Public Law 106–69
106th Congress

An Act

Oct. 9, 1999
[H.R. 2084]

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes.

Department of Transportation and Related Agencies Appropriations Act, 2000.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

IMMEDIATE OFFICE OF THE SECRETARY

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

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

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

OFFICE OF THE GENERAL COUNSEL

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

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

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

OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

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

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OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

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

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

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

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

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

OFFICE OF PUBLIC AFFAIRS

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

EXECUTIVE SECRETARIAT

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

BOARD OF CONTRACT APPEALS

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

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

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

OFFICE OF INTELLIGENCE AND SECURITY

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

OFFICE OF THE CHIEF INFORMATION OFFICER

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

OFFICE OF INTERMODALISM

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

OFFICE OF CIVIL RIGHTS

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

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

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

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

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

MINORITY BUSINESS RESOURCE CENTER PROGRAM

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

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $2,900,000, of which $2,635,000 shall remain available until September 30, 2001: *Provided*, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97–377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; $2,781,000,000, of which $300,000,000 shall be available for defense-related activities; and of which $25,000,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That none of the funds appropriated

in this or any other Act shall be available for pay for administrative expenses in connection with shipping commissioners in the United States: *Provided further*, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: *Provided further*, That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839: *Provided further*, That up to $615,000 in user fees collected pursuant to section 1111 of Public Law 104–324 shall be credited to this appropriation as offsetting collections in fiscal year 2000: *Provided further*, That notwithstanding any other provision of law, the Commandant of the Coast Guard may transfer certain parcels of real property located at Sitka, Japonski Island, Alaska to the State of Alaska for the purpose of airport expansion, provided that the Commandant determines that the Coast Guard has been indemnified for any loss, damage, or destruction of any structures or other improvements on the lands to be conveyed. No other provision of law shall otherwise make the real property improvements on Japonski Island ineligible for Federal funding by virtue of any consideration received by the Coast Guard for such improvements: *Provided further*, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*, That the Secretary of Transportation may use any surplus funds that are made available to the Secretary, to the maximum extent practicable, for drug interdiction activities of the Coast Guard.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, $389,326,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which $134,560,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2004; $44,210,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2002; $51,626,000 shall be available for other equipment, to remain available until September 30, 2002; $63,800,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2002; $50,930,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2001; and $44,200,000 for the Integrated Deepwater Systems program, to remain available until September 30, 2002: *Provided*, That the Commandant of the Coast Guard is authorized to dispose of, by sale at fair market value, all rights, title, and interest of any United States entity on behalf of the Coast Guard in HU–25 aircraft and Coast Guard property, and improvements thereto, in South Haven, Michigan; ESMT Manasquan, New Jersey; Petaluma, California; ESMT Portsmouth, New Hampshire; Station Clair Flats, Michigan; and Aids to Navigation Team Huron, Ohio: *Provided further*, That all proceeds from the sale of properties listed under this heading, and from the

sale of HU–25 aircraft, shall be credited to this appropriation as offsetting collections and made available only for the Integrated Deepwater Systems program, to remain available for obligation until September 30, 2002: *Provided further*, That obligations made pursuant to the provisions of this Act for the Integrated Deepwater Systems program may not exceed $50,000,000 during fiscal year 2000: *Provided further*, That upon initial submission to the Congress of the fiscal year 2001 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the United States Coast Guard which includes funding for each budget line item for fiscal years 2001 through 2005, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

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

ALTERATION OF BRIDGES

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

RETIRED PAY

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

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

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

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, $19,000,000, to remain available until expended, of which $3,500,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That there may be credited to and used

for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104–264, $5,900,000,000 from the Airport and Airway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: *Provided further*, That of the funds appropriated under this heading, $5,000,000 shall be for the contract tower cost-sharing program and $600,000 shall be for the Centennial of Flight Commission: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: *Provided further*, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than 5 years in length or greater than $100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: *Provided further*, That no more than $24,162,700 of funds appropriated to the

Federal Aviation Administration in this Act may be used for activities conducted by, or coordinated through, the Transportation Administrative Service Center: *Provided further*, That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration (FAA) to sign a lease for satellite services related to the global positioning system (GPS) wide area augmentation system until the administrator of FAA certifies in writing to the House and Senate Committees on Appropriations that FAA has conducted a lease versus buy analysis which indicates that such lease will result in the lowest overall cost to the agency.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, $2,075,000,000, of which $1,780,000,000 shall remain available until September 30, 2002, and of which $295,000,000 shall remain available until September 30, 2000: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: *Provided further*, That upon initial submission to the Congress of the fiscal year 2001 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2001 through 2005, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a capital lease agreement unless appropriations have been provided to fully cover the Federal Government's contingent liabilities at the time the lease agreement is signed.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION)

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

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

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

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for administration of such programs; for administration of programs under section 40117; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, $1,750,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of $1,950,000,000 in fiscal year 2000, notwithstanding section 47117(h) of title 49, United States Code: *Provided further*, That notwithstanding any other provision of law, not more than $45,000,000 of funds limited under this heading shall be obligated for administration : *Provided further*, That, notwithstanding any other provision of law, in the event of a lapse in authorization of the grants program under this heading, funding available under Federal Aviation Administration, "Operations" may be obligated for administration during the time period of the lapse in authorization, at the rate corresponding to the maximum annual obligation level of $45,000,000: *Provided further*, That total obligations from all sources in fiscal year 2000 for administration may not exceed $45,000,000.

