTPW), through its Highway and Transportation Authority (PRHTA), is constructing a 10.7-mile (17.2 km) double-track guideway between Bayamon Centro and the Sagrado Corazon area of Santurce in San Juan. Approximately 40 percent of the alignment is at or near grade. The remainder, aside from a short below-grade segment in the Centro Medico area as well as an underground segment through Rio Piedras, is generally elevated above roadway rights-of-way. The project includes 16 stations and a vehicle and right of way maintenance/storage facility. The original capital cost for the project as specified in the FFGA totals $1,250,000,000 (escalated dollars). The cost of the project is now estimated at $1,653,000,000. The Tren Urbano project is expected to carry 113,300 riders per day in 2010. The Tren Urbano phase 1 environmental review process was completed in November 1995 and included 14 stations. The alignment design allowed for the future addition of two stations, one in Rio Piedras and one in

Hato Rey. A record of decision (ROD) was issued in February 1996. In March 1996, FTA entered into an FFGA for the Tren Urbano project providing a Federal commitment of $307,400,000 in Section 5309 New Start funds out of a total project cost of $1,250,000,000. The cost of the project is now estimated at $1,653,000,000. Subsequent to the FFGA, three environmental assessments were prepared which revised the alignment at the Villa Nevarez station and added new stations, in Rio Piedras at the University of Puerto Rico, and in Hato Rey at Domenech Street. Findings of no significant impact (FONSI) by the FTA were issued for these three environmental assessments in November 1996, February 1997, and July 1997, respectively. An amendment to the FFGA signed in July, 1999, added the two stations identified in the environmental process as well as 10 additional railcars. The amendment also added $141,000,000 in Section 5307 funds and $259,900,000 in flexible funding. The new cost estimate for the project encompasses the cost for extended project management and construction management services, for advance design development activities and for anticipated costs for claims and contingencies. The local share funding for the project is being provided by local revenues from the Puerto Rico Highway and Transportation Authority (PRHTA). All operating costs, as well as debt service on PRHTA bonds, are included as part of the PRHTA annual budget, established in accordance with standard PRHTA budget procedures. The project was also awarded a TIFIA (Transportation Infrastructure Finance and Innovation Act of 1998) loan of $300,000,000. The project is well into the construction phase of development. During 1996 and 1997, seven design-build contracts were awarded for different segments of the Tren Urbano phase 1 system. The systems test tract and turnkey contract, awarded in August 1996, provided for the purchase of rolling stock, design and installation of all systemwide components, construction of one of the civil segments, and operation and maintenance of Tren Urbano phase 1 for an initial period of five years. The project is now expected to enter revenue service in May, 2002. Through fiscal year 2000, Congress has appropriated $79,670,000 in section 5309 new start funds for the project, with an additional $4,960,000 appropriated to the project but not included in the scope of the FFGA. For fiscal year 2001, the Committee recommends $100,000,000.

Seattle, Washington, Central Link LRT project.—Sound Transit (Central Puget Sound Regional Transit Authority) is planning a 23.5-mile Central Link light rail transit (LRT) project running north to south from Northgate, through downtown Seattle, Southeast Seattle and the cities of Tukwila and SeaTac, Washington. Link will consist of 23 stations, four new park-and-ride lots, and one existing lot. The system would operate on existing and new right-of-way (ROW), including the existing 1.6 mile downtown Seattle transit tunnel. Sound Transit estimates a total of 156,400 daily riders on the 23.5-mile system in 2020. Capital costs for the entire project are $3,100,000,000 (escalated dollars), with annual operating costs estimated at $62,500,000 (escalated dollars). Sound Transit proposes to implement the system in several minimum operable segments (MOS). The MOS being proposed for Federal funding will extend 7.2 miles from NE 45th Street station southward to the South Lander Street station. This alignment includes 4.5 miles of wholly new and exclusive ROW, 1.3 miles of exclusive transit ROW in the existing downtown Seattle transit tunnel, and 1.4 miles of ROW reconfigured from an existing busway south of downtown. Sound Transit estimates average weekday boardings of 87,200 for the MOS in 2020. The estimated cost of this segment is $1,500,000,000 (escalated dollars). The Link LRT system is one element of Sound Transit's voter-approved ten year, $3,900,000,000 ($1995) Sound Move regional transit plan, which also includes implementation of a 2-mile LRT line in downtown Tacoma; an 82-mile Sounder commuter rail system operating between Lakewood and Everett; 20 new regional express bus routes; 14 high occupancy vehicle (HOV) direct access ramps (providing access to over 100 miles of existing HOV lanes); 14 new park and ride lots and 9 transit centers; and other service improvements. The Sound Transit Board adopted the Sound Move regional transit plan in May, 1996. Voters approved $3,914,000,000 in local funding for implementation of the plan in November, 1996. A major investment study of Sound Move's services was completed in March 1997. Sound Move is included in the Puget Sound Regional Council's (the area's MPO) transportation plan and regional transportation improvement program (TIP). FTA approved initiation of preliminary engineering on the Link LRT in July 1997. A draft environmental impact statement (EIS) was published in December 1998. The final EIS was initiated in February 1999 and was distributed for public review in November 1999. The Sound Transit board formally adopted the 7.2-mile MOS for Federal participation on November 18, 1999. Sound Transit expects to begin LRT operations in 2006. Through fiscal year 2000, Congress has appropriated $41,440,000 for the Link light rail project. The Committee recommends $30,000,000 for the project in fiscal year 2001 for final design and construction.

Spokane, Washington South Valley corridor light rail project.— The Spokane Regional Transportation Council has conducted a major investment study (MIS) to examine the impacts of high capacity transportation on a proposed 16-mile corridor between the central business district of Spokane, Washington and Liberty Lake. The proposed corridor would connect major residential and employment centers within the Spokane Valley. Spokane has been classified as a "serious" nonattainment area for carbon monoxide. Trips along the corridor nearly double based on the population and employment forecasts between the years 1990 and 2020. The MIS considered three alternatives including: high occupancy vehicle (HOV) lanes, express busways, and light rail. Based on the results of the MIS, light rail was selected as the preferred alternative with strong public support. The MIS was included in the region's long-range metropolitan transportation plan in November 1997. The total estimated capital cost for the light rail project, including local, state and Federal funds, ranges between $200,000,000 and $300,000,000. Through fiscal year 2000, Congress has appropriated $2,950,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the Committee has provided $7,000,000.

St. Louis MetroLink Cross County connector project.—The East-West Gateway Coordinating Council (EWGCC)—the local metropolitan planning organization (MPO)—and the Missouri Highway and Transportation Department (MoDOT) have completed a major investment study (MIS) in the Cross County corridor including St. Louis City and County. The east-west corridor connection is through Clayton, Missouri to the existing Metrolink system. The study evaluated transportation alternatives such as light rail transit (LRT), busway, highway, transportation systems management alternatives and a no-build alternative. Phase I of the MIS was completed in March 1997. A locally preferred alternative (LPA), which included highway and transit improvements, was selected in September 1997. The transit LPA is a 28.8-mile LRT line that extends Metrolink west in the City of St. Louis through downtown Clayton in St. Louis County, and then south from Clayton beyond the Interstate 55/Interstate 270 interchange in southeast St. Louis County and north from Clayton to beyond the I–I70/I–270 interchange in North St. Louis County. Total estimated capital cost range from $1,000,000,000 to $1,200,000,000. Through fiscal year 2000, Congress has appropriated $2,450,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, $2,000,000 is included in the bill.

St. Louis-St. Clair MetroLink extension project.—The Bi-State Development Agency (Bi-State) is planning a 26-mile light rail line between downtown East St. Louis, Illinois, and the Mid America Airport in St. Clair County. The project will extend the MetroLink light rail project that opened in July 1993. The adopted alignment generally follows the former CSXT railroad right-of-way from East St. Louis to Belleville, Illinois, serving the Belleville Area College (BAC), Scott Air Force Base and Mid America Airport. A 17.4 mile "minimum operable segment" (MOS) terminates at BAC. The MOS includes 8 stations (seven with park and ride lots), 20 new light rail vehicles, and a new light rail vehicle maintenance facility in East St. Louis, Illinois. The MOS is estimated to cost $339,200,000 (escalated dollars), and scheduled to open for service in 2001. The East-West Gateway Coordinating Council (the MPO) completed a major investment study and draft environmental impact statement (DEIS) for the project in 1995. A preliminary engineering/final environmental impact statement for the full 26-mile project was completed in August 1996 and a record of decision was issued in September 1996. Section 5409 funds were made available in October 1996 to provide design and construction as far as BAC and an FFGA was awarded for that segment on October 17, 1996. The FFGA provides a commitment of $243,930,000 in section 5309 new start funds contributing to the total estimated cost of $339,200,000 (escalated dollars). The St. Clair County Transit District is providing $95,300,000 in local funds from a ¾ cent county sales tax. Through fiscal year 2000, Congress has appropriated $153,400,000 in Section 5309 New Start funds for the FFGA covered minimum operable segment portion of the project. An additional $8,500,000 in Section 5309 New Start funds were previously appropriated but not included in the FFGA scope. For fiscal year 2001, the bill provides $60,000,000.

St. Louis-St. Clair MetroLink extension project, phase IIb.—The Committee has not provided new appropriations for the St. Louis St. Clair MetroLink extension project, phase IIb. The FTA had proposed to execute a full funding grant agreement for the project, which was subsequently not approved by the Committee. The Committee directs the FTA, working cooperatively with project sponsors, to recalculate and reevaluate the cost effectiveness and ridership projections of extending the St. Louis St. Clair Metrolink project to Scott Air Force Base.

Stamford, Connecticut fixed guideway corridor.—The Stamford corridor project involves the construction of urban transitway to improve access to the Stamford transportation center, which is currently being rehabilitated to accommodate high speed rail service and to provide additional commuter parking. A brownfields area is adjacent to the center. The Stamford urban transitway project will include exclusive lanes for buses and other high occupancy vehicles. The Connecticut Department of Transportation, the Southwestern Regional Planning Agency, the metropolitan planning organization, and the city of Stamford have coordinated the development of the proposed project. Through fiscal year 2000, Congress has appropriated $1,970,000 in Section 5309 New Starts funds for this effort. The bill includes $8,000,000 for final design and construction for this project in fiscal year 2001.

Stockton, California Altamont commuter rail project.—The San Joaquin Regional Rail Commission (SJRRC), the Alameda Congestion Management Agency (ACCMA), and the Santa Clara Valley Transportation Authority (VTA) have proposed to implement a commuter rail system along an existing Union Pacific Railroad right-of-way operating between the three counties. A joint powers board (JPA) comprised of members from each of the three agencies was also created to operate the proposed Altamont commuter express (ACE). The SJRRC would be the managing agency for the initial 36-month term of an agreement executed between the three operating funds, the member agencies will define the methods for allocating future costs and the shares of future capital improvement contributions from the member agencies. Through fiscal year 2000, Congress has appropriated $980,000 in Section 5309 New Starts funds for this effort. For fiscal year 2001, the Committee recommends $3,000,000.

Twin Cities transitways projects.—The bill provides $5,000,000 for preliminary engineering and design on the Riverview, Northstar and Red Rock corridors of the Twin Cities Transitways system.

Twin Cities transitways—Hiawatha corridor project.—Metro Transit and the Metropolitan Council (local metropolitan planning organization), in cooperation with the Minnesota Department of Transportation (MnDOT), Hennepin County and the Metropolitan Airports Commission (MAC), are proposing to design and construct an 11.4-mile Light Rail Transit (LRT) line along the Hiawatha Avenue corridor. The proposed LRT will operate on the Hiawatha Avenue/Trunk Highway 55 corridor linking downtown Minneapolis, the Minneapolis-St. Paul (MSP) International Airport, and the Mall of America (MOA) in Bloomington. The LRT is the transit component of a locally preferred alternative which includes reconstruction of TH–55 as a four lane, at-grade arterial between Franklin Avenue and 59th Street and construction of an interchange between TH–55 and TH–63 (Crosstown Highway). Current plans call for the north end of the LRT to begin in the Minneapolis central business district (CBD) and operate on the existing transit mall along 5th

Street. The LRT is planned to exit the CBD near the Hubert H. Humphrey Metrodome, following the former Soo Line Railroad to Franklin Avenue, then parallel Hiawatha Avenue. The project will include a 1.5-mile tunnel to be constructed under the MSP airport runways and taxiways with the construction of one station. The line is then planned to emerge from the tunnel on the West side of the airport with a station located at the HHH Terminal. It then would continue south with three proposed stations in Bloomington, including a station near the Mall of America. The estimated capital cost for the 11.4-mile Hiawatha Avenue LRT, including 16 proposed stations, totals $548,600,000 (escalated dollars). The project is expected to serve 24,600 average weekday boardings by the year 2020; 19,300 average weekday boardings are projected in the opening year. The proposed Hiawatha Avenue LRT is included in the region's financially constrained transportation improvement program and the long-range transportation plan. A record of decision for the project was issued by FTA on April 26, 2000, at which time the FTA also approved the project's entrance into final design. Through fiscal year 2000, Congress has appropriated $69,320,000 in Section 5309 New Starts funds for the "Twin Cities Transitways" project, which includes the Hiawatha Avenue corridor light rail project. For fiscal year 2001, the bill provides $55,000,000 for final design and construction.

Virginia Railway Express commuter rail project.—Due to increased congestion throughout the Washington, D.C. metropolitan region, the Virginia Railway Express (VRE) is proposing to expand commuter rail service to include the entire Washington, D.C-Richmond, Virginia corridor. VRE currently operates commuter rail service between Washington, D.C. and Fredericksburg, Virginia. The Virginia Department of Rail and Public Transportation (VDRPT) initiated the Washington, D.C.-Richmond, VA-rail corridor study to identify specific improvements required to increase the maximum speed of passenger trains and to reduce the running time between Washington, D.C. and Richmond, Virginia, thus making it feasible for commuter rail service. The commonwealth's corridor study, completed in April 1996, recommended a six-phase rail improvement program along the existing CSX right-of-way. The improvements include, but are not limited to, straightening certain curve tracks, adding new signals, rail-crossing safety measures, constructing new track in several areas of the existing right-of-way, incrementally adding a third track, and purchasing new rolling stock and passenger facilities. To date, the Commonwealth has allocated $13,000,000 for the initial phase of the proposed project. Through fiscal year 2000, Congress has appropriated $9,100,000 in Section 5309 New Start funds for this effort. The Committee has provided $3,000,000 for the Virginia Railway Express for fiscal year 2001.

Washington Metro-Blue Line extension—Addison Road (Largo) project.—The Maryland Mass Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA) are joint lead local agencies planning a proposed 3.1 mile heavy rail extension of the Metrorail blue line. The proposed Largo Metrorail Extension will be from the existing Addison Road Station to Largo town center, located just beyond the Capital beltway in

Prince George's County, Maryland. The project follows an alignment that has been preserved as a rail transit corridor in the Prince George's County master plan. The 3.1 mile alignment, containing at-, above- and below-grade segments, has been modified to be underground or covered between Central Avenue and the Capital beltway to address concerns raised during public review of the DEIS. Two new stations will be provided at Summerfield and at the Largo town center station. The stations will provide 500 and 2,200 park-and-ride spaces, respectively, plus a hundred or more kiss-and-ride spaces and 11 bus bays each. A number of WMATA and Prince George's County bus routes will connect to the two new stations; shuttle bus service is proposed between both stations and the FedEx Field (formerly known as the Redskins Stadium). The project will also directly serve the USAir Arena, a former major sports complex planned for entertainment and retail uses. MTA will manage the project through preliminary engineering, with WMATA undertaking final design and construction. The project is anticipated to open for service by September 2004, at a cost of $433,900,000 (in escalated dollars). Average weekday boardings are estimated to be 28,500 in 2020 with 16,400 daily new riders. The proposed Largo extension was approved by the WMATA Board as an addition to the 103-mile Metrorail adopted regional system in February 1997, applying WMATA compact funding arrangements, contingent upon requisite FTA approvals. The project is included in the national capital region's constrained long range plan. Preliminary engineering was initiated in February 1996. The draft environmental impact statement (DEIS) was completed and approved by FTA in October 1996. The draft final environmental impact statement (FEIS) was completed in September 1999; a record of decision (ROD) is expected by early 2000. WMATA will assume managing responsibility for the project upon submission of a request to FTA for final design approval, following the ROD. Through fiscal year 2000, Congress has appropriated $5,650,000 for this project in Section 5309 New Starts funds. For fiscal year 2001, the Committee recommends $2,000,000 for final design and construction.

West Trenton, New Jersey rail project.—The New Jersey Transit Corporation (NJ Transit) is conducting planning, conceptual design and an Environmental Assessment (EA) for the restoration of commuter rail service on the West Trenton Line between West Trenton and Newark, Jew Jersey. The rail service would connect with NJ Transit's Raritan Valley Line in Bridgewater, New Jersey. The proposed project would include the installation of a second track in selected locations, signal improvements, construction of six new stations, parking facilities, train storage yard, and rail equipment acquisition. Information on mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, transit-supportive land use and other factors are being developed. The EA is scheduled for completion in July 2000. Through fiscal year 2000, Congress has appropriated $2,480,000 in Section 5309 New Starts funds for this effort. The bill includes an appropriation of $4,000,000 for this project in fiscal year 2001.

Whitehall ferry terminal project.—The New York City Department of Transportation (NYCDOT) is undertaking the reconstruction of the Staten Island-Whitehall Street ferry intermodal terminal. The terminal, located at the southern tip of Manhattan was mostly destroyed by fire in 1991 and ferry service has been operating out of interim facilities since then. Reconstruction of the terminal will include improved connections with the New York City transit subway system and several bus routes. The Staten Island to New York ferry system moves over 60,000 riders daily. A finding of no significant impact (FONSI) was approved in September 1999. Also in September 1999, FTA awarded a grant for the initiation of project construction. Originally, the project was estimated to cost approximately $81,000,000. However, cost estimates are currently anticipated increase to approximately $100,000,000. Through fiscal 2000, Congress has appropriated $12,950,000 in Section 5309 New Starts funds for this effort. The Committee recommends $5,000,000 in fiscal year 2001.

Wilsonville to Washington County, Oregon commuter rail project.—Portland Metro, the metropolitan planning organization (MPO) for the Portland area, is currently developing an environmental analysis for a proposed 17.8-mile commuter rail line between Wilsonville and Beaverton. The southern terminus of the proposed project is located in Wilsonville and extends north to Beaverton tying into the Metropolitan Area Express (MAX) light rail transit line. The proposed project would utilize an existing and active branch rail line, and would include the construction of five to six stations, including park-and-ride facilities. The proposed project also includes multiple capital improvements, including the construction of a maintenance/storage facility and double tracking portions of the alignment. The northern portion of the rail corridor is owned by the Union Pacific Railroad. The Oregon Department of Transportation owns the southern portion of the corridor. As part of the environmental analysis, the MPO is also developing an alternatives analysis (AA) evaluating the commuter rail alternative against a no-build, transportation system management and potentially other alternatives. The Oregon DOT and Washington County have performed two feasibility studies that served as a basis for the definition of the commuter rail alternative in the current AA study. A locally preferred strategy is anticipated in March 2000. Total capital costs for the commuter rail alternative are currently estimated at $75,000,000. Through fiscal year 2000, Congress has appropriated $490,000 in new starts fund for this effort. For fiscal year 2001, the bill includes an appropriation of $1,000,000.

DISCRETIONARY GRANTS

(HIGHWAY TRUST FUND)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, fiscal year 2000	($1,500,000,000)
Budget request, fiscal year 2001	(350,000,000)
Recommended in the bill	(350,000,000)
Bill compared with:	
Appropriation, fiscal year 2000	(−1,150,000,000)
Budget request, fiscal year 2001	....

This liquidating cash appropriation covers obligations incurred under contract authority provided for activities previously funded under the discretionary grants program. The Committee recommends $350,000,000 in liquidating cash for discretionary grants. This appropriation is mandatory and has no scoring effect.

JOB ACCESS AND REVERSE COMMUTE GRANTS

	Appropriation, (General fund)	Limitation on obligations (Trust fund)
Appropriation, fiscal year 2000	$15,000,000	$60,000,000
Budget request, fiscal year 2001 [1]	20,000,000	130,000,000
Recommended in the bill	20,000,000	80,000,000
Bill compared to:		
Appropriation, fiscal year 2000	+5,000,000	+20,000,000
Budget request, fiscal year 2001	....	−50,000,000

[1] Includes $50,000,000 in obligations proposed to be transferred from revenue aligned budget authority.

Section 3037 of TEA21 established the jobs access and reverse commute grants program. For fiscal year 2001, the program is funded at a total level of $100,000,000, with no more than $20,000,000 derived from the general fund and $80,000,000 derived from the mass transit account of the highway trust fund. These funds are guaranteed under the transit funding category.

The program is to make competitive grants to qualifying metropolitan planning organizations, local governmental authorities, agencies, and non-profit organizations in urbanized areas with populations greater than 200,000. Grants may not be used for planning or coordination activities. No more than $10,000,000 may be provided for reverse commute grants.

The Committee has not approved bill language proposed by the department that would have set aside $5,000,000 each for tribal governments and the Mississippi Delta region. Indian tribes and transit providers in the Mississippi Delta region are currently eligible for this program.

The Committee recommends the following allocations of job access and reverse commute grant program funds in fiscal year 2001:

	Amount
State of Maryland	$2,000,000
Broward County, Florida	2,000,000
DuPage County, Illinois	500,000
Chatham, Georgia	500,000
Tucson, Arizona	1,000,000
State of Washington	2,000,000
Buffalo, New York	500,000
Suffolk County, New York	445,000
Philadelphia, Pennsylvania	1,000,000
State of Arkansas	4,000,000
Sacramento, California	1,000,000
Portland, Oregon	1,600,000
Central Ohio	750,000
State of Tennessee	2,000,000
State of Wisconsin	4,700,000
Hillsborough County, Florida	600,000
State of Oklahoma	6,000,000
Fresno, Tulare, Kings and Kern Counties, California	3,000,000
Chicago, Illinois	1,000,000
Indianapolis, Indiana	1,000,000
Nassau County, New York	500,000
State of New Mexico	2,000,000
Los Angeles,California	3,500,000
Sullivan County, New York	200,000
Ulster County, New York	200,000
Tompkins County, New York	300,000

	Amount
Paterson, New Jersey	500,000
Rochester, New York	300,000
State of Maine	500,000
Commonwealth of Virginia	4,500,000
Delaware, Jackson and Dubuque Counties, Iowa	$30,000
Dubuque, Iowa	100,000
Kansas City, Kansas	1,000,000
San Francisco, California	275,000
Western Massachusetts	750,000

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation's operations program consists of lock and marine operations, maintenance, dredging, planning and development activities related to the operation and maintenance of that part of the Saint Lawrence Seaway between Montreal and Lake Erie within the territorial limits of the United States.

The Committee maintains a strong interest in maximizing the commercial use and competitive position of the Saint Lawrence Seaway. The general language under this heading is the same as the language provided last year. Continuation of this language in addition to that under the operations and maintenance appropriation will provide the Corporation the flexibility and access to available resources needed to finance costs associated with unanticipated events, which could threaten the safe and uninterrupted use of the Seaway. The language permits the Corporation to use sources of funding not designated for the harbor maintenance trust fund by Public Law 99–662, but which have been historically set aside for non-routine or emergency use-cash reserves derived primarily from prior-year revenues received in excess of costs; unused borrowing authority; and miscellaneous income.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriation, fiscal year 2000	$12,042,000
Budget estimate, fiscal year 2001.	....
Recommended in the bill	13,004,000
Bill compared with:	
Appropriation, fiscal year 2000	+962,000
Budget estimate, fiscal year 2001	+13,004,000

On March 4, 1996, the Vice President announced plans to restructure eight federal agencies as performance-based organizations (PBOs). The Saint Lawrence Seaway Development Corporation (Seaway) was one of the agencies chosen for the conversion to a PBO. Others include the Department of Commerce seafood inspection; Patent and Trademark Office; National Technical Information Service; Defense Commissary Agency; Federal Housing Administration mortgage insurance services; Government National Mortgage Association, the U.S. Mint; and Federal retirement benefit services.

Legislation and a financial plan for the Seaway's PBO was submitted to Congress in July 1996; however, it was not acted upon. The PBO legislation was resubmitted to Congress in May 1997; however, no action occurred prior to the end of fiscal year 1998. Although the Seaway submitted a legislative proposal during the 106th Congress, no action has been taken by Congress yet.

A key element of the PBO initiative is to provide the Seaway with a five-year, stable funding source to enhance the Corporation's long-range planning for capital projects. As a PBO, the Seaway's primary funding mechanism would change from yearly congressional appropriation to mandatory formula-based payments. Due to the PBO proposal, the Seaway is not making an appropriation request in fiscal year 2001, but instead is seeking a mandatory payment from the harbor maintenance trust fund of $13,004,000.

The bill includes an appropriation of $13,004,000 instead of the mandatory funding as requested. Establishing the Seaway as a PBO has not been authorized and it is not within this Committee's jurisdiction to do so. Neither the Committee nor the Department is aware of any current or pending congressional action on PBO authorizing legislation. Until authorization is enacted, the Committee will continue funding the Seaway according to current law. The Committee recommendation in no way presumes that the Seaway's status will change to a PBO.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The Research and Special Programs Administration (RSPA) was originally established by the Secretary of Transportation's organizational changes dated July 20, 1977. The agency received statutory authority on October 24, 1992. RSPA has a broad portfolio. Its diverse jurisdictions include hazardous materials, pipelines, international standards, emergency transportation, and university research. As the department's only multimodal administration, RSPA provides research, analytical and technical support for transportation programs through headquarters offices and the Volpe National Transportation Systems Center.

SUMMARY OF FISCAL YEAR 2001 PROGRAM

The Committee recommends $76,789,000 in new budget authority to continue the operations, research and development, and grants-in-aid administered by the Research and Special Programs Administration. This is a 13 percent increase over the fiscal year 2000 enacted level. The following table summarizes fiscal year 2000 program levels, the fiscal year 2001 program requests, and the Committee's recommendations:

Program	Fiscal year 2000 enacted	Fiscal year 2001 estimate	Recommended in the bill
Research and special programs	$32,061,000	$42,531,000	$36,452,000
Hazardous materials user fee	....	−4,722,000	....
Pipeline safety	[1] 36,879,000	47,137,000	[1] 40,137,000
Emergency preparedness grants	200,000	200,000	200,000
Total	67,740,000	85,146,000	76,789,000

[1] Does not reflect funding derived from the reserve fund because it is not directly appropriated.

RESEARCH AND SPECIAL PROGRAMS

Appropriation, fiscal year 2000	$32,061,000
Budget request, fiscal year 2001	42,531,000
Recommended in the bill	36,452,000
Bill compared with:	
Appropriation, fiscal year 2000	+4,391,000
Budget request, fiscal year 2001	−6,079,000

RSPA's research and special programs administers a comprehensive nationwide safety program to: (1) protect the nation from the risks inherent in the transportation of hazardous materials by water, air, highway and railroad; (2) oversee the execution of the Secretary of Transportation's statutory responsibilities for providing transportation services during national emergencies; and (3) coordinate the department's research and development policy, planning, university research, and technology transfer. Overall policy, legal, financial, management and administrative support to RSPA's programs is also provided under this appropriation. The total recommended program level for research and special programs is $36,452,000, 14 percent increase over the 2000 enacted level. Budget and staffing data for this appropriation are as follows:

	Fiscal year—		Recommended in the bill
	2000 enacted	2001 estimate	
Hazardous materials safety	$17,710,000	$18,773,000	$18,773,000
(Positions)	(129)	(129)	(129)
Hazardous materials safety user fees		−4,722,000	
Research and technology	3,397,000	9,416,000	4,516,000
(Positions)	(11)	(11)	(11)
Emergency transportation	1,378,000	2,375,000	1,866,000
(Positions)	(7)	(12)	(12)
Program support	[1] 9,576,000	11,967,000	11,297,000
(Positions)	(48)	(50)	(53)
Total	32,061,000	42,531,000	36,452,000
(Positions)	(197)	(202)	(205)

[1] Does not reflect a reduction of $296,000 for TASC expenses.

The Committee recommends the following changes to the budget request:

Reduce funding for five new positions	−$265,000
Crisis response	−244,000
Decrease transportation infrastructure assurance	−2,400,000
Deny new university marine grants program	−2,500,000
Continue to fund Garrett Morgan in-house	−200,000
Business modernization	−343,000
Employee development	−127,000

New positions.—The Committee has approved the five new positions requested to support emergency transportation programs; however, it has reduced the funding available for these positions (−$265,000). The budget requested a total of $726,000 for 5 new positions, which is over $122,000 per position. These costs are excessive, particularly for half-year funding. Funding has been reduced to $75,000 per position,

Transportation infrastructure assurance program.—A total of $1,000,000 has been provided for transportation infrastructure assurance, which is $2,400,000 less than requested. This is a new program designed to address vulnerabilities of key national transportation infrastructure. The Federal Aviation Administration has been actively developing ways to protect its infrastructure that could be vulnerable to a variety of security threats. However, according the Department's transportation infrastructure research plan, "few current surface transportation modes are critically dependent on information and communications systems. . . . Increased dependence will not occur for at least 5 to 10 years". Because FAA is already handling its critical needs, and funding to oversee other modes within the Department is not immediate, funding for this new program has been reduced.

University marine grants.—Funding for university marine grants has been denied. This is a new grant program designed to advance U.S. marine transportation technology and expertise. However, RSPA has no marine expertise and would just be overseeing a grant process over which it has little substantive knowledge. If the Department wants to issue marine grants, it may be more appropriate for the Maritime Administration or the Coast Guard to award them (−$2,500,000).

Garrett Morgan program.—Consistent with last year's conference action, the Committee has deleted additional funding for the Garrett Morgan program because these activities are currently being funded within RSPA's base program. (−$200,000). Additional funding is unjustified at this time.

Business modernization.—Funding for business modernization has been reduced by $343,000 because some of the requested activities appear to duplicate funding contained within RSPA's information resource management program.

Employee development.—Funding for crisis management increases and employee development have been decreased slightly due to budget constraints.

User fees.—The Committee disagrees with the budget request to begin funding the hazardous materials safety program from user fees. On February 14, 2000, RSPA finalized a rule that changed the agency's registration and fee assessment program for persons who transport or offer for transport certain categories and quantities of hazardous materials. The rule increased the number of persons required to register and increased the annual registration fee for shippers and carriers which are not small businesses. These fees will raise additional funds to enhance support for the national hazardous materials emergency preparedness grant program.

To begin funding the hazardous materials safety program would require RSPA to initiate a rule to collect $4,722,000 in user fees in 2001 and fully fund the program beginning in 2002. These fees would be above those finalized for emergency preparedness grants. Currently, this new fee is not authorized. Further, the Committee is concerned about raising fees twice on a small segment of the transportation industry. While the Committee supported fees to increase funding available for emergency preparedness training and grants, it is unwilling to have the same segment of the industry fully fund the Federal Government's entire hazardous materials safety program.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

	(Pipeline Safety Fund)	*(Oil Spill Liability Trust Fund)*
Appropriation, fiscal year 2000	$30,000,000	$5,479,000
Budget estimate, fiscal year 2001	42,874,000	4,263,000
Recommended in the bill	35,874,000	4,263,000
Bill compared with:		
Appropriation, fiscal year 2000	+5,874,000	−1,216,000
Budget estimate, fiscal year 2001	−7,000,000	....

The pipeline safety program is responsible for a national regulatory program to protect the public against the risks to life and property in the transportation of natural gas, petroleum and other hazardous materials by pipeline. The enactment of the Oil Pollution Act of 1990 also expanded the role of the pipeline safety program in environmental protection and resulted in a new emphasis on spill prevention and containment of oil and hazardous substances from pipelines. The office develops and enforces federal safety regulations and administers a grants-in-aid program to state pipeline programs.

The bill includes $40,137,000 to continue pipeline safety operations, research and development, and state grants-in-aid in fiscal year 2001. This is 16 percent above the level enacted for fiscal year 2000. The bill specifies that of the total appropriation, $4,263,000 is to be derived from the oil spill liability trust fund and $35,874,000 from the pipeline safety fund. In addition, the Committee has included language that permits the office of pipeline safety to use $2,500,000 from its reserve fund for damage prevention grants authorized by TEA21.

The following table summarizes the Committee's recommendation by budget activity and funding source:

Budget activity	Pipeline safety fund	Oil spill liability trust fund	Reserve fund[1]	Total
Personnel, compensation, and benefits	$9,588,000	$275,000	....	$9,863,000
Administrative expenses	4,151,000	45,000	....	4,196,000
Contracts:				
Information and analysis	1,038,000	400,000	....	1,438,000
Risk assessment and technical studies	950,000	400,000	....	1,350,000
Compliance	200,000	100,000	....	300,000
Training and information dissemination	1,134,000	100,000	....	1,234,000
Emergency notification	100,000	....	....	100,000
Damage prevention and public education	500,000	....	....	500,000
Oil Pollution Act	....	2,443,000	....	2,443,000
Research and development	2,144,000	....	....	2,144,000
Grants:				
State grants	15,019,000	500,000	....	15,519,000
Risk management	50,000	....	....	50,000
One-call	1,000,000	....	....	1,000,000
Damage prevention	....	....	($2,500,000)	2,500,000
Total	35,874,000	4,263,000	(2,500,000)	42,637,000

[1] Funding derived from the reserve fund is not directly appropriated.

State grants.—Due to budgetary constraints, the Committee has provided $15,519,000 for state grants. This is a 19 percent increase over the fiscal year 2000 enacted level but $2,000,000 less than requested.

Damage prevention grants.—The Committee has provided $2,500,000 from the reserve fund for damage prevention grants instead of the $5,000,000 requested. To date, RSPA has not awarded the $1,000,0000 provided for these grants in 2000 and does not plan to do so until the end of the fiscal year. Because of the lateness in starting up this program, it is premature to award to the same groups a 400 percent increase without any review of the effectiveness of their programs.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Appropriation, fiscal year 2000	$200,000
Budget estimate, fiscal year 2001	200,000
Recommended in the bill	200,000
Bill compared with:	
Appropriation, fiscal year 2000	....
Budget estimate, fiscal year 2001	....

The Hazardous Materials Transportation Uniform Safety Act of 1990 (HMTUSA) requires RSPA to: (1) develop and implement a reimbursable emergency preparedness grant program; (2) monitor public sector emergency response training and planning and provide technical assistance to states, political subdivisions and Indian tribes; and (3) develop and update periodically a mandatory training curriculum for emergency responders.

The bill includes $200,000, the same amount as requested for activities related to emergency response training curriculum development and updates, as authorized by section 117(A)(i)(3)(B) of HMTUSA.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriation, fiscal year 2000 [1]	$44,840,000
Budget request, fiscal year 2001 [2]	48,050,000
Recommended in the bill [2]	48,050,000
Bill compared with:	
Appropriation, fiscal year 2000	+3,210,000
Budget request, fiscal year 2001	....

[1] Excludes $2,000,000 transferred from the Federal Highway Administration and $1,500,000 from the Federal Transit Administration.
[2] Excludes $3,524,000 from the Federal Highway Administration and $1,000,000 from the Federal Transit Administration.

The Inspector General's office was established in 1978 to provide an objective and independent organization that would be more effective in: (1) preventing and detecting fraud, waste, and abuse in departmental programs and operations; and (2) providing a means of keeping the Secretary of Transportation and the Congress fully and currently informed of problems and deficiencies in the administration of such programs and operations. According to the authorizing legislation, the Inspector General (IG) is to report dually to the Secretary of Transportation and to the Congress.

The Committee recommendation provides $48,050,000 for activities of the Office of Inspector General (OIG), an increase of

$3,210,000 (7.1 percent) above the fiscal year 2000 enacted level and the same as the administration's request. The Committee continues to value highly the work of the Office of Inspector General in oversight of departmental programs and activities. In addition, the OIG will receive $4,524,000 from other agencies in this bill for audits of the highway trust fund. The OIG's total funding of $52,574,000 represents an increase of 8.8 percent above the fiscal year 2000 level.

DCAA audit reports.—In 1996, the last year that Defense Contract Audit Agency (DCAA) reports were funded by the OIG, the Department of Transportation required 397 such audits. Up to that time, these important contract audits had been budgeted by, and performed under, the general direction of the OIG. However, in that year the responsibility for requesting and funding such audits was shifted to the DOT operating agencies. Unfortunately, since that time reliance on DCAA audits has dropped, as evidenced by the diminishing number of audits performed. In 1999, for example, DCAA issued only 68 audit reports related to DOT contracts. To properly protect the government's interest, audits of DOT contracts must be performed in a more aggressive manner. These audits aid in determining the reasonableness of proposed prices prior to contract award and the appropriateness of charges on cost-type contracts. These contracts are even more important when capital appropriations are increased. Appropriations in this bill for FAA and Coast Guard capital accounts—those depending most heavily on DCAA contract audits—are being increased by 28.7 percent. In addition, many of these programs are being executed under cost-type contracts. To protect that rapidly increasing investment, additional DCAA support is critical. The appropriations conferees did not transfer this responsibility to the operating agencies for it to be neglected. The Committee requests the assistance of the OIG in monitoring this situation over the next year, and will consider taking specific action in the future if the situation is not improved.

Unfair business practices.—The bill maintains language first enacted in fiscal year 2000 authorizing the OIG to investigate allegations of fraud and unfair or deceptive practices and unfair methods of competition by air carriers and ticket agents.

Audit reports.—The Committee requests the Inspector General to continue forwarding copies of all audit reports to the Committee immediately after they are issued, and to continue to make the Committee aware immediately of any review that recommends cancellation or modifications to any major acquisition project or grant, or which recommends significant budgetary savings. The OIG is also directed to withhold from public distribution for a period of 15 days any final audit or investigative report which was requested by the House or Senate Committees on Appropriations.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2000[1]	$17,000,000
Budget estimate, fiscal year 2000[2]	17,954,000
Recommended in the bill[3]	17,954,000
Bill compared with:	
Appropriation, fiscal year 1999	+954,000
Budget estimate, fiscal year 2000	....

[1] Of this total, $1,600,000 is offset through collection of user fees.
[2] Assumes collection of $17,954,000 in user fees, to offset the appropriation as the fees are collected throughout the fiscal year.
[3] Of this total, $900,000 is offset through collection of user fees.

The Surface Transportation Board was created on January 1, 1996 by P.L. 104–88, the Interstate Commerce Commission (ICC) Termination Act of 1995. Consistent with the continued trend toward less regulation of the surface transportation industry, the Act abolished the ICC; eliminated certain functions that had previously been implemented by the ICC; transferred core rail and certain other provisions to the Board; and transferred certain other motor carrier functions to the Federal Highway Administration. The Board is specifically responsible for regulation of the rail and pipeline industries and certain non-licensing regulations of motor carriers and water carriers. The new law empowers the Board through its exemption authority to promote deregulation administratively on a case-by-case basis and continues intact the important rail reforms of the Staggers Rail Act of 1980, which have helped substantially improve rail service and the profitability of the railroad industry.

The Committee recommends a total appropriation of $17,954,000, the same amount as requested by the Board. Included in this total is an estimated $900,000 in fees, which will offset the appropriated funding. At this level, the Board will be able to accommodate 143 full-time equivalent positions.

User fees.—The Committee disagrees with the budget request to fund the entire operation of the Surface Transportation Board, or $17,954,000, from the collection of user fees. Current statutory authority, under the Independent Offices Appropriations Act (31 U.S.C. 9701), grants the Board the authority to collect user fees; however, not to the level provided in the budget estimate.

Instead of fully funding the Board through user fees, the Committee believes that $900,000 is a reasonable sum, based on current collections and an abeyance in merger applications. Currently, the Board is revising its merger guidelines and, as a result, will not consider any new merger applications until this is completed in early 2001. Mergers have been the main source of user fee revenue for the Board in the past three years.

Language is included in the bill allowing the fees to be credited to the appropriation as offsetting collections, and reducing the general fund appropriation on a dollar-for-dollar basis as the fees are received and credited. This language simplifies the tracking of the collections and provides the Board with more flexibility in spending its appropriated funds.

The Committee has deleted bill language, requested by the administration, which would allow any fees received in excess of the amount specified in the bill to remain available until expended but not available for obligation until the following fiscal year. Since the Board is permitted to offset its appropriation with user fees, it is no longer necessary to utilize fees from prior year filings during periods of shortfall.

Employee retirements.—The Board faces a serious problem with employees eligible for retirement over the next five years. By 2004, 49% of all Board employees will be eligible for retirement, the vast majority of these being attorneys or other professional staff. While the Committee commends the Board for taking concrete steps to address the problem, such as proposing three new full time equivalents to allow the Board to hire and train replacements prior to retirements, the Committee does not believe this will be adequate. Given the specialized nature of the Board's work, the Committee does not believe that a limited increase in hiring authority will offset the loss of the Board's professional staff. Therefore the Board is directed to provide to the House and Senate Committees on Appropriations no later than April 1, 2001, a letter detailing any plans to address recruiting and retention of employees and a process to retain the key skills of retiring employees.

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

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

Appropriation, fiscal year 2000	$4,633,000
Budget request, fiscal year 2001	4,795,000
Recommended in the bill	4,795,000
Bill compared with:	
Appropriation, fiscal year 2000	+162,000
Budget request, fiscal year 2001	....

The Committee recommends $4,795,000 for operations of the Architectural and Transportation Barriers Compliance Board, an increase of $162,000 over the fiscal year 2000 enacted level, and the same as the budget request.

The activities of the Board include: ensuring compliance with the standards prescribed by the Architectural Barriers Act; ensuring that public conveyances, including rolling stock, are readily accessible to and usable by physically handicapped persons; investigating and examining alternative approaches to the elimination of architectural, transportation, communication and attitudinal barriers; determining what measures are being taken to eliminate these barriers; developing minimum guidelines and requirements for accessibility standards; and providing technical assistance to all programs affected by Title V of the Rehabilitation Act.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2000	$57,000,000
Budget request, fiscal year 2001 [1]	62,942,000
Recommended in the bill	62,942,000
Bill compared with:	
Appropriation, fiscal year 2000	+5,942,000
Budget request, fiscal year 2001	....

[1] Included $10,000,000 new user fees.

Under the Independent Safety Board Act, the National Transportation Safety Board (NTSB) is responsible for improving transportation safety by investigating accidents, conducting special studies, developing recommendations to prevent accidents, evaluating the effectiveness of the transportation safety programs of other agencies, and reviewing appeals of adverse actions involving airman and seaman certificates and licenses, and civil penalties issued by the Department of Transportation.

The bill includes an appropriation of $62,942,000 for salaries and expenses and does not assume the collection of $10,000,000 in new user fees. The following table summarizes the fiscal year 2000 program level, the President's fiscal year 2001 request, and the Committee's recommendations:

Program	Fiscal year 2000 enacted		Fiscal year 2001 estimate		Recommended in bill	
	Staff years	Budget authority	Staff years	Budget authority [1]	Staff years	Budget authority
Policy and direction	101	$13,865,000	104	$15,098,000	104	$15,098,000
Aviation safety	150	18,718,000	155	20,454,000	155	20,454,000
Surface transportation	92	12,877,000	100	14,802,000	100	14,802,000
Research and engineering	74	8,611,000	76	9,353,000	76	9,353,000
Safety recommendations and accomplishments	12	1,555,000	13	1,782,000	13	1,782,000
Administrative law judges	10	1,289,000	10	1,453,000	10	1,453,000
Total	439	57,000,000	458	62,942,000	458	62,942,000

[1] Includes $10,000,000 in user fees.

The Committee expects to be advised if the Board proposes to deviate in any way from the staff year allocations or by more than five percent from the funding allocations listed above.

Bill language is contained that permits the Board to reimburse individuals up to the per diem rate for a GS–15 instead of the rate for an Executive Level III position. This reimbursement language has been carried for many years.

TITLE III

GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

The Committee concurs with the general provisions that apply to the Department of Transportation and related agencies as proposed in the budget with the following changes:

The Committee does not approve the requested deletion of the following sections, all of which were contained in the fiscal year 2000 Department of Transportation and Related Agencies Appropriations Act (section numbers are different):

Section 313 prohibits the use of funds to award multi-year contracts for production end items that include certain specified provisions.

Section 316 prohibits funds to compensate in excess of 320 technical staff years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development.

Section 318 prohibits funds to be used to prepare, propose, or promulgate any regulation pursuant to title V of the Motor Vehicle Information and Cost Savings Act prescribing corporate average fuel economy standards for automobiles as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to enactment of this section.

Section 320 prohibits the use of funds for any type of training which: (a) does not meet needs for knowledge, skills, and abilities bearing directly on the performance of official duties; (b) could be highly stressful or emotional to the students; (c) does not provide prior notification of content and methods to be used during the training; (d) contains any religious concepts or ideas; (e) attempts to modify a person's values or lifestyle; or (f) is for AIDS awareness training, except for raising awareness of medical ramifications of AIDS and workplace rights.

Section 321 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.

Section 322 requires compliance with the Buy American Act.

Section 323 reduces funding for activities of the Transportation administrative service center of the Department of Transportation and limits obligation authority of the center to $115,387,000. The fiscal year 2000 Act limited obligation authority of the center to $133,673,000.

Section 327 authorizes the Secretary of Transportation to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary as long as no appropriation shall be increased or decreased by more than 12 percent. The proposed transfer shall be submitted for approval to the House and Senate Committees on Appropriations.

Section 329 prohibits funds in this Act unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations.

The Committee included the following general provisions as requested with modifications:

Section 305 prohibits funds in this Act for salaries and expenses of more than 104 political and Presidential appointees in the Department of Transportation and includes a provision that prohibits political and Presidential personnel to be assigned on temporary detail outside the Department of Transportation or any independent agency funded in this Act.

Section 319 provides that funds received from the sale of data products of the Bureau of Transportation Statistics may be credited to the Federal-aid highways account for reimbursing the Bureau for such expenses and that such funds shall be subject to the obligation limitation for federal-aid highways and highway safety construction.

Section 324 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. Such funds received shall be available until December 31, 2001.

Section 326 provides $980,000 for the Amtrak Reform Council and includes provisions that amend section 203 of Public Law 105–134 regarding the Amtrak Reform Council's recommendations on Amtrak routes identified for closure or realignment.

The Committee included the following new provisions:

Section 330 repeals section 232 of Appendix E of Public Law 106–113 that pertains to funding for the James A. Farley Post Office Building in New York City.

Section 331 prohibits funds for planning, design, or construction of a light rail system in Houston, Texas.

Section 332 amends section 3038(e) of Public Law 105–178 pertaining to the federal share of the rural transportation accessibility incentive program.

Section 333 amends the allowable federal share requirement for projects for the elimination of hazards of railway-highway crossings funded under the surface transportation program.

Section 334 allows funds made available under section 110 of title 23, United States Code for congestion mitigation and air quality improvement and surface transportation programs to be used for intercity passenger service by rail.

Section 335 amends item number 273 of section 1602 of Public Law 105–178 pertaining to the Martin Luther King Jr. Parkway in Des Moines, Iowa.

Section 336 amends item number 328 of section 1602 of Public Law 105–178 pertaining to Louisiana Highway 30.

Section 337 amends items numbered 63 and 186 of section 1602 of Public Law 105–178 pertaining to projects in Ohio.

Section 338 prohibits funds in this Act for salaries and expenses of any departmental official to authorize project approvals or advance construction authority for the Central Artery/Third Harbor Tunnel project in Boston, Massachusetts.

Section 339 amends section 3027(c)(3) of Public Law 105–178 relating to services for elderly and persons with disabilities.

Section 340 allows unobligated balances from Public Law 100–17 and Public Law 101–164 to be used for improvements along Route 56 in Cambria, Pennsylvania.

The Committee has not included provisions proposed in the budget: (1) regarding the distribution of the Federal-aid highways limitation on obligations; (2) making available funds for apportionment to the sponsors of primary airports that take into account temporary air service interruptions to those airports; (3) authorizing new railroad safety fees; (4) amending section 3037 of Public Law 105–178 to add "A tribal government"; (5) amending section 5338 of title 49 U.S.C. in regards to funds for technical direction and documentation of research and technology projects; (6) allowing safety inspectors reimbursement for professional liability insurance; and (7) amending section 4109 of title 15, U.S.C. and section 2441 of title 16, U.S.C. in regards to funding Coast Guard icebreaking activities.

HOUSE OF REPRESENTATIVES REPORT REQUIREMENTS

The following items are included in accordance with various requirements of the Rules of the House of Representatives:

CONSTITUTIONAL AUTHORITY

Clause 3(d)(1) of rule XIII of the Rules of the House of Representatives states:

> Each report of a committee on a bill or joint resolution of a public character, shall include a statement citing the specific powers granted to the Congress in the Constitution to enact the law proposed by the bill or joint resolution.

The Committee on Appropriations bases its authority to report this legislation from clause 7 of section 9 of Article I of the Constitution of the United States of America which states:

> No money shall be drawn from the Treasury but in consequence of Appropriations made by law . . .

Appropriations contained in this Act are made pursuant to this specific power granted by the Constitution.

TRANSFERS OF FUNDS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following statement is submitted describing the transfers of funds provided in the accompanying bill.

The Committee recommends the following transfers:

Under Coast Guard, Reserve training: Provided, That no more than $21,500,000 of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve.

Under Federal Transit Administration, Administrative expenses: Provided further, That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United

States Code, $1,000,000 shall be transferred to the Department of Transportation's Office of Inspector General for costs associated with the audit and review of new fixed guideway systems.

Under the general provisions:

Sec. 315. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under "Federal Transit Administration, Capital investment grants" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2003, and other recoveries, shall be available for other projects under 49 U.S.C. 5309.

Sec. 316. Notwithstanding any other provision of law, any funds appropriated before October 1, 2000, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

Sec. 328. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary, provided that no appropriation shall be increased or decreased by more than 12 percent by all such transfers.

COMPLIANCE WITH RULE XIII, CLAUSE 3(e) (RAMSEYER RULE)

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY

* * * * * * *

TITLE I—FEDERAL-AID HIGHWAYS

* * * * * * *

Subtitle F–High Priority Projects

* * * * * * *

SEC. 1602. PROJECT AUTHORIZATIONS.

Subject to section 117 of title 23, United States Code, the amount listed for each high priority project in the following table shall be available (from amounts made available by section 1101(a)(13) of the Transportation Equity Act for the 21st Century) for fiscal years 1998 through 2003 to carry out each such project:

No	State	Project description	(Dollars in millions)
1	Georgia	I–75 advanced transportation management system in Cobb County	1.7
		* * * * * * *	
[63.	Ohio	Upgrade U.S. Route 35 between vicinity of Chillicothe to Village of Richmond Dale.	3.75]
		* * * * * * *	
186.	Ohio	Construct Chesapeake Bypass, Lawrence County	[3,75]*7.5*

No	State	Project description	(Dollars in millions)
		* * * * * * *	
273	Iowa	【Reconstruct I–235 and improve the interchange for access to the ML King Parkway】 *Construction of the north-south segments of the Martin Luther King, Jr. Parkway in Des Moines.*	5.175
		* * * * * * *	
328	Louisiana	Conduct a feasibility and design study *or construction* of Louisiana Highway 30 between Louisiana Highway 44 and I–10.	1.5
		* * * * * * *	

TITLE III–FEDERAL TRANSIT ADMINISTRATION PROGRAMS

* * * * * * *

SEC. 3027. APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS.

(a) * * *

* * * * * * *

(c) CONTINUATION OF OPERATING ASSISTANCE TO CERTAIN LARGER URBANIZED AREAS.—

(1) * * *

* * * * * * *

(3) SERVICES FOR ELDERLY AND PERSONS WITH DISABILITIES.—In addition to assistance made available under paragraph (1), the Secretary may provide assistance under section 5307 of title 49, United States Code, to a transit provider that operates 20 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the operating costs of equipment and facilities used by the transit provider in providing mass transportation services to elderly and persons with disabilities, provided that such assistance to all entities shall not exceed 【$1,000,000】 *$1,444,000 annually.*

* * * * * * *

SEC. 3038. RURAL TRANSPORTATION ACCESSIBILITY INCENTIVE PROGRAM.

(a) * * *

* * * * * * *

(e) FEDERAL SHARE OF COSTS.—The Federal share of costs under this section shall be provided from funds made available to carry out this section. The Federal share of the costs for a project shall not exceed 【50】 *90* percent of the project cost.

* * * * * * *

CHANGES IN THE APPLICATION OF EXISTING LAW

Pursuant to clause 3(f)(1) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the effect of provisions in the accompanying bill which directly or indirectly change the application of existing law.

The bill provides that appropriations shall remain available for more than one year for a number of programs for which the basic authorizing legislation does not explicitly authorize such extended availability.

The bill includes limitations on official entertainment, reception and representation expenses for the Secretary of Transportation and the National Transportation Safety Board. Similar provisions have appeared in many previous appropriations Acts.

The bill includes a number of limitations on the purchase of automobiles, motorcycles, or office furnishings. Similar limitations have appeared in many previous appropriations Acts.

Language is included in several instances permitting certain funds to be credited to the appropriations recommended.

Language is included under Office of the Secretary, "Assistant Secretary for Aviation and International Affairs," which would allow crediting the account with up to $1,250,000 in user fees.

Language is included that limits operating costs and capital outlays of the Transportation Administrative Service Center of the Department of Transportation and limits special assessments or reimbursable agreements levied against any program, project or activity funded in this Act to only those assessments or reimbursable agreements that are presented to and approved by the House and Senate Appropriations Committees.

Language is included under the Coast Guard, "Operating expenses" which specifies that none of the funds appropriated shall be available for pay or administrative expenses in connection with shipping commissioners.

Language is included under the Coast Guard, "Operating expenses" that limits the use of funds for yacht documentation to the amount of fees collected from yacht owners.

Language is included under the Coast Guard, "Operating expenses" that prohibits funds to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of enactment of this Act.

Language is included under the Coast Guard, "Acquisition, construction, and improvements" that credits funds from the disposal of surplus real property by sale or lease.

Language is included under the Coast Guard, "Acquisition, construction, and improvements" that requires the Secretary of Transportation to transmit a comprehensive capital investment plan for the United States Coast Guard, and provides that the amount 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.

Language is included under Coast Guard, "Reserve training" that limits funds available for transfer to "Operating expenses" to no more than $21,500,000 to reimburse the Coast Guard for financial support of the Coast Guard Reserve.

Language is included under Coast Guard, "Reserve training" that prohibits funds 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.

Language is included under the Coast Guard, "Research, development, test, and evaluation" that credits funds received from state and local governments and other entities for expenses incurred for research, development, testing, and evaluation.

Language is included under the Federal Aviation Administration, "Operations," that provides $5,000,000 for the contract tower cost-sharing program and $750,000 for the Centennial of Flight Commission.

Language is included under the Federal Aviation Administration, "Operations," permitting the use of funds to enter into a grant agreement with a nonprofit standard-setting organization to develop aviation safety standards.

Language is included under the Federal Aviation Administration, "Operations" that prohibits the use of funds for new applicants of the second career training program.

Language is included under the Federal Aviation Administration, "Operations" that prohibits the use of funds for Sunday premium pay unless an employee actually performed work during the time corresponding to the premium pay.

Language is included under the Federal Aviation Administration, "Operations" that prohibits funds from being used to operate a manned auxiliary flight service station in the contiguous United States.

Language is included under Federal Aviation Administration, "Operations" that prohibits multiyear leases greater than five years in length or greater than $100,000,000 unless specifically authorized and contingent liabilities fully funded.

Language is included under the Federal Aviation Administration, "Operations" that prohibits funds for conducting and coordinating activities on aeronautical charting and cartography through the Transportation Administrative Service Center.

Language is included under Federal Aviation Administration, "Facilities and equipment" that allows certain funds received for expenses incurred in the establishment and modernization of air navigation facilities to be credited to the account.

Language is included under Federal Aviation Administration, "Facilities and equipment" that requires the Secretary of Transportation to transmit a comprehensive capital investment plan for the Federal Aviation Administration, and provides that the amount 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.

Language is included under Federal Aviation Administration, "Facilities and Equipment" that prohibits the Federal Aviation Administration from entering into a capital lease agreement unless appropriations have been provided to fully cover the Federal Government's contingent liabilities at the time the lease agreement is signed.

Language is included under Federal Aviation Administration, "Research, engineering, and development", that allows certain funds received for expenses incurred in research, engineering and development to be credited to the account.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports", that provides for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports.

Language is included under Federal Aviation Administration, "Grants-in-aid for airports", that provides not more than $53,000,000 for administration.

The bill includes limitations on administrative expenses of the Federal Highway Administration and the Federal Motor Carrier Safety Administration. The bill also includes a limitation on transportation research of the Federal Highway Administration.

Language is included under National Highway Traffic Safety Administration, "Operations and research" prohibiting the planning or implementation of any rulemaking on labeling passenger car tires for low rolling resistance.

Language is included under National Highway Traffic Safety Administration, "Highway traffic safety grants" limiting obligations for certain safety grant programs.

Language is included under Federal Railroad Administration, "Safety and operations" authorizing the Secretary to receive payments from the Union Station Redevelopment Corporation, credit them to the appropriation charged with the first deed of trust, and make payments on the first deed of trust.

Language is included authorizing the Secretary to issue fund anticipation notes necessary to pay obligations under sections 511 through 513 of the Railroad Revitalization and Regulatory Reform Act.

Language is included under Federal Railroad Administration, "Railroad rehabilitation and improvement program" that prohibits new direct loans or loan guarantee commitments using federal funds for credit risk premium under section 502 of the Railroad Revitalization and Regulatory Reform Act.

Language is included under Federal Railroad Administration, "Capital grants to the National Railroad Passenger Corporation" that provides that not more than $208,590,000 shall be obligated prior to September 30, 2001.

Language is included under Federal Transit Administration, "Administrative expenses" that transfers $1,000,000 to the Department of Transportation's Inspector General for costs associated with the audit and review of new fixed guideway systems.

Language is included under Federal Transit Administration, "Formula grants" that provides no more than $40,000,000 for grants for the costs of planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled in Salt Lake City, Utah. Such grants shall be made to the Utah Department of Transportation and shall not be subject to any local share requirement or limitation on operating assistance.

Language is included under Federal Transit Administration, "Capital Investment Grants," specifying the distribution of funds for new fixed guideway systems in this Act.

Language is included under Research and Special Programs Administration, "Research and special programs," which would allow up to $1,200,000 in fees collected under 49 U.S.C. 5108(g) to be deposited in the general fund of the Treasury as offsetting receipts.

Language is included under Research and Special Programs Administration, "Research and special programs," that credits certain funds received for expenses incurred for training and other activities.

Language is included under Research and Special Programs Administration, “Pipeline safety” that allows up to $2,500,000 for damage prevention to be funded from amounts previously collected and held in a reserve account.

Language is included under Research and Special Programs Administration, “Emergency preparedness grants,” specifying the Secretary of Transportation or his designee may obligate funds provided under this head.

Language is included under Office of Inspector General, “Salaries and expenses”, that provides the Inspector General with all necessary authority to investigate allegations of fraud by any person or entity that is subject to regulation by the Department of Transportation.

Language is also included under Office of Inspector General, “Salaries and expenses”, that authorizes the office of Inspector General to investigate unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents.

Language is included under Surface Transportation Board, “Salaries and expenses” allowing the collection of $1,000,000 in fees established by the Chairman of the Surface Transportation Board; and providing that the sum appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such fees are received.

Language is included under “Architectural and Transportation Barriers Compliance Board, Salaries and expenses”, that provides that funds received for publications and training may be credited to the appropriation.

The bill contains a number of general provisions that place limitations or funding prohibitions on the use of funds in the bill and which might, under some circumstances, be construed as changing the application of existing law.

The bill contains a number of general provisions that allow for the redistribution of previously appropriated funds.

Section 305 prohibits political and Presidential appointees in the Department of Transportation and independent agencies funded in this Act from being assigned on temporary detail outside the Department or such independent agency.

Section 312 allows airports to transfer to the Federal Aviation Administration instrument landing systems which conform to FAA specifications and the purchase of such equipment was assisted by a federal airport aid program.

Section 317 provides that funds received for training from States, counties, municipalities, other public authorities, and private sources by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration to be credited to each respective agency except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

Section 318 prohibits funds to be used to prepare, propose, or promulgate any rule under title V of the Motor Vehicle Information and Cost Savings Act prescribing corporate average fuel economy standards for automobiles.

Section 319 allows funds received by the Bureau of Transportation Statistics from the sale of data products be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses.

Section 320 prohibits funds for any type of training which: (a) does not meet needs for knowledge, skills, and abilities bearing directly on the performance of official duties; (b) could be highly stressful or emotional to the students; (c) does not provide prior notification of content and methods to be used during the training; (d) contains any religious concepts or ideas; (e) attempts to modify a person's values or lifestyle; or (f) is for AIDS awareness training, except for raising awareness of medical ramifications of AIDS and workplace rights.

Section 323 reduced funding for activities of the transportation administrative service center of the Department of Transportation and limits obligation authority of the center to $115,387,000.

Section 324 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.

Section 325 authorizes the Secretary of Transportation to allow issuers to redeem or repurchase preferred stock sold to the Department of Transportation.

Section 329 prohibits funds in this Act unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations.

Section 330 repeals section 232 of appendix E of Public Law 106–113 pertaining to funding for the James A. Farley Post Office in New York City, New York.

Section 332 amends section 3038(e) of Public Law 105–178 pertaining to the federal share of the rural transportation accessibility incentive program.

Section 333 provides the federal share requirement for projects for the elimination of hazards of railway-highway crossings funded under the surface transportation program.

Section 334 allows funds made available under section 110 of title 23, United States Code for congestion mitigation and air quality improvement and surface transportation programs to be used for intercity passenger service by rail.

Section 335 amends item number 273 of section 1602 of Public Law 105–178 pertaining to the Martin Luther King Jr. Parkway in Des Moines, Iowa.

Section 336 amends item number 328 of section 1602 of Public Law 105–1788 pertaining to Louisiana Highway 30.

Section 337 amends items numbered 63 and 186 of section 1602 of Public Law 105–178 pertaining to projects in Ohio.

Section 338 prohibits funds in this Act for salaries and expenses of any departmental official to authorize project approvals or advance construction authority for the Central Artery/Third Harbor Tunnel project in Boston, Massachusetts.

Section 339 amends section 3027(c)(3) of Public Law 105–178 relating to services for elderly and persons with disabilities.

Section 340 allows unobligated balances from Public Law 100–17 and Public Law 101–164 to be used for improvements along Route 56 in Cambria, Pennsylvania.

APPROPRIATIONS NOT AUTHORIZED BY LAW

Pursuant to clause 3(f)(1) of rule XIII of the Rules of the House of Representatives, the following lists the agencies in the accompanying bill which contain appropriations that are not authorized by law:

United States Coast Guard
Federal Railroad Administration
Research and Special Programs Administration
Surface Transportation Board

COMPARISON WITH THE BUDGET RESOLUTION

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives requires an explanation of compliance with section 308(a)(1)(A) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93–344), as amended, which requires that the report accompanying a bill providing new budget authority contain a statement detailing how that authority compares with the reports submitted under section 302 of the Act for the most recently agreed to concurrent resolution on the budget for the fiscal year from the Committee's section 302(a) allocation. This information follows:

[In millions of dollars]

	302(b) allocation		This bill	
	Budget authority	Outlays	Budget authority	Outlays
Discretionary [1]	$14,989	$48,513	$14,986	$48,510
Mandatory	739	737	739	737
Total	15,728	49,250	15,725	49,247

[1] Includes outlays from prior-year budget authority.

The bill provides new spending authority as defined under section 401(c)(2) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93–344), as amended, as follows:

Under Federal Railroad Administration, Railroad rehabilitation and improvement program, authority is provided to issue notes necessary to pay obligations under section 511 through 513 of the Railroad Revitalization and Regulatory Reform Act. This provision has been included at the request of the administration because the government's financial obligations under this program are difficult to determine in advance and may require immediate expenditures of funds. The Committee has received no indication to date that this authority will be used in fiscal year 2001. Similar provisions have been included in many previous appropriations Acts.

FIVE-YEAR OUTLAY PROJECTIONS

In compliance with section 308(a)(1)(B) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93–

344), as amended, the following table contains five-year projections associated with the budget authority provided in the accompanying bill as provided to the Committee by the Congressional Budget Office:

	In millions of dollars
Budget authority	$15,705
Outlays:	
2001 [1]	20,254
2002	18,403
2003	8,173
2004	3,735
2005 and future years	3,945

[1] Excludes outlays from prior-year budget authority.

FINANCIAL ASSISTANCE TO STATE AND LOCAL GOVERNMENTS

In accordance with section 308(a)(1)(C) of the Congressional Budget and Impoundment Control Act of 1974 (Public Law 93–344), as amended, the Congressional Budget Office has provided the following estimates of new budget authority and outlays provided by the accompanying bill for financial assistance to state and local governments:

	In millions of dollars
Budget authority	$677
Fiscal year 2001 outlays	9,162

RESCISSIONS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following table is submitted describing the rescissions recommended in the accompanying bill:

Federal Aviation Administration, Grants-in-aid for airports (Airport and airway trust fund), rescission of contract authority	−$579,000,000
Federal Railroad Administration, James A. Farley Post Office (rescission of advanced appropriations, FYs 2001, 2002 and 2003)	−60,000,000

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the Rules of the House of Representatives, the results of each rollcall vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

No recorded votes ordered.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses:					
Immediate Office of the Secretary	1,867	2,031	1,756	-111	-275
Immediate Office of the Deputy Secretary	600	587	587	-13	...
Office of the General Counsel	9,000	11,172	9,760	+760	-1,412
Office of the Assistant Secretary for Policy	2,824	3,132	3,132	+308	...
Office of the Assistant Secretary for Aviation and International Affairs	7,650	7,702	7,182	-468	-520
Office of the Assistant Secretary for Budget and Programs	6,870	7,241	7,241	+371	...
Office of the Assistant Secretary for Governmental Affairs	2,039	2,176	2,000	-39	-176
Office of the Assistant Secretary for Administration	17,767	20,139	18,359	+592	-1,780
Office of Public Affairs	1,800	1,714	1,454	-346	-260
Executive Secretariat	1,102	1,181	1,181	+79	...
Board of Contract Appeals	520	496	496	-24	...
Office of Small and Disadvantaged Business Utilization	1,222	1,192	1,192	-30	...
Office of Intelligence and Security	1,454	3,494	1,490	+36	-2,004
Office of the Chief Information Officer	5,075	6,929	6,279	+1,204	-650
Office of Intermodalism	1,062	...	...	-1,062	...
Subtotal	60,852	69,186	62,109	+1,257	-7,077
Office of civil rights	7,200	8,726	8,140	+940	-586

NOTE: FY00 rescissions included in Net total lines.

Transportation planning, research, and development	3,300	5,258	3,300	....	-1,958
Across the board (0.38%) rescission	-10	....	....	+10	....
Net subtotal	3,290	5,258	3,300	+10	-1,958
Transportation Administrative Service Center	(148,673)	(163,811)	(119,387)	(-29,286)	(-44,424)
Minority business resource center program	1,900	1,900	1,900	....	....
(Limitation on guaranteed loans)	(13,775)	(13,775)	(13,775)	....	....
Minority business outreach	2,900	3,000	3,000	+100	....
Across the board (0.38%) rescission	-18	....	....	+18	....
Net subtotal	2,882	3,000	3,000	+118	....
Total, Office of the Secretary	76,152	88,070	78,449	+2,297	-9,621
ATB rescissions	-28	....	....	+28	....
Net total	76,124	88,070	78,449	+2,325	-9,621
Coast Guard					
Operating expenses	2,481,000	2,858,000	2,851,000	+370,000	-7,000
Defense function	300,000	341,000	341,000	+41,000	....
Subtotal	2,781,000	3,199,000	3,192,000	+411,000	-7,000
Acquisition, construction, and improvements:					
Vessels	134,560	257,180	252,640	+118,080	-4,540
Across the board (0.38%) rescission	-1,478	....	....	+1,478	....
Net subtotal	133,082	257,180	252,640	+119,558	-4,540

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Integrated Deepwater Systems	44,200	42,300	42,300	-1,900	....
Aircraft	44,210	43,650	43,650	-560	....
Other equipment	51,626	60,313	60,113	+8,487	-200
Shore facilities & aids to navigation facilities	63,800	61,606	61,606	-2,194	....
Personnel and related support	50,930	55,151	54,691	+3,761	-460
Subtotal, A C & I (excl rescissions)	389,326	520,200	515,000	+125,674	-5,200
Environmental compliance and restoration	17,000	16,700	16,700	-300	....
Across the board (0.38%) rescission	-65	....	....	+65	....
Net subtotal	16,935	16,700	16,700	-235	....
Alteration of bridges	15,000	....	14,740	-260	+14,740
Across the board (0.38%) rescission	-57	....	....	+57	....
Net subtotal	14,943	....	14,740	-203	+14,740
Retired pay	730,327	778,000	778,000	+47,673	....
Reserve training	72,000	73,371	80,375	+8,375	+7,004
Research, development, test, and evaluation	19,000	21,320	19,691	+691	-1,629
Total, Coast Guard	4,023,653	4,608,591	4,616,506	+592,853	+7,915
ATB rescissions	-1,600	....	....	+1,600	....
Net total	4,022,053	4,608,591	4,616,506	+594,453	+7,915

Federal Aviation Administration					
Operations	5,900,000	6,592,235	6,544,235	+644,235	-48,000
Facilities and equipment (Airport and Airway Trust Fund)	2,075,000	2,495,000	2,656,765	+581,765	+161,765
Rescission	(-30,000)	....	....	(+30,000)	....
Research, engineering, and development (Airport and Airway Trust Fund)	156,495	184,366	184,366	+27,871	....
Grants-in-aid for airports (Airport and Airway Trust Fund):					
(Liquidation of contract authorization)	(1,750,000)	(1,960,000)	(3,200,000)	(+1,450,000)	(+1,240,000)
(Limitation on obligations)	(1,950,000)	(1,950,000)	(3,200,000)	(+1,250,000)	(+1,250,000)
Across the board (0.38%) rescission	(-54,362)	....	....	(+54,362)	....
Rescission of contract authority	....	....	-579,000	-579,000	-579,000
Net subtotal	(1,895,638)	(1,950,000)	(2,621,000)	(+725,362)	(+671,000)
Total, Federal Aviation Administration	8,131,495	9,271,601	9,385,366	+1,253,871	+113,765
(Limitations on obligations)	(1,950,000)	(1,950,000)	(3,200,000)	(+1,250,000)	(+1,250,000)
Total budgetary resources	(10,081,495)	(11,221,601)	(12,585,366)	(+2,503,871)	(+1,363,765)
ATB rescissions	(-54,362)	....	....	(+54,362)	....
Rescission	-30,000	....	-579,000	-549,000	-579,000
Net total	(9,997,133)	(11,221,601)	(12,006,366)	(+2,009,233)	(+784,765)
Federal Highway Administration					
Limitation on administrative expenses 1/	(376,072)	(315,834)	(290,115)	(-85,957)	(-25,719)
Limitation on transportation research	....	....	(437,250)	(+437,250)	(+437,250)

1/ FY 2000 enacted includes $76,058 for motor carrier safety, limitation on administrative expenses.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued

(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal-aid highways (Highway Trust Fund):					
(Limitation on obligations)	(26,245,000)	(26,603,806)	(26,603,806)	(+358,806)	....
Across the board (0.38%) rescission	(-105,260)	....	....	(+105,260)	....
Net subtotal	(26,139,740)	(26,603,806)	(26,603,806)	(+464,066)	....
(Revenue aligned budget authority) (RABA)	(1,456,350)	(3,058,000)	(3,058,000)	(+1,601,650)	....
(RABA transfer under Title III)	....	(-598,000)	....	....	(+598,000)
(Adjustment)	....	(255,000)	....	....	(-255,000)
Subtotal, limitation on obligations	(27,701,350)	(29,318,806)	(29,661,806)	(+1,960,456)	(+343,000)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	....
(Liquidation of contract authorization)	(26,000,000)	(28,000,000)	(28,000,000)	(+2,000,000)	....
Total, Federal Highway Administration	....	....	....	....	....
(Limitations on obligations)	(27,701,350)	(29,318,806)	(29,661,806)	(+1,960,456)	(+343,000)
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	....
Total budgetary resources	(28,908,052)	(30,358,382)	(30,701,382)	(+1,793,330)	(+343,000)
ATB rescissions	(-105,260)	....	....	(+105,260)	....
Net total	(28,802,792)	(30,358,382)	(30,701,382)	(+1,898,590)	(+343,000)

Federal Motor Carrier Safety Administration					
Motor carrier safety (limitation on administrative expenses) 1/	....	(92,194)	(92,194)	(+92,194)	....
National motor carrier safety program (Highway Trust Fund):					
(Liquidation of contract authorization)	(105,000)	(187,000)	(177,000)	(+72,000)	(-10,000)
(Limitation on obligations)	(105,000)	(177,000)	(177,000)	(+72,000)	....
(RABA transfer under Title III)	....	(10,000)	....	....	(-10,000)
Subtotal, limitation on obligations	(105,000)	(187,000)	(177,000)	(+72,000)	(-10,000)
Total, Federal Motor Carrier Safety Administation	....	....	....	....	....
(Limitations on obligations)	(105,000)	(279,194)	(269,194)	(+164,194)	(-10,000)
Total budgetary resources	(105,000)	(279,194)	(269,194)	(+164,194)	(-10,000)

1/ Provided under FHWA limitation on administrative expenses in FY 2000.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued

(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
National Highway Traffic Safety Administration					
Operations and research	87,400	142,475	107,876	+20,476	-34,599
Operations and research (Highway trust fund):					
(Limitation on obligations)	(72,000)	(72,000)	(72,000)	....	....
(RABA transfer under Title III)	....	(70,000)	....	....	(-70,000)
(Liquidation of contract authorization)	(72,000)	(142,000)	(72,000)	....	(-70,000)
National Driver Register (Highway trust fund)	2,000	2,000	2,000	....	....
Subtotal, Operations and research	(161,400)	(286,475)	(181,876)	(+20,476)	(-104,599)
Highway traffic safety grants (Highway Trust Fund):					
(Liquidation of contract authorization)	(206,800)	(213,000)	(213,000)	(+6,200)	....
(Limitation on obligations):					
Highway safety programs (Sec. 402)	(152,800)	(155,000)	(155,000)	(+2,200)	....
Occupant protection incentive grants (Sec. 405)	(10,000)	(13,000)	(13,000)	(+3,000)	....
Alcohol-impaired driving countermeasures grants (Sec. 410)	(36,000)	(36,000)	(36,000)	....	....
State Highway safety data grants (Sec. 411)	(8,000)	(9,000)	(9,000)	(+1,000)	....
Total, National Highway Traffic Safety Administration	89,400	144,475	109,876	+20,476	-34,599
(Limitations on obligations)	(278,800)	(355,000)	(285,000)	(+6,200)	(-70,000)
Total budgetary resources	(368,200)	(499,475)	(394,876)	(+26,676)	(-104,599)

Federal Railroad Administration					
Safety and operations	94,288	103,211	102,487	+8,199	-724
Offsetting collections (user fees)		-77,300			+77,300
Railroad research and development	22,464	26,800	26,300	+3,836	-500
Offsetting collections (user fees)		-25,500			+25,500
Rhode Island Rail Development	10,000	17,000	17,000	+7,000	
Across the board (0.38%) rescission	-38			+38	
Net subtotal	9,962	17,000	17,000	+7,038	
Pennsylvania Station Redevelopment project (advance appropriation, FY 2001, 2002, 2003) 1/	(60,000)			(-60,000)	
Next generation high-speed rail	27,200	22,000	22,000	-5,200	
Across the board (0.38%) rescission	-103			+103	
Net subtotal	27,097	22,000	22,000	-5,097	
Alaska Railroad rehabilitation	10,000			-10,000	
Across the board (0.38%) rescission	-38			+38	
Net subtotal	9,962			-9,962	
Capital grants to the National Railroad Passenger Corporation	571,000	521,476	521,476	-49,524	

1/ Provided in Title II - Other Appropriations Matters in P.L. 106-113.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Expanded intercity rail passenger service fund (RABA transfer under Title III):					
(Liquidation of contract authorization)	....	(468,000)	....	....	(-468,000)
(Limitation on obligations)	....	(468,000)	....	....	(-468,000)
Total, Federal Railroad Administration	734,952	587,687	689,263	-45,689	+101,576
(Limitations on obligations)	....	(468,000)	....	....	(-468,000)
Total budgetary resources	(734,952)	(1,055,687)	(689,263)	(-45,689)	(-366,424)
ATB rescissions	-179	....	....	+179	....
Net total	(734,773)	(1,055,687)	(689,263)	(-45,510)	(-366,424)
Federal Transit Administration					
Administrative expenses	12,000	12,800	12,800	+800	....
Administrative expenses (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(48,000)	(51,200)	(51,200)	(+3,200)	....
Subtotal, Administrative expenses	(60,000)	(64,000)	(64,000)	(+4,000)	....
Formula grants	619,600	669,000	669,000	+49,400	....
Formula grants (Highway Trust Fund): (Limitation on obligations)	(2,478,400)	(2,676,000)	(2,676,000)	(+197,600)	....
Subtotal, Formula grants	(3,098,000)	(3,345,000)	(3,345,000)	(+247,000)	....

University transportation research	1,200	1,200	1,200	....	....
University transportation research (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(4,800)	(4,800)	(4,800)	....	....
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)	....	....
Transit planning and research (general fund)	21,000	22,200	22,200	+1,200	....
Transit planning and research (Highway Trust Fund, Mass Transit Account): (Limitation on obligations)	(86,000)	(87,800)	(87,800)	(+1,800)	....
Subtotal, Transit planning and research	(107,000)	(110,000)	(110,000)	(+3,000)	....
Rural transportation assistance	(5,250)	(5,250)	(5,250)	....	....
National transit institute	(4,000)	(4,000)	(4,000)	....	....
Transit cooperative research	(8,250)	(8,250)	(8,250)	....	....
Metropolitan planning	(49,632)	(52,114)	(52,114)	(+2,482)	....
State planning and research	(10,368)	(10,886)	(10,886)	(+518)	....
National planning and research	(29,500)	(29,500)	(29,500)	....	....
Subtotal	(107,000)	(110,000)	(110,000)	(+3,000)	....
Across the board (0.38%) rescission	(-243)	....	....	(+243)	....
Net subtotal	(106,757)	(110,000)	(110,000)	(+3,243)	....
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(4,929,270)	(5,016,600)	(5,016,600)	(+87,330)	....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Capital investment grants (general fund)	490,200	529,200	529,200	+39,000	....
Capital investment grants (Highway Trust Fund, Mass Transit Account) (limitation on obligations) 1/	(1,966,800)	(2,116,800)	(2,116,800)	(+150,000)	....
Subtotal, Capital investment grants	(2,457,000)	(2,646,000)	(2,646,000)	(+189,000)	....
Fixed guideway modernization	(980,400)	(1,058,400)	(1,058,400)	(+78,000)	....
Buses and bus-related facilities 1/	(496,200)	(529,200)	(529,200)	(+33,000)	....
New starts	(980,400)	(1,058,400)	(1,058,400)	(+78,000)	....
Subtotal	(2,457,000)	(2,646,000)	(2,646,000)	(+189,000)	....
Across the board (0.38%) rescission	(-17,404)	....	....	(+17,404)	....
Net subtotal	(2,439,596)	(2,646,000)	(2,646,000)	(+206,404)	....
Discretionary grants (Highway Trust Fund, Mass Transit Account) (liquidation of contract authorization)	(1,500,000)	(350,000)	(350,000)	(-1,150,000)	....

1/ $6 million provided in Title II - Other Appropriations Matters in P.L. 106-113.

Job access and reverse commute grants (general fund)	15,000	20,000	20,000	+5,000	
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(60,000)	(80,000)	(80,000)	(+20,000)	
(RABA transfer under Title III)		(50,000)			(-50,000)
Subtotal, Job access and reverse commute grants	(75,000)	(150,000)	(100,000)	(+25,000)	(-50,000)
Total, Federal Transit Administration	1,159,000	1,254,400	1,254,400	+95,400	
(Limitations on obligations)	(4,644,000)	(5,066,600)	(5,016,600)	(+372,600)	(-50,000)
Total budgetary resources	(5,803,000)	(6,321,000)	(6,271,000)	(+468,000)	(-50,000)
ATB rescissions	(-17,647)			(+17,647)	
Net total	(5,785,353)	(6,321,000)	(6,271,000)	(+485,647)	(-50,000)
Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance Trust Fund)	12,042		13,004	+962	+13,004
Across the board (0.38%) rescission	-46			+46	
Mandatory proposal		(13,004)			(-13,004)
Net total	11,996	(13,004)	13,004	+1,008	

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued

(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
Research and Special Programs Administration					
Research and special programs:					
Hazardous materials safety	17,710	18,773	18,773	+1,063	....
Emergency transportation	1,378	2,375	1,866	+488	-509
Research and technology	3,397	9,416	4,516	+1,119	-4,900
Program and administrative support	9,576	11,967	11,297	+1,721	-670
Subtotal, research and special programs	32,061	42,531	36,452	+4,391	-6,079
Offsetting collections (user fees)	....	-4,722	....	....	+4,722
Pipeline safety:					
Pipeline Safety Fund	30,000	42,874	35,874	+5,874	-7,000
Oil Spill Liability Trust Fund	5,479	4,263	4,263	-1,216	....
Pipeline safety reserve	(1,400)	....	(2,500)	(+1,100)	(+2,500)
Subtotal, Pipeline safety program (incl reserve)	(36,879)	(47,137)	(42,637)	(+5,758)	(-4,500)
Emergency preparedness grants:					
Emergency preparedness fund	200	200	200	....	....
Total, Research and Special Programs Administration	67,740	85,146	76,789	+9,049	-8,357

Office of Inspector General					
Salaries and expenses	44,840	48,050	48,050	+3,210	....
Across the board (0.38%) rescission	-170	....	....	+170	....
Net total	44,670	48,050	48,050	+3,380	....
Surface Transportation Board					
Salaries and expenses	17,000	17,954	17,954	+954	....
Offsetting collections	-1,600	-17,954	-900	+700	+17,054
Across the board (0.38%) rescission	-58	....	....	+58	....
Net total	15,342	....	17,054	+1,712	+17,054
General Provisions					
Transportation Administrative Service Center reduction (Sec. 323)	-15,000	....	-4,000	+11,000	-4,000
Amtrak Reform Council (Sec. 326)	750	980	980	+230	....
Net total, title I, Department of Transportation	14,368,343	16,089,000	15,706,737	+1,338,394	-382,263
Current year, FY 2001	(14,308,343)	(16,089,000)	(15,706,737)	(+1,398,394)	(-382,263)
Appropriations	(14,340,424)	(16,089,000)	(16,285,737)	(+1,945,313)	(+196,737)
Rescissions	(-32,081)	....	(-579,000)	(-546,919)	(-579,000)
Advance appropriations	(60,000)	....	....	(-60,000)	....
(Limitations on obligations)	(34,679,150)	(37,437,600)	(38,432,600)	(+3,753,450)	(+995,000)
(Rescissions of limitations on obligations)	(-177,269)	....	....	(+177,269)	....
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	....
Net total budgetary resources	(50,076,926)	(54,566,176)	(55,178,913)	(+5,101,987)	(+612,737)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE II - RELATED AGENCIES					
Architectural and Transportation Barriers Compliance Board					
Salaries and expenses	4,633	4,795	4,795	+162	....
National Transportation Safety Board					
Salaries and expenses	57,000	62,942	62,942	+5,942	....
Offsetting collections	....	-10,000	....	....	+10,000
Total, title II, Related Agencies	61,633	57,737	67,737	+6,104	+10,000
Grand total	14,429,976	16,146,737	15,774,474	+1,344,498	-372,263
Current year, FY 2001	(14,369,976)	(16,146,737)	(15,774,474)	(+1,404,498)	(-372,263)
Appropriations	(14,402,057)	(16,146,737)	(16,353,474)	(+1,951,417)	(+206,737)
Rescissions	(-32,081)	....	(-579,000)	(-546,919)	(-579,000)
Advance appropriations	(60,000)	....	....	(-60,000)	....
(Limitation on obligations)	(34,679,150)	(37,437,600)	(38,432,600)	(+3,753,450)	(+995,000)
(Rescissions of limitation on obligations)	(-177,269)	....	....	(+177,269)	....
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	....
Net total budgetary resources	(64,508,535)	(70,770,650)	(71,021,124)	(+6,512,589)	(+250,474)

Scorekeeping adjustments:					
Pipeline safety (OSLTF)	-3,000	-13,000	-10,000	-7,000	+3,000
Advance appropriations	-60,000	20,000	20,000	+80,000	
Rescission of advance			-20,000	-20,000	-20,000
FTA: Capital invest grants (Title II PL 106-113)	6,000			-6,000	
FTA: Capital investment grants (lim on obligatns)	(-6,000)			(+6,000)	
Across the board cut (0.38%)	-50,000			+50,000	
CBO/OMB adjustment	2,081			-2,081	
Total, adjustments	-104,919	7,000	-10,000	+94,919	-17,000
Net grand total (including scorekeeping)	14,325,057	16,153,737	15,764,474	+1,439,417	-389,263
Appropriations	(14,357,138)	(16,133,737)	(16,343,474)	(+1,986,336)	(+209,737)
Rescissions	(-32,081)		(-599,000)	(-566,919)	(-599,000)
Advance appropriations		(20,000)	(20,000)	(+20,000)	
(Limitations on obligations)	(34,673,150)	(37,437,600)	(38,432,600)	(+3,759,450)	(+995,000)
(Rescissions of limitations on obligations)	(-177,269)			(+177,269)	
(Exempt obligations)	(1,206,702)	(1,039,576)	(1,039,576)	(-167,126)	
Net grand total budgetary resources	(50,027,640)	(54,630,913)	(55,236,650)	(+5,209,010)	(+605,737)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2000 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2001—Continued
(Amounts in thousands)

	FY 2000 Enacted	FY 2001 Request	Bill	Bill vs. Enacted	Bill vs. Request
RECAP BY FUNCTION					
Mandatory	730,327	778,000	778,000	+47,673	....
Discretionary:					
Highway category: (Limitation on obligations)	(28,085,150)	(29,953,000)	(30,216,000)	(+2,130,850)	(+263,000)
Mass Transit category	1,159,000	1,254,400	1,254,400	+95,400	....
(Limitation on obligations)	(4,638,000)	(5,066,600)	(5,016,600)	(+378,600)	(-50,000)
Total, Mass Transit category	(5,797,000)	(6,321,000)	(6,271,000)	(+474,000)	(-50,000)
General purpose discretionary:					
Defense discretionary	300,000	341,000	341,000	+41,000	....
Nondefense discretionary	12,135,730	13,780,337	13,391,074	+1,255,344	-389,263
Total, General purpose discretionary	12,435,730	14,121,337	13,732,074	+1,296,344	-389,263
Total, Discretionary	13,594,730	15,375,737	14,986,474	+1,391,744	-389,263
Total, mandatory and discretionary	14,325,057	16,153,737	15,764,474	+1,439,417	-389,263

ADDITIONAL VIEWS OF FRANK R. WOLF AND MARTIN OLAV SABO

These are good times for public transit. With more than nine billion trips taken last year, U.S. transit ridership is at its highest level in 40 years. Federal funding for transit is also at an all-time high.

This bill provides nearly $6 billion in transit formula and discretionary funds for fiscal year 2001: $3.345 billion in formula grants and $2.646 billion for capital investment grants, including $1.058 billion for rail modernization, $1.058 billion for Section 5309 New Starts discretionary grants, and $529 million for buses and facilities.

This year, the Committee received more than $2.7 billion in funding requests for discretionary Section 5309 New Starts projects. Even though the program is funded at an historical high of $1.058 billion, the amount available to fund New Starts projects is a fraction of the current demand, and this problem will only grow worse in coming years.

The New Starts pipeline is huge and growing. Currently, the Federal Transit Administration has committed the federal government to multi-year Section 5309 funding for 16 transit systems. A total of $2.4 billion will be required over the remaining life of TEA–21 to complete the federal share for these projects now under construction.

Another 47 New Starts projects are in preliminary engineering or final design, and more than 50 New Starts projects are in the early planning stages. For the 47 projects nearing the final stages of development, total costs will reach a staggering $25 billion, of which the allowable federal share under TEA–21 is 80 percent, or more than $20 billion.

The President has proposed in the fiscal year 2001 budget full funding grant agreements (FFGAs) for 14 of the 47 projects that would consume $3.8 billion in federal support through 2005—two years beyond the life of TEA–21. These 14 proposed FFGAs, together with federal commitments for those projects currently under construction, would completely exhaust all available discretionary federal support for new transit systems.

We don't doubt that most of these are good projects, and some local sponsors will commit more than their required 20 percent local share of costs. Nevertheless, it is clear that under current policies, this Committee will be unable to meet the growing demand for additional project assistance over the next few years. While the Committee has modified the President's recommendations, in part, to create room for additional, worthy transit projects in this bill, the Committee has not made any new commitments this year to projects that have not previously received Section 5309 New Starts funding.

Moreover, it is clear that the Committee will find it increasingly difficult over the next several years to allocate Section 5309 funds to worthy projects. This problem will only grow worse since the full costs are not yet known for the 50 projects that are still in the planning stages. As a result, many communities simply will be left out in the cold.

The Federal Transit Administration has acknowledged the high demand for Section 5309 New Starts funding, and its draft guidance suggests that it will consider the degree of local financial support in making its budget recommendations. However, in practice, the Federal Transit Administration has managed the New Starts program on a "first come, first served" basis that does not adequately consider or require a local financial commitment greater than the minimum 20 percent requirement.

We believe that just as the Committee has a responsibility to fund worthy New Starts projects under the Section 5309 program, it should also encourage communities to provide greater state and local financial participation, especially for early developmental activities.

We have suggested that the Committee should require local sponsors to contribute 50 percent toward their New Starts project costs, rather than the current minimum of 20 percent. While we acknowledge it is not popular, we believe this standard will become necessary in order to fairly provide federal assistance to New Starts projects across the country.

Far from serving as a disincentive to build transit as some have suggested, we believe that sending a clear message that more robust local and state financial participation as expected will help to address the New Starts funding logjam—and more fairly distribute New Starts assistance to communities in need.

Short of a 50 percent federal share cap, we believe that the Committee must continue to explore options to address the enormous expectations for federal New Starts funding in the coming years.