Public Law 106–346
106th Congress

An Act

Oct. 23, 2000
[H.R. 4475]

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

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, 2001, and for other purposes, namely:

Incoporation by reference.

SECTION 101. (a) The provisions of the following bill are hereby enacted into law, H.R. 5394 of the 106th Congress, as introduced on October 5, 2000.

Publication.
1 USC 112 note.

(b) In publishing the Act in slip form and in the United States Statutes at Large pursuant to section 112 of title 1, United States Code, the Archivist of the United States shall include after the date of approval at the end an appendix setting forth the text of the bill referred to in subsection (a) of this section.

Approved October 23, 2000.

LEGISLATIVE HISTORY—H.R. 4475 (S. 2720):

HOUSE REPORTS: Nos. 106–622 (Comm. on Appropriations) and 106–940 (Comm. of Conference).

SENATE REPORTS: No. 106–309 accompanying S. 2720 (Comm. on Appropriations).

CONGRESSIONAL RECORD, Vol. 146 (2000):
May 19, considered and passed House.
June 14, 15, considered and passed Senate, amended.
Oct. 6, House and Senate agreed to conference report.

WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS, Vol. 36 (2000):
Oct. 23, Presidential statement.

ENDNOTE: The following appendix was added pursuant to the provisions of section 101 of this Act.

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
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APPENDIX—H.R. 5394

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, 2001, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, $63,245,000: *Provided*, That not more than 52 percent of the funds made available under this heading shall be obligated and not more than 224 full time equivalent staff years funded through the end of the second quarter of fiscal year 2001: *Provided further*, That funds in excess of 52 percent and 224 full time equivalent staff years shall be available only if the Secretary transmits a request to the House and Senate Committees on Appropriations for these additional funds: *Provided further*, That not to exceed $60,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That not more than $15,000 of the official reception and representation funds shall be available for obligation prior to January 20, 2001.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, $8,140,000.

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, $11,000,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed $126,887,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above

limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, $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 total loan principal, any part of which is to be guaranteed, not to exceed $13,775,000. In addition, for administrative expenses to carry out the guaranteed loan program, $400,000.

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $3,000,000, of which $2,635,000 shall remain available until September 30, 2002: *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, $3,192,000,000, of which $341,000,000 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 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.

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, $415,000,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which $156,450,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2005; $37,650,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2003; $60,113,000 shall be available for other equipment, to remain available until September 30, 2003; $63,336,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2003; $55,151,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2002; and $42,300,000 for the Integrated Deepwater Systems program, to remain available until September 30, 2003: *Provided*, That the Commandant of the Coast Guard is authorized to dispose of surplus real property, by sale or lease, and the proceeds shall be credited to this appropriation as offsetting collections and made available only for the National Distress and Response System Modernization program, to remain available for obligation until September 30, 2003: *Provided further*, That upon initial submission to the Congress of the fiscal year 2002 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 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: *Provided further*, That the Commandant shall transfer $5,800,000 to the City of Homer, Alaska, for the construction of a municipal pier and other harbor improvements, contingent upon the City of Homer entering into an agreement with the United States to accommodate Coast Guard vessels and to support Coast Guard operations at Homer, Alaska.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, $16,700,000, to remain available until expended.

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, $15,500,000, 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), $778,000,000.

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, $80,375,000: *Provided*, That no more than $22,000,000 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, $21,320,000, 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

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104–264, $6,544,235,000, of which $4,414,869,000 shall be derived from the Airport and Airway Trust Fund, of which $5,200,274,000 shall be available for air traffic services program activities; $694,979,000 shall be available for aviation regulation and certification program activities; $139,301,400 shall be available for civil aviation security program activities; $189,988,000 shall be available for research and acquisition program activities; $12,000,000 shall be available for commercial space transportation program activities; $48,443,600 shall be available for Financial Services program activities; $54,864,000 shall be available for Human Resources program activities; $99,347,000 shall be available for Regional Coordination program activities; and $105,038,000 shall be available for Staff Offices program activities: *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, not less than $5,000,000 shall be for the contract tower cost-sharing program and not less than $750,000 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 none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; 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, $2,656,765,000, of which $2,334,112,400 shall remain available until September 30, 2003, and of which $322,652,600 shall remain available until September 30, 2001: *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 2002 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 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by $100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: *Provided further*, That 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.