AVIATION INSURANCE REVOLVING FUND

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

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration not to exceed $376,072,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided*, That $70,484,000 shall be available to carry out the functions and operations of the Office of Motor Carriers: *Provided further*, That of the funds available under section 104(a) of title 23, United States Code: $6,000,000 shall be available for Commercial Remote Sensing Products and Spatial Information Technologies under section 5113 of Public Law 105–178, as amended; $5,000,000 shall be available for Nationwide Differential Global Positioning System program, as authorized; $8,000,000 shall be available for National Historic Covered Bridge Preservation Program under section 1224 of Public Law 105–178, as amended; $15,000,000 shall be available to the University of Alabama in Tuscaloosa, Alabama, for research activities at the Transportation Research Institute and to construct a building to house the Institute, and shall remain available until expended; $18,300,000 shall be available for the Indian Reservation Roads Program under section 204 of title 23, United States Code; $16,400,000 shall be available for the Public Lands Highways Program under section 204 of title 23, United States Code; $11,000,000 shall be available for the Park Roads and Parkways Program under section 204 of title 23, United States Code; $1,300,000 shall be available for the Refuge Road Program under section 204 of title 23, United States Code; $10,000,000 shall be available for the Transportation and Community and System Preservation pilot program under section 1221 of Public Law 105–178; and $7,500,000 shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

23 USC 104 note.

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

for administrative expenses and technical assistance in connection with such program; not more than $31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (section 111 of title 49, United States Code) for fiscal year 2000: *Provided further*, That within the $211,200,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas:

Albuquerque, New Mexico, $2,000,000;
Arapahoe County, Colorado, $1,000,000;
Branson, Missouri, $1,000,000;
Central Pennsylvania, $1,000,000;
Charlotte, North Carolina, $1,000,000;
Chicago, Illinois, $1,000,000;
City of Superior and Douglas County, Wisconsin, $1,000,000;
Clay County, Missouri, $300,000;
Clearwater, Florida, $3,500,000;
College Station, Texas, $1,000,000;
Central Ohio, $1,000,000;
Commonwealth of Virginia, $4,000,000;
Corpus Christi, Texas, $1,500,000;
Delaware River, Pennsylvania, $1,000,000;
Fairfield, California, $750,000;
Fargo, North Dakota, $1,000,000;
Florida Bay County, Florida, $1,000,000;
Fort Worth, Texas, $2,500,000;
Grand Forks, North Dakota, $500,000;
Greater Metropolitan Capital Region, District of Columbia, $5,000,000;
Greater Yellowstone, Montana, $1,000,000;
Houma, Louisiana, $1,000,000;
Houston, Texas, $1,500,000;
Huntsville, Alabama, $500,000;
Inglewood, California, $1,000,000;
Jefferson County, Colorado, $1,500,000;
Kansas City, Missouri, $1,000,000;
Las Vegas, Nevada, $2,800,000;
Los Angeles, California, $1,000,000;
Miami, Florida, $1,000,000;
Mission Viejo, California, $1,000,000;
Monroe County, New York, $1,000,000;
Nashville, Tennessee, $1,000,000;
Northeast Florida, $1,000,000;
Oakland, California, $500,000;
Oakland County, Michigan, $1,000,000;
Oxford, Mississippi, $1,500,000;
Pennsylvania Turnpike, Pennsylvania, $2,500,000;
Pueblo, Colorado, $1,000,000;
Puget Sound, Washington, $1,000,000;
Reno/Tahoe, California/Nevada, $500,000;
Rensselaer County, New York, $1,000,000;
Sacramento County, California, $1,000,000;
Salt Lake City, Utah, $3,000,000;
San Francisco, California, $1,000,000;
Santa Clara, California, $1,000,000;
Santa Teresa, New Mexico, $1,000,000;

Seattle, Washington, $2,100,000;
Shenandoah Valley, Virginia, $2,500,000;
Shreveport, Louisiana, $1,000,000;
Silicon Valley, California, $1,000,000;
Southeast Michigan, $2,000,000;
Spokane, Washington, $500,000;
St. Louis, Missouri, $1,000,000;
State of Alabama, $1,300,000;
State of Alaska, $3,000,000;
State of Arizona, $1,000,000;
State of Colorado, $1,500,000;
State of Delaware, $2,000,000;
State of Idaho, $2,000,000;
State of Illinois, $1,500,000;
State of Maryland, $2,000,000;
State of Minnesota, $7,000,000;
State of Montana, $1,000,000;
State of Nebraska, $500,000;
State of Oregon, $1,000,000;
State of Texas, $4,000,000;
State of Vermont rural systems, $1,000,000;
States of New Jersey and New York, $2,000,000;
Statewide Transcom/Transmit upgrades, New Jersey, $4,000,000;
Tacoma Puyallup, Washington, $500,000;
Thurston, Washington, $1,000,000;
Towamencin, Pennsylvania, $600,000;
Wausau-Stevens Point-Wisconsin Rapids, Wisconsin, $1,500,000;
Wayne County, Michigan, $1,000,000:

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

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

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

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

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

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

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

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

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

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, $206,800,000, to be derived from the Highway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2000, are in excess of $206,800,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which $152,800,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, $10,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, $36,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, $8,000,000 shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed $7,640,000 of the funds made available for section 402, not to exceed $500,000 of the funds made available for section 405, not to exceed $1,800,000 of the funds made available for section 410, and not to exceed $400,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23, United States Code: *Provided further*, That not to exceed $500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, $94,288,000, of which $6,800,000 shall remain available until expended: *Provided*, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the

40 USC 817 note.

appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation.

RAILROAD RESEARCH AND DEVELOPMENT

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

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94–210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2000.

NEXT GENERATION HIGH-SPEED RAIL

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

ALASKA RAILROAD REHABILITATION

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

RHODE ISLAND RAIL DEVELOPMENT

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

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C.

24104(a), $571,000,000 to remain available until expended: *Provided*, That the Secretary shall not obligate more than $228,400,000 prior to September 30, 2000.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

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

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105–178, $619,600,000, to remain available until expended: *Provided*, That no more than $3,098,000,000 of budget authority shall be available for these purposes: *Provided further*, That notwithstanding section 3008 of Public Law 105–178, the $50,000,000 to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".

UNIVERSITY TRANSPORTATION RESEARCH

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

TRANSIT PLANNING AND RESEARCH

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

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

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

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

Wheeling, West Virginia mobility study, $250,000;

Project ACTION, $3,000,000;

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

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

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

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

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

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

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

International program, $1,000,000;

Santa Barbara Electric Transit Institute, $500,000;

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

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

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

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

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

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, $490,200,000, to remain available until expended: *Provided*, That no more than $2,451,000,000 of budget authority shall be available for these purposes: *Provided further*, That notwithstanding any other provision of law, there shall be available for fixed guideway modernization, $980,400,000; there shall be

available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, $490,200,000, together with $50,000,000 transferred from "Federal Transit Administration, Formula grants", to be available for the following projects in amounts specified below:

No.	State	Project	Conference
1	Alaska	Anchorage Ship Creek intermodal facility	$4,500,000
2	Alaska	Fairbanks intermodal rail/bus transfer facility	2,000,000
3	Alaska	Juneau downtown mass transit facility	1,500,000
4	Alaska	North Star Borough-Fairbanks intermodal facility	3,000,000
5	Alaska	Wasilla intermodal facility	1,000,000
6	Alaska	Whittier intermodal facility and pedestrian overpass	1,155,000
7	Alabama	Alabama statewide rural bus needs	2,500,000
8	Alabama	Baldwin Rural Area Transportation System buses	1,000,000
9	Alabama	Birmingham intermodal facility	2,000,000
10	Alabama	Birmingham-Jefferson County buses	1,250,000
11	Alabama	Cullman, buses	500,000
12	Alabama	Dothan Wiregrass Transit Authority vehicles and transit facility	1,000,000
13	Alabama	Escambia County buses and bus facility	100,000
14	Alabama	Gees Bend Ferry facilities, Wilcox County	100,000
15	Alabama	Marshall County, buses	500,000
16	Alabama	Huntsville Airport international intermodal center	3,500,000
17	Alabama	Huntsville, intermodal facility	1,250,000
18	Alabama	Huntsville Space and Rocket Center intermodal center	3,500,000
19	Alabama	Jasper buses	50,000
20	Alabama	Jefferson State Community College/University of Montevallo pedestrian walkway	200,000
21	Alabama	Mobile waterfront terminal complex	5,000,000
22	Alabama	Montgomery Union Station intermodal center and buses	3,500,000
23	Alabama	Valley bus and bus facilities	110,000
24	Arkansas	Arkansas Highway and Transit Department buses	2,000,000
25	Arkansas	Arkansas state safety and preventative maintenance facility	800,000
26	Arkansas	Fayetteville, University of Arkansas Transit System buses	500,000
27	Arkansas	Hot Springs, transportation depot and plaza	1,560,000
28	Arkansas	Little Rock, Central Arkansas Transit buses	300,000
29	Arizona	Phoenix bus and bus facilities	3,750,000
30	Arizona	Phoenix South Central Avenue transit facility	500,000
31	Arizona	San Luis, bus	70,000
32	Arizona	Tucson buses	2,555,000
33	Arizona	Yuma paratransit buses	125,000
34	California	California Mountain Area Regional Transit Authority fueling stations	80,000
35	California	Culver City, CityBus buses	1,250,000

No.	State	Project	Conference
36	California	Davis, Unitrans transit maintenance facility	625,000
37	California	Healdsburg, intermodal facility	1,000,000
38	California	I–5 Corridor intermodal transit centers	1,250,000
39	California	Livermore automatic vehicle locator program	1,000,000
40	California	Lodi, multimodal facility	850,000
41	California	Los Angeles County Metropolitan transportation authority buses	3,000,000
42	California	Los Angeles County Foothill Transit buses and HEV vehicles	1,750,000
43	California	Los Angeles Municipal Transit Operators Coalition	2,250,000
44	California	Los Angeles, Union Station Gateway Intermodal Transit Center	1,250,000
45	California	Maywood, Commerce, Bell, Cudahy, California buses and bus facilities	800,000
46	California	Modesto, bus maintenance facility	625,000
47	California	Monterey, Monterey-Salinas buses	625,000
48	California	Orange County, bus and bus facilities	2,000,000
49	California	Perris bus maintenance facility	1,250,000
50	California	Redlands, trolley project	800,000
51	California	Sacramento CNG buses	1,250,000
52	California	San Bernardino Valley, CNG buses	1,000,000
53	California	San Bernardino train station	3,000,000
54	California	San Diego North County buses and CNG fueling station	3,000,000
55	California	Contra Costa County Connection buses	250,000
56	California	San Francisco, Islais Creek maintenance facility	1,250,000
57	California	Santa Barbara buses and bus facility	1,750,000
58	California	Santa Clarita bus maintenance facility	1,250,000
59	California	Santa Cruz buses and bus facilities	1,755,000
60	California	Santa Maria Valley/Santa Barbara County, buses	240,000
61	California	Santa Rosa/Cotati, Intermodal Transportation Facilities	750,000
62	California	Westminster senior citizen vans	150,000
63	California	Windsor, Intermodal Facility	750,000
64	California	Woodland Hills, Warner Center Transportation Hub	625,000
65	Colorado	Boulder/Denver, RTD buses	625,000
66	Colorado	Colorado Association of Transit Agencies	8,000,000
67	Colorado	Denver, Stapleton Intermodal Center	1,250,000
68	Connecticut	New Haven bus facility	2,250,000
69	Connecticut	Norwich buses	2,250,000
70	Connecticut	Waterbury, bus facility	2,250,000
71	Dist. of Columbia	Fuel cell bus and bus facilities program, Georgetown University	4,850,000
72	Dist. of Columbia	Washington, D.C. Intermodal Transportation Center, District	2,500,000
73	Delaware	New Castle County buses and bus facilities	2,000,000
74	Delaware	Delaware buses and bus facility	500,000
75	Florida	Daytona Beach, Intermodal Center	2,500,000
76	Florida	Gainesville hybrid-electric buses and facilities	500,000
77	Florida	Jacksonville buses and bus facilities	1,000,000
78	Florida	Lakeland, Citrus Connection transit vehicles and related equipment	1,250,000
79	Florida	Miami Beach, electric shuttle service	750,000

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

No.	State	Project	Conference
123	Massachusetts	Springfield, Union Station	1,250,000
124	Massachusetts	Swampscott, buses	65,000
125	Massachusetts	Westfield, intermodal transportation facility	500,000
126	Massachusetts	Worcester, Union Station Intermodal Transportation Center	2,500,000
127	Maryland	Maryland statewide bus facilities and buses	11,500,000
128	Michigan	Detroit, transfer terminal facilities	3,963,000
129	Michigan	Detroit, EZ Ride program	287,000
130	Michigan	Menominee-Delta-Schoolcraft buses	250,000
131	Michigan	Michigan statewide buses	22,500,000
132	Michigan	Port Huron, CNG fueling station	500,000
133	Minnesota	Duluth, Transit Authority community circulation vehicles	1,000,000
134	Minnesota	Duluth, Transit Authority intelligent transportation systems	500,000
135	Minnesota	Duluth, Transit Authority Transit Hub	500,000
136	Minnesota	Greater Minnesota transit authorities	500,000
137	Minnesota	Northstar Corridor, Intermodal Facilities and buses	10,000,000
138	Minnesota	Twin Cities metropolitan buses and bus facilities	10,000,000
139	Missouri	Columbia buses and vans	500,000
140	Missouri	Southeast Missouri transportation service rural, elderly, disabled service	1,250,000
141	Missouri	Franklin County buses and bus facilities	200,000
142	Missouri	Jackson County buses and bus facilities	500,000
143	Missouri	Kansas City Area Transit Authority buses and Troost transit center	2,500,000
144	Missouri	Missouri statewide bus and bus facilities	3,500,000
145	Missouri	OATS Transit	1,500,000
146	Missouri	St. Joseph buses and vans	500,000
147	Missouri	St. Louis, buses	2,000,000
148	Missouri	St. Louis, Bi-state Intermodal Center	1,250,000
149	Missouri	Southwest Missouri State University park and ride facility	1,000,000
150	Mississippi	Harrison County multimodal center	3,000,000
151	Mississippi	Jackson, maintenance and administration facility project	1,000,000
152	Mississippi	North Delta planning and development district, buses and bus facilities	1,200,000
153	Montana	Missoula urban transportation district buses	600,000
154	North Carolina	Greensboro multimodal center	3,339,000
155	North Carolina	Greensboro, Transit Authority buses	1,500,000
156	North Carolina	North Carolina statewide buses and bus facilities	2,492,000
157	North Dakota	North Dakota statewide buses and bus-related facilities	1,000,000
158	New Hampshire	New Hampshire statewide transit systems	3,000,000
159	New Jersey	New Jersey Transit alternative fuel buses	5,000,000
160	New Jersey	New Jersey Transit jitney shuttle buses	1,750,000
161	New Jersey	Newark intermodal and arena access improvements	1,650,000
162	New Jersey	Newark, Morris & Essex Station access and buses	1,250,000

No.	State	Project	Conference
163	New Jersey	South Amboy, Regional Intermodal Transportation Initiative	1,250,000
164	New Mexico	Albuquerque West Side transit facility	2,000,000
165	New Mexico	Albuquerque, buses	1,250,000
166	New Mexico	Las Cruces buses and bus facilities	750,000
167	New Mexico	Northern New Mexico Transit Express/ Park and Ride buses	2,750,000
168	New Mexico	Santa Fe, buses and bus facilities	2,000,000
169	Nevada	Clark County Regional Transportation Commission buses and bus facilities	2,500,000
170	Nevada	Lake Tahoe CNG buses	700,000
171	Nevada	Washoe County transit improvements	2,250,000
172	New York	Babylon Intermodal Center	1,250,000
173	New York	Buffalo, Auditorium Intermodal Center	2,000,000
174	New York	Dutchess County, Loop System buses	521,000
175	New York	Ithaca intermodal transportation center	1,125,000
176	New York	Ithaca, TCAT bus technology improvements	1,250,000
177	New York	Long Island, CNG transit vehicles and facilities and bus replacement	1,250,000
178	New York	Mineola/Hicksville, LIRR intermodal centers	1,250,000
179	New York	New York City Midtown West 38th Street ferry terminal	1,000,000
180	New York	New York, West 72nd St. Intermodal Station	1,750,000
181	New York	Putnam County, vans	470,000
182	New York	Rensselaer intermodal bus facility	6,000,000
183	New York	Rochester buses and bus facility	1,000,000
184	New York	Syracuse, buses	3,000,000
185	New York	Utica Union Station	2,100,000
186	New York	Westchester County DOT, articulated buses	1,250,000
187	New York	Westchester County, Bee-Line transit system fareboxes	979,000
188	New York	Westchester County, Bee-Line transit system shuttle buses	1,000,000
189	Ohio	Cleveland, Triskett Garage bus maintenance facility	625,000
190	Ohio	Dayton, Multimodal Transportation Center	4,125,000
191	Ohio	Ohio statewide buses and bus facilities	9,010,250
192	Oklahoma	Oklahoma statewide bus facilities and buses	5,000,000
193	Oregon	Corvallis buses and automated passenger information system	300,000
194	Oregon	Lane County, Bus Rapid Transit, buses and facilities	4,400,000
195	Oregon	Lincoln County Transit District buses	250,000
196	Oregon	Portland, Tri-Met bus maintenance facility	650,000
197	Oregon	Portland, Tri-Met buses	1,750,000
198	Oregon	Salem Area Mass Transit District natural gas buses	500,000
199	Oregon	Sandy buses	100,000
200	Oregon	South Metro Area Rapid Transit (SMART) maintenance facility	200,000
201	Oregon	Sunset Empire Transit District intermodal transit facility	300,000
202	Pennsylvania	Allegheny County buses	1,500,000
203	Pennsylvania	Altoona bus testing	3,000,000

No.	State	Project	Conference
204	Pennsylvania	Altoona, Metro Transit Authority buses and transit system improvements	842,000
205	Pennsylvania	Armstrong County-Mid-County, bus facilities and buses	150,000
206	Pennsylvania	Bethlehem, intermodal facility	1,000,000
207	Pennsylvania	Cambria County, bus facilities and buses	575,000
208	Pennsylvania	Centre Area Transportation Authority buses	1,250,000
209	Pennsylvania	Chester County, Paoli Transportation Center	1,000,000
210	Pennsylvania	Erie, Metropolitan Transit Authority buses	1,000,000
211	Pennsylvania	Fayette County, intermodal facilities and buses	1,270,000
212	Pennsylvania	Lackawanna County Transit System buses	600,000
213	Pennsylvania	Lackawanna County, intermodal bus facility	1,000,000
214	Pennsylvania	Mid-Mon Valley buses and bus facilities	250,000
215	Pennsylvania	Norristown, parking garage (SEPTA)	1,000,000
216	Pennsylvania	Philadelphia, Frankford Transportation Center	5,000,000
217	Pennsylvania	Philadelphia, Intermodal 30th Street Station	1,250,000
218	Pennsylvania	Reading, BARTA Intermodal Transportation Facility	1,750,000
219	Pennsylvania	Robinson, Towne Center Intermodal Facility	1,500,000
220	Pennsylvania	Somerset County bus facilities and buses	175,000
221	Pennsylvania	Towamencin Township, Intermodal Bus Transportation Center	1,500,000
222	Pennsylvania	Washington County intermodal facilities	630,000
223	Pennsylvania	Westmoreland County, Intermodal Facility	200,000
224	Pennsylvania	Wilkes-Barre, Intermodal Facility	1,250,000
225	Pennsylvania	Williamsport bus facility	1,200,000
226	Puerto Rico	San Juan Intermodal access	600,000
227	Rhode Island	Providence, buses and bus maintenance facility	3,294,000
228	South Carolina	Central Midlands COG/Columbia transit system	2,700,000
229	South Carolina	Charleston Area regional transportation authority	1,900,000
230	South Carolina	Clemson Area Transit buses and bus equipment	550,000
231	South Carolina	Greenville transit authority	500,000
232	South Carolina	Pee Dee buses and facilities	900,000
233	South Carolina	Santee-Wateree regional transportation authority	400,000
234	South Carolina	South Carolina Statewide Virtual Transit Enterprise	1,220,000
235	South Carolina	Transit Management of Spartanburg, Incorporated (SPARTA)	600,000
236	South Dakota	South Dakota statewide bus facilities and buses	1,500,000
237	Tennessee	Southern Coalition for Advanced Transportation (SCAT) (TN, GA, FL, AL) electric buses	3,500,000
238	Texas	Austin buses	1,750,000

No.	State	Project	Conference
239	Texas	Beaumont Municipal Transit System buses and bus facilities	1,000,000
240	Texas	Brazos Transit Authority buses and bus facilities	1,000,000
241	Texas	El Paso Sun Metro buses	1,000,000
242	Texas	Fort Worth bus replacement (including CNG vehicles) and paratransit vehicles	2,500,000
243	Texas	Forth Worth intermodal transportation center	3,100,000
244	Texas	Galveston buses and bus facilities	1,000,000
245	Texas	Texas statewide small urban and rural buses	5,000,000
246	Utah	Ogden Intermodal Center	800,000
247	Utah	Salt Lake City Olympics bus facilities	2,500,000
248	Utah	Salt Lake City Olympics regional park and ride lots	2,500,000
249	Utah	Salt Lake City Olympics transit bus loan project	500,000
250	Utah	Utah Transit Authority, intermodal facilities	1,500,000
251	Utah	Utah Transit Authority/Park City Transit, buses	6,500,000
252	Virginia	Alexandria, bus maintenance facility	1,000,000
253	Virginia	Richmond, GRTC bus maintenance facility	1,250,000
254	Virginia	Statewide buses and bus facilities	8,435,000
255	Vermont	Burlington multimodal center	2,700,000
256	Vermont	Chittenden County Transportation Authority buses	800,000
257	Vermont	Essex Junction multimodal station rehabilitation	500,000
258	Vermont	Killington-Sherburne satellite bus facility	250,000
259	Washington	Bremerton multimodal center—Sinclair's Landing	750,000
260	Washington	Sequim Clallam Transit multimodal center	1,000,000
261	Washington	Everett, Multimodal Transportation Center	1,950,000
262	Washington	Grant County, Grant Transit Authority	500,000
263	Washington	Grays Harbor County, buses and equipment	1,250,000
264	Washington	King County Metro King Street Station	2,000,000
265	Washington	King County Metro Atlantic and Central buses	1,500,000
266	Washington	King County park and ride expansion	1,350,000
267	Washington	Mount Vernon, buses and bus related facilities	1,750,000
268	Washington	Pierce County Transit buses and bus facilities	500,000
269	Washington	Seattle, intermodal transportation terminal	1,250,000
270	Washington	Snohomish County, Community Transit buses, equipment and facilities	1,250,000
271	Washington	Spokane, HEV buses	1,500,000
272	Washington	Tacoma Dome Station	250,000
273	Washington	Vancouver Clark County (C–TRAN) bus facilities	1,000,000
274	Washington	Washington State DOT combined small transit system buses and bus facilities	2,000,000

No.	State	Project	Conference
275	Wisconsin	Milwaukee County, buses	6,000,000
276	Wisconsin	Wisconsin statewide bus facilities and buses	14,250,000
277	West Virginia	Huntington intermodal facility	12,000,000
278	West Virginia	Parkersburg, intermodal transportation facility	4,500,000
279	West Virginia	West Virginia Statewide Intermodal Facility and buses	5,000,000;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

$703,000 for the MARC commuter rail project;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

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

JOB ACCESS AND REVERSE COMMUTE GRANTS

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

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

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

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

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

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

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

authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

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

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

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

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

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

the funds made available under this heading shall be used: (1) to investigate pursuant to section 41712 of title 49, United States Code, relating to unfair or deceptive practices and unfair methods of competition by air carriers and foreign air carriers; (2) for monitoring by the Inspector General of the compliance of domestic and foreign air carriers with respect to paragraph (1) of this proviso; and (3) for the submission to the appropriate committees of Congress by the Inspector General, not later than July 15, 2000, of a report on the extent to which actual or potential barriers exist to consumer access to comparative price and service information from independent sources on the purchase of passenger air transportation: *Provided further*, That it is the sense of the Senate, that for purposes of the preceding proviso, the terms "unfair or deceptive practices" and "unfair methods of competition" mean the offering for sale to the public for any route, class, and time of service through any technology or means of communication a fare that is different than that offered through other technology or means of communication: *Provided further*, That it is the sense of the Senate that funds made available under this heading shall be used for the submission to the appropriate committees of Congress by the Inspector General a report on the extent to which air carriers and foreign air carriers deny travel to airline consumers with non-refundable tickets from one carrier to another.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

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

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

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

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

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

TITLE III

GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

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

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

SEC. 303. Funds appropriated under this Act for expenditures by the Federal Aviation Administration shall be available: (1) except as otherwise authorized by title VIII of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7701 et seq.), for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents; and (2) for transportation of said dependents between schools serving the area that they attend and their places of residence when the Secretary, under such regulations as may be prescribed, determines that such schools are not accessible by public means of transportation on a regular basis. 49 USC 106 note.

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

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

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

SEC. 307. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor

may any be transferred to other appropriations, unless expressly so provided herein.

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

Contracts. Public information.

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

23 USC 104 note.

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

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

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

(3) determine the ratio that—

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

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

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) of section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and $2,000,000,000 for such fiscal year under section 105 of title 23, United States Code (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying

the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, $2,000,000,000) for such fiscal year;

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

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

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

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

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

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

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

Deadline.

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

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

49 USC 5338 note.

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

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

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

49 USC 44502 note.

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

SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end items that: (1) includes economic order quantity or long lead time material procurement in excess of $10,000,000 in any 1 year of the contract; (2) includes a cancellation charge greater than $10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and

subsequent years of the contract without conditioning such performance upon the appropriation of funds: *Provided*, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.

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

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

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

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

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

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

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

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

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

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

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

49 USC 5307 note.

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

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

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

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

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

SEC. 326. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegraph, telephone, letter, printed or written material, radio, television, video presentation, electronic communications, or other device, intended or designed to influence in any manner a Member of Congress or of a State legislature to favor or oppose by vote or otherwise, any legislation or appropriation by Congress or a State legislature after the introduction of any bill or resolution in Congress proposing such legislation or appropriation, or after the introduction of any bill or resolution in a State legislature proposing such legislation or appropriation: *Provided*, That this shall not prevent officers

or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress or to Congress, on the request of any Member, or to members of State legislature, or to a State legislature, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of business.

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

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

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

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

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

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

SEC. 329. Hereafter, notwithstanding any other provision of law, receipts, in amounts determined by the Secretary, collected from users of fitness centers operated by or for the Department of Transportation shall be available to support the operation and maintenance of those facilities. 49 USC 322 note.

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

SEC. 331. Notwithstanding any other provision of law, funds made available under this Act, and any prior year unobligated

funds, for the Charleston, South Carolina Monobeam Corridor Project shall be transferred to and administered under the Transit Planning and Research account, subject to such terms and conditions as the Secretary deems appropriate.

49 USC 41731 note.

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

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

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

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

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

49 USC 40113 note.

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

SEC. 338. None of the funds appropriated or limited in this Act may be used to carry out the functions and operations of the Office of Motor Carriers within the Federal Highway Administration: *Provided*, That funds available to the Federal Highway Administration shall be transferred with the functions and operations of the Office of Motor Carriers should any of the functions and operations of that office be delegated by the Secretary outside of the Federal Highway Administration: *Provided further*, That notwithstanding section 104(c)(2) of title 49, United States Code,

the Federal Highway Administrator shall not carry out the duties and functions vested in the Secretary under 49 U.S.C. 521(b)(5).

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

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

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

SEC. 341. Section 3030(c)(1)(A)(v) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by striking "Light Rail". 112 Stat. 373.

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

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

SEC. 344. None of the funds made available in this Act may be obligated or expended to extend a single hull tank vessel's double hull compliance date under the Oil Pollution Act of 1990 due to conversion of the vessel's single hull design by adding a double bottom or double side after August 18, 1990, unless specifically authorized by 46 U.S.C. 3703a(e).

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

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

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

(2) restrict the distribution of peanuts,

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

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

112 Stat. 193.

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

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

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

University of New Hampshire.

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

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

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

(2) The Commandant shall, in connection with such conveyance, reserve in favor of the United States such easements and rights as the Commandant considers necessary to protect the interests of the United States, including easements or rights regarding access to property and utilities.

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

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

(A) is made without consideration; or

(B) is otherwise approved by the Commandant.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(g) EFFECTIVE DATES.— State listings.

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

(2) Subsections (b), (c), and (d) shall be effective on June 1, 2000, excluding the States of Arkansas, Montana, Nevada, North Dakota, Oregon, and Texas that shall be in compliance with subsections (b), (c), and (d) within 90 days of the next convening of the State legislature and excluding the States 18 USC 2721 note.

of Wisconsin, South Carolina, and Oklahoma that shall be in compliance within 90 days following the day of issuance of a final decision on Reno vs. Condon by the United States Supreme Court if the State legislature is in session, or within 90 days of the next convening of the State legislature following the issuance of such final decision if the State legislature is not in session.

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

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

105 Stat. 2048.

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

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

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

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

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

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

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

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

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

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

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

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

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

SEC. 355. Section 656(b) of division C of the Omnibus Consolidated Appropriations Act of 1997 is repealed. 5 USC 301 note.

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

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

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

SEC. 358. NOISE BARRIERS, GEORGIA. Notwithstanding any other provision of law, the Secretary of Transportation shall approve the use of funds apportioned under paragraphs (1) and (3) of section 104(b) of title 23, United States Code, for construction of Type II noise barriers at the locations identified in section 1215(h) and items 540 and 967 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 211, 292), and at the following locations: On the east side of I–285 extending from Northlake Parkway to Chamblee Tucker Road in Dekalb County, Georgia; and on the east side of I–185 between Macon Road and Airport Thruway.

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

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

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

(1) in item 174 by striking "5.375" and inserting "5.25";
(2) in item 478 by striking "2.375" and inserting "2.25";
(3) in item 948 by striking "5.375" and inserting "5.25";
(4) in item 1008 by striking "3.875" and inserting "3.75";
(5) in item 1210 by striking "6.875" and inserting "6.75";
(6) by striking item 1289 and inserting the following:

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

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

(8) in item 1420—

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

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

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

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

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

112 Stat. 373.

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) The Administrator shall ensure that the design developed under subsection (a)(2) includes recommendations for carrying out the proposed pilot program described in such subsection in each of the following geographic areas (which recommendations for an area shall be developed in consultation with State and local governments and business leaders and organizations in the designated areas): (1) The greater metropolitan region of the District of Columbia (including areas in the State of Maryland and the Commonwealth of Virginia). (2) The greater metropolitan region of Los Angeles, in the State of California. (3) The greater metropolitan region of Philadelphia, in the Commonwealth of Pennsylvania (including areas in the State of New Jersey). (4) Two additional areas to be selected by the grantee under subsection (a), after consultation with the Administrator (or the designee of the Administrator).

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

Deadlines.

Reports.

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

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

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

SEC. 366. Notwithstanding the Federal Airport Act (as in effect on April 3, 1956) or sections 47125 and 47153 of title 49, United States Code, and subject to subsection (b), the Secretary of Transportation may waive any term contained in the deed of conveyance dated April 3, 1956, by which the United States conveyed lands to the City of Safford, Arizona, for use by the city for airport

purposes: *Provided*, That no waiver may be made under subsection (a) if the waiver would result in the closure of an airport.

Notification.

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

California.

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

Minnesota.

SEC. 369. Notwithstanding any other provision of law, funds previously expended by the City of Moorhead and Moorhead Township on studies related to the 34th Street Corridor Project in Moorhead, Minnesota, shall be considered as the non-Federal match for obligation of funds available under section 1602, item 1404 of the Transportation Equity Act for the 21st Century, as amended, associated with a study of alternatives to rail relocation.

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

Approved October 9, 1999.

LEGISLATIVE HISTORY—H.R. 2084 (S. 1143):

HOUSE REPORTS: Nos. 106–180 (Comm. on Appropriations) and 106–355 (Comm. of Conference).

SENATE REPORTS: No. 106–55 accompanying S. 1143 (Comm. on Appropriations).

CONGRESSIONAL RECORD, Vol. 145 (1999):

June 23, considered and passed House.

Sept. 14–16, considered and passed Senate, amended.

Oct. 1, House agreed to conference report.

Oct. 4, Senate agreed to conference report.

WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS, Vol. 35 (1999):

Oct. 9, Presidential statement.