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, $187,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2003: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for administration of such programs; for administration of programs under section 40117; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports; 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, $3,200,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of $3,200,000,000 in fiscal year 2001, notwithstanding section 47117(h) of title 49, United States Code: *Provided further*, That notwithstanding any other provision of law, not more than $53,000,000 of funds limited under this heading shall be obligated for administration.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

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

AVIATION INSURANCE REVOLVING FUND

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

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration not to exceed $295,119,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided*, That of the funds available under section 104(a) of title 23, United States Code: $4,000,000 shall be available for Commercial Remote Sensing Products and Spatial Information Technologies under section 5113 of Public Law 105–178, as amended; $10,000,000 shall be available for the National Historic Covered Bridge Preservation Program under section 1224 of Public Law 105–178, as amended; $5,000,000 shall be available for the construction and improvement of the Alabama State Docks, and shall remain available until expended; $10,000,000 shall be available to Auburn University for research activities at the Center for Transportation Technology and to construct a building to house the center, and shall remain available until expended; $7,500,000 shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended; and $25,000,000 shall be available for the Transportation and Community and System Preservation Program under section 1221 of Public Law 105–178, as amended.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of $29,661,806,000 for Federal-aid highways and highway safety construction programs for fiscal year 2001: *Provided*, That within the $29,661,806,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than $437,250,000 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 2001; not more than $25,000,000 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 2001, 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, of which not to exceed $1,500,000 shall be available to the Federal Railroad Administration for "Safety and operations", and, notwithstanding section 1218(c)(4) of Public Law 105–178, of which $1,000,000 shall be available for low speed magnetic levitation research and development; not more than $31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (section 111 of title 49, United States Code) for fiscal year 2001: *Provided further*, That within the $218,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas:

State of Alaska, $2,350,000;
Alameda-Contra Costa, California, $500,000;
Aquidneck Island, Rhode Island, $500,000;
Austin, Texas, $250,000;
Automated crash notification system, UAB, $1,000,000;
Baton Rouge, Louisiana, $1,000,000;
Bay County, Florida, $1,500,000;
Beaumont, Texas, $150,000;
Bellingham, Washington, $350,000;
Bloomington Township, Illinois, $400,000;
Calhoun County, Michigan, $750,000;
Carbondale, Pennsylvania, $2,000,000;
Cargo Mate, New Jersey, $750,000;
Charlotte, North Carolina, $625,000;
College Station, Texas, $1,800,000;
Commonwealth of Virginia, $5,500,000;
Corpus Christi, Texas (vehicle dispatching), $1,000,000;
Delaware River Port Authority, $1,250,000;
DuPage County, Illinois, $500,000;
Fargo, North Dakota, $1,000,000;
Fort Collins, Colorado, $1,250,000;
Hattiesburg, Mississippi, $500,000;
Huntington Beach, California, $1,250,000;
Huntsville, Alabama, $3,000,000;
I–70 West project, Colorado, $750,000;
Inglewood, California, $600,000;
Jackson, Mississippi, $1,000,000;
Jefferson County, Colorado, $4,250,000;
Johnsonburg, Pennsylvania, $1,500,000;
Kansas City, Missouri, $1,250,000;
Lake County, Illinois, $450,000;
Lewis & Clark Trail, Montana, $625,000;
Montgomery County, Pennsylvania, $2,000,000;
Moscow, Idaho, $875,000;
Muscle Shoals, Alabama, $1,000,000;

Nashville, Tennessee, $500,000;
New Jersey regional integration/TRANSCOM, $3,000,000;
North Central Pennsylvania, $750,000;
North Las Vegas, Nevada, $1,800,000;
Norwalk and Santa Fe Springs, California, $500,000;
Oakland and Wayne Counties, Michigan, $1,500,000;
Pennsylvania Turnpike Commission, $1,500,000;
Philadelphia, Pennsylvania, $500,000;
Puget Sound regional fare collection, Washington, $2,500,000;
Rensselaer County, New York, $500,000;
Rochester, New York, $1,500,000;
Sacramento County, California, $875,000;
Sacramento to Reno, I–80 corridor, $100,000;
Sacramento, California, $500,000;
Salt Lake City (Olympic Games), Utah, $1,000,000;
San Antonio, Texas, $100,000;
Santa Teresa, New Mexico, $500,000;
Schuylkill County, Pennsylvania, $400,000;
Seabrook, Texas, $1,200,000;
Shreveport, Louisiana, $1,000,000;
South Dakota commercial vehicle, ITS, $1,250,000;
Southeast Michigan, $500,000;
Southhaven, Mississippi, $150,000;
Spokane County, Washington, $1,000,000;
Springfield-Branson, Missouri, $750,000;
St. Louis, Missouri, $500,000;
State of Arizona, $1,000,000;
State of Connecticut, $3,000,000;
State of Delaware, $1,000,000;
State of Illinois, $1,000,000;
State of Indiana (SAFE–T), $1,000,000;
State of Iowa (traffic enforcement and transit), $2,750,000;
State of Kentucky, $1,500,000;
State of Maryland, $3,000,000;
State of Minnesota, $6,500,000;
State of Missouri (rural), $750,000;
State of Montana, $750,000;
State of Nebraska, $2,600,000;
State of New Mexico, $750,000;
State of North Carolina, $1,500,000;
State of North Dakota, $500,000;
State of Ohio, $2,000,000;
State of Oklahoma, $1,000,000;
State of Oregon, $750,000;
State of South Carolina statewide, $2,000,000;
State of Tennessee, $1,850,000;
State of Utah, $1,500,000;
State of Vermont, $500,000;
State of Wisconsin, $1,000,000;
Texas border phase I, Houston, Texas, $500,000;
Tuscaloosa, Alabama, $2,000,000;
Tuscon, Arizona, $1,250,000;
Vermont rural ITS, $1,500,000;
Washington, DC area, $1,250,000;
Washoe County, Nevada, $200,000;
Wayne County, Michigan, $5,000,000;

Williamson County/Round Rock, Texas, $250,000:

Provided further, That, notwithstanding Public Law 105–178, as amended, funds authorized under section 110 of title 23, United States Code, for fiscal year 2001 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 2001, except that before such apportionments are made, $156,486,491 shall be set aside for projects authorized under section 1602 of Public Law 105–178, as amended; $25,000,000 shall be set aside for the Indian Reservation Roads Program under section 204 of title 23, United States Code; $18,467,857 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; $10,000,000 shall be set aside for the commercial driver's license program under motor carrier safety grants authorized by section 31102 of title 49, United States Code; and $1,735,039 shall be set aside for the Alaska Highway authorized by section 218 of title 23, United States Code. Of the funds to be apportioned under section 110 for fiscal year 2001, 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 2001 but for this section: *Provided*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Oklahoma under section 110 of title 23, United States Code, for fiscal year 2001, $8,000,000 shall be available only for the widening of U.S. 177 from SH–33 to 32nd Street in Stillwater, Oklahoma; $4,300,000 shall be available only for the reconstruction of U.S. 177 in the vicinity of Cimarron River, Oklahoma; $1,500,000 shall be available only for the reconstruction of US 70 from Broken Bow, Oklahoma to the Arkansas State line; $1,000,000 shall be available only to improve Battiest-Pickens Road between Battiest and Pickens, Oklahoma; $140,000 shall be available only to conduct a feasibility study of increasing lanes or adding passing lanes on SH 3 in McCurtain, Pushmataha, and Atoka counties, Oklahoma; and $100,000 shall be available only for the reconstruction of U.S. 70 in Marshall and Bryan counties, Oklahoma: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Mississippi under section 110 of title 23, United States Code, for fiscal year 2001, $24,600,000 may be available for construction of an interchange for a connector road from the interchange to U.S. Highway 51, between mile markers 115 and 120 on I–55 in Mississippi: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of New York under section 110 of title 23, United States Code, for fiscal year 2001, $4,000,000 shall be available only to upgrade and improve the Albany to North Creek intermodal transportation corridor: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Nebraska under section 110 of title 23, United States Code, for fiscal year 2001, $3,500,000 shall be available only for the construction of a pedestrian overpass in Lincoln: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Alabama under section 110 of title 23, United States Code, for fiscal year 2001, $8,000,000 shall be

available only for construction of the Patton Island bridge in Lauderdale County, Alabama: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of California under section 110 of title 23, United States Code, for fiscal year 2001, $46,000,000 shall be available only for traffic mitigation and other improvements to existing SR 710 in South Pasadena, Pasadena and El Serano: *Provided further*, That, notwithstanding any other provision of law, the obligation limitation distributed for specific projects described herein shall remain available until expended and shall be in addition to the amount of any obligation limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, $28,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

EMERGENCY RELIEF PROGRAM

(HIGHWAY TRUST FUND)

For an additional amount for the Emergency Relief Program for emergency expenses resulting from floods and other natural disasters, as authorized by section 125 of title 23, United States Code, $720,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for $720,000,000, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY

LIMITATION ON ADMINISTRATIVE EXPENSES

For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a) of title 23, United States Code, not to exceed $92,194,000 shall be paid in accordance with law from appropriations made available by this Act and from any available takedown balances to the Federal Motor Carrier Safety Administration,

together with advances and reimbursements received by the Federal Motor Carrier Safety Administration: *Provided*, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, $177,000,000, 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 $177,000,000 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, $116,876,000 of which $85,321,000 shall remain available until September 30, 2003: *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: *Provided further*, That none of the funds appropriated in this Act may be obligated or expended to purchase a vehicle to conduct New Car Assessment Program crash testing at a price that exceeds the manufacturer's suggested retail price, unless the Secretary submits a request for a waiver that is approved by the House and Senate Committees on Appropriations: *Provided further*, That the Department of Transportation shall fund a study with the National Academy of Sciences on whether the static stability factor is a scientifically valid measurement that presents practical, useful information to the public including a comparison of the static stability factor test versus a test with rollover metrics based on dynamic driving conditions that may induce rollover events: *Provided further*, That nothing in this provision prohibits NHTSA from completing action on its proposal to provide rollover rating information to the public while the National Academy of Sciences conducts this study: *Provided further*, That to the extent NHTSA continues action on its rollover ratings proposal during the study, the agency shall consider any available preliminary deliberations or conclusions available from the National Academy of Sciences before completing action on its proposal, and shall consider coordinating any final action on its proposal with the completion of the National Academy of Sciences study: *Provided further*, That the National Academy of Sciences shall complete this study and issue a report to the House and Senate Committees

on Appropriations not later than 9 months after the date of enactment of this Act: *Provided further*, That after the National Academy of Sciences submits its findings to the Congress and the National Highway Traffic Safety Administration, the National Highway Traffic Safety Administration shall formally review and respond within 30 days to the study findings and propose any appropriate revisions to the consumer information program based on that review.

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 2001, 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, $213,000,000, 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 2001, are in excess of $213,000,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which $155,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, $13,000,000 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, and $9,000,000 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 $7,750,000 of the funds made available for section 402, not to

exceed $650,000 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 $450,000 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, $101,717,000, of which $5,899,000 shall remain available until expended: *Provided*, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, $25,325,000, 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 2001.

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, $17,000,000 to be matched by the State of Rhode

Island or its designee on a dollar-for-dollar basis and to remain available until expended.

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, $25,100,000, to remain available until expended.

ALASKA RAILROAD REHABILITATION

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

WEST VIRGINIA RAIL DEVELOPMENT

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

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), $521,476,000, to remain available until expended: *Provided*, That the Secretary shall not obligate more than $208,590,000 prior to September 30, 2001.

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, $12,800,000: *Provided*, That no more than $64,000,000 of budget authority shall be available for these purposes: *Provided further*, That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, $1,000,000 shall be transferred to the Department of Transportation's Office of Inspector General for costs associated with the audit and review of new fixed guideway systems: *Provided further*, That not to exceed $2,500,000 for the National Transit Database shall remain available until expended.

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, $669,000,000, to remain available until expended: *Provided*, That no more than $3,345,000,000 of budget authority shall be available for these purposes: *Provided further*, That of the funds provided under this heading, $60,000,000 shall be available for grants for the costs of planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah:

Provided further, That in allocating the funds designated in the preceding proviso, the Secretary shall make grants only to the Utah Department of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended: *Provided further*, That notwithstanding section 3008 of Public Law 105–178, 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, $22,200,000, to remain available until expended: *Provided*, That no more than $110,000,000 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)), $52,113,600 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305), $10,886,400 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).

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105–178, $5,016,600,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: *Provided*, That $2,676,000,000 shall be paid to the Federal Transit Administration's formula grants account: *Provided further*, That $87,800,000 shall be paid to the Federal Transit Administration's transit planning and research account: *Provided further*, That $51,200,000 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 $80,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: *Provided further*, That $2,116,800,000 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, $529,200,000, to remain available until expended: *Provided*, That no more than $2,646,000,000 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, $1,058,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, $529,200,000, together with $50,000,000 transferred from "Federal Transit Administration, Formula grants"; and there shall be available for new fixed guideway systems $1,058,400,000, together with $4,983,828 made available for the Pittsburgh airport busway project under Public Law 105–66, together with $1,488,750 made available for the Burlington to Gloucester, New Jersey line under Public Law 103–331, together with $20,521,470 previously appropriated for the Orlando Lynx light rail project remaining unobligated as of or deobligated after September 30, 2000; to be available as follows:

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

$500,000 for the Albuquerque/Greater Albuquerque mass transit project;

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

$1,000,000 for the Austin, Texas, capital metro light rail project;

$3,000,000 for the Baltimore central LRT double track project;

$5,000,000 for the Birmingham, Alabama, transit corridor;

$25,000,000 for the Boston South Boston Piers transitway project;

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

$2,000,000 for the Burlington-Bennington (ABRB), Vermont, commuter rail project;

$1,000,000 for the Calais, Maine, branch line regional transit program;

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

$3,000,000 for the Central Florida commuter rail project;

$5,000,000 for the Charlotte, North Carolina, north corridor and south corridor transitway projects;

$35,000,000 for the Chicago METRA commuter rail projects;

$15,000,000 for the Chicago Ravenswood and Douglas branch reconstruction projects;

$1,500,000 for the Clark County, Nevada, RTC fixed guideway project;

$4,000,000 for the Cleveland Euclid corridor improvement project;

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

$70,000,000 for the Dallas north central light rail extension project;

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

$20,200,000 for the Denver Southwest corridor project;

$500,000 for the Detroit, Michigan, metropolitan airport light rail project;

$50,000,000 for the Dulles corridor project;

$15,000,000 for the Fort Lauderdale, Florida, Tri-County commuter rail project;

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

$15,000,000 for the Girdwood to Wasilla, Alaska, commuter rail project;

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

$1,000,000 for the Hollister/Gilroy branch line rail extension project;

$2,500,000 for Honolulu, Hawaii, bus rapid transit project;

$2,500,000 for the Houston advanced transit project;

$10,750,000 for the Houston regional bus project;

$3,000,000 for the Indianapolis, Indiana, northeast-downtown corridor project;

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

$3,500,000 for Kansas City, Missouri, Southtown corridor project;

$4,000,000 for the Kenosha-Racine-Milwaukee rail extension project;

$3,000,000 for the Little Rock, Arkansas, river rail project;

$8,000,000 for the Long Island Railroad East Side access project;

$2,000,000 for the Los Angeles Mid-City and East Side corridors projects;

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

$3,000,000 for the Los Angeles-San Diego LOSSAN corridor project;

$2,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail project;

$10,000,000 for the MARC expansion projects—Penn-Camden lines connector and midday storage facility;

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

$6,000,000 for the Memphis, Tennessee, Medical Center rail extension project;

$6,000,000 for the Nashville, Tennessee, regional commuter rail project;

$121,000,000 for the New Jersey Hudson Bergen project;

$7,000,000 for the Newark-Elizabeth rail link project;

$2,000,000 for the Northern Indiana south shore commuter rail project;

$1,000,000 for the Northwest New Jersey-Northeast Pennsylvania passenger rail project;

$10,000,000 for the Oceanside-Escondido, California, light rail extension project;

$2,000,000 for the Orange County, California, transitway project;

$10,000,000 for the Philadelphia-Reading SETPA Schuylkill Valley metro project;

$2,000,000 for the Philadelphia SEPTA Cross County metro project;

$10,000,000 for the Phoenix metropolitan area transit project;

$5,000,000 for the Pittsburgh North Shore-central business district corridor project;

$12,000,000 for the Pittsburgh stage II light rail project;

$7,500,000 for the Portland-Interstate MAX LRT extension project;

$2,000,000 for the Portland, Maine, marine highway program;

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

$10,000,000 for the Raleigh-Durham-Chapel Hill Triangle transit project;

$500,000 for the Rhode Island-Pawtucket and T.F. Green commuter rail and maintenance facility;

$35,200,000 for the Sacramento, California, south corridor LRT project;

$2,000,000 for the Salt Lake City-University light rail line project;

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

$31,500,000 for the San Diego Mission Valley East light rail project;

$80,000,000 for the San Francisco BART extension to the airport project;

$12,250,000 for the San Jose Tasman West light rail project;

$75,000,000 for the San Juan Tren Urbano project;

$1,500,000 for the Santa Fe-Eldorado, New Mexico, rail link project;

$50,000,000 for the Seattle, Washington, central link LRT project;

$4,000,000 for the Spokane, Washington, South Valley corridor light rail project;

$1,000,000 for the St. Louis, Missouri, MetroLink Cross County connector project;

$60,000,000 for the St. Louis-St. Clair MetroLink extension project;

$8,000,000 for the Stamford, Connecticut, fixed guideway corridor;

$6,000,000 for the Stockton, California, Altamont commuter rail project;

$5,000,000 for the Twin Cities Transitways projects;

$50,000,000 for the Twin Cities Transitways—Hiawatha corridor project;

$3,000,000 for the Virginia Railway Express commuter rail project;

$7,500,000 for the Washington Metro-Blue Line extension-Addison Road (Largo) project;

$2,000,000 for the West Trenton, New Jersey, rail project;

$2,500,000 for the Whitehall and St. George ferry terminal projects;

$5,000,000 for the Wilmington, Delaware, downtown transit corridor project; and

$1,000,000 for the Wilsonville to Washington County, Oregon, commuter rail project:

Provided further, That any funds previously appropriated for the Miami-Dade Transit east-west multimodal corridor project and the Miami Metro-Dade North 27th Avenue corridor project remaining unobligated as of or deobligated after September 30, 2000, are to be made available for the South Miami-Dade Busway Extension project: *Provided further*, That funds made available under the heading "Capital investment grants" in division A, section 101(g) of Public Law 105–277 for the "Colorado-North Front Range corridor feasibility study" are to be made available for "Colorado-Eagle Airport to Avon light rail system feasibility study"; and that funds made available in Public Law 106–69 under "Capital investment grants" for buses and bus-related facilities that were designated for projects numbered 14 and 20 shall be made available to the State of Alabama for buses and bus-related facilities.

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), $350,000,000, 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

Notwithstanding section 3037(l)(3) of Public Law 105–178, as amended, for necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, $20,000,000, to remain available until expended: *Provided*, That no more than $100,000,000 of budget authority shall be available for these purposes: *Provided further*, That up to $250,000 of the funds provided under this heading may be used by the Federal Transit Administration for technical assistance and support and performance reviews of the Job Access and Reverse Commute Grants program.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

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

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation,

$13,004,000, 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, $36,373,000, of which $645,000 shall be derived from the Pipeline Safety Fund, and of which $4,707,000 shall remain available until September 30, 2003: *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, $47,044,000, of which $7,488,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2003; of which $36,556,000 shall be derived from the Pipeline Safety Fund, of which $23,837,000 shall remain available until September 30, 2003; and of which $3,000,000 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.

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, 2003: *Provided*, That not more than $14,300,000 shall be made available for obligation in fiscal year 2001 from amounts made available by 49 U.S.C. 5116(i) and 5127(d): *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, $48,450,000: *Provided*, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further*, That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $17,954,000: *Provided*, That notwithstanding any other provision of law, not to exceed $900,000 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 2001, to result in a final appropriation from the general fund estimated at no more than $17,054,000.

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, $4,795,000: *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) $62,942,000, 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 2001 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

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

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

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than 104 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision or political and Presidential appointees in an independent agency funded in this Act may be assigned on temporary detail outside the Department of Transportation or such independent agency.

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 expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public

record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 309. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) 18 U.S.C. 2725 is amended by: In paragraph (2) striking the word "and"; and inserting after paragraph 3:

"(4) 'highly restricted personal information' means an individual's photograph or image, social security number, medical or disability information; and

"(5) 'express consent' means consent in writing, including consent conveyed electronically that bears an electronic signature as defined in section 106(5) of Public Law 106–229.".

(c) 18 U.S.C. 2721(a) is amended to read as follows:

"(a) IN GENERAL.—A State department of motor vehicles, and any officer, employee, or contractor thereof, shall not knowingly disclose or otherwise make available to any person or entity:

"(1) personal information, as defined in 18 U.S.C. 2725(3), about any individual obtained by the department in connection with a motor vehicle record, except as provided in subsection (b) of this section; or

"(2) highly restricted personal information, as defined in 18 U.S.C. 2725(4), about any individual obtained by the department in connection with a motor vehicle record, without the express consent of the person to whom such information applies, except uses permitted in subsections (b)(1), (b)(4), (b)(6), and (b)(9): *Provided*, That subsection (a)(2) 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.".

(d) 18 U.S.C. 2721(b) is amended by inserting before "may be disclosed" ", subject to subsection (a)(2),".

(e) 18 U.S.C. 2721 is amended by inserting after subsection (d):

"(e) PROHIBITION ON CONDITIONS.—No State may condition or burden in any way the issuance of an individual's motor vehicle record as defined in 18 U.S.C. 2725(1) to obtain express consent. Nothing in this paragraph shall be construed to prohibit a State from charging an administrative fee for issuance of a motor vehicle record.".

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

SEC. 310. (a) For fiscal year 2001, 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, and paragraph (7) of this section, for the highway use tax evasion program, and amounts provided under section 110 of title 23,

United States Code, excluding $128,752,000 pursuant to subsection (e) of section 110 of title 23, as amended, 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;

(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; and

(7) Notwithstanding any other provision of law, after determining the amount of funds to be allocated to the surface transportation program, to the bridge program, to the congestion mitigation and air quality improvement program, and to the Interstate and National Highway System program, under section 110 of title 23, United States Code, deduct a sum, in an amount not to exceed 1⅙ percent of the sum made available to each program, to administer the provisions of law to be financed from appropriations for the Federal-aid highways program.

(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.

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

obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under subsection (a)(6). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

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

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

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

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

SEC. 314. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant. The 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, 2003, 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, 2000, under any section of chapter 53 of title 49, United States Code, that remain available

for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 318. None of the funds in this Act may be used to compensate in excess of 335 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2001.

SEC. 319. 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. 320. 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. 321. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities: *Provided*, That not more than $3,000,000 of the funds made available pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry routes.

SEC. 322. 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. 323. 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. 324. 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. 325. (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. 326. In addition to the funds limited in this Act, $54,963,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), shall be available for section 1069(y) of Public Law 102–240.

SEC. 327. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building

space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 2001.

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

SEC. 329. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, $750,000, to remain available until September 30, 2002: *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. 330. Item number 1473 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 311) is amended by striking "Stony" and inserting "Commerce".

SEC. 331. None of the funds in this Act may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: *Provided*, That no notification shall involve funds that are not available for obligation.

SEC. 332. Of the funds provided for fiscal year 2001 in section 232 of the Miscellaneous Appropriations Act, 2000, as enacted by section 1000(a)(5) of the Consolidated Appropriations Act, 2000, $20,000,000 shall be available only for fire and life safety improvements to enable the James A. Farley Post Office in New York City to be used as a train station and commercial center.

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

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

"(72) Wilmington Downtown transit corridor.

"(73) Honolulu Bus Rapid Transit project.".

SEC. 335. None of the funds appropriated or made available by this Act or any other Act shall be used: (1) to adopt any proposed

rule or proposed amendment to a rule contained in the Notice of Proposed Rulemaking issued on April 24, 2000 (Docket No. FMCSA–97–2350–953); (2) to adopt any rule or amendment to a rule similar in substance to a proposed rule or proposed amendment to a rule contained in such Notice; or (3) if any such proposed rule or proposed amendment to a rule has been adopted prior to enactment of this section, to enforce such rule or amendment to a rule: *Provided*, That nothing in this section shall apply to issuing and proceeding, through all stages of rulemaking other than adoption of a final rule, under subchapter II of chapter 5 of title 5, United States Code on a supplemental notice of proposed rulemaking to be issued in Docket No. FMCSA–97–2350–953 that contains proposed rules and proposed amendments to rules that take appropriate account of the information received for filing in the docket on the Notice of Proposed Rulemaking (Docket No. FMCSA–97–2350–953).

SEC. 336. Section 3038(e) of Public Law 105–178 is amended by striking "50" and inserting "90".

SEC. 337. Item number 273 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by striking "Reconstruct I–235 and improve the interchange for access to the MLKing Parkway." and inserting "Construction of the north-south segments of the Martin Luther King Jr. Parkway in Des Moines.".

SEC. 338. Item number 328 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting before "of" the following: "or construction".

SEC. 339. Section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 256) is amended—

(1) by striking item number 63, relating to Ohio; and

(2) in item number 186, relating to Ohio, by striking "3.75" and inserting "7.5".

SEC. 340. (a) Of the funds apportioned to the Commonwealth of Massachusetts under each of subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, the Secretary shall withhold obligation of Federal funds and all project approvals for the Central Artery/Tunnel project in fiscal year 2001 and each fiscal year thereafter unless the Secretary of the Department of Transportation determines that the Commonwealth meets each of the following criteria:

(1) The Commonwealth is in full compliance with the partnership agreement that was executed on June 22, 2000, between the Federal Highway Administration, the Massachusetts Turnpike Authority, the Massachusetts Highway Department, and the Massachusetts Executive Office of Transportation and Construction.

(2) The Commonwealth is in full compliance with the balanced statewide program memorandum of understanding entered into by the Massachusetts Highway Department, the Executive Office of Transportation and Construction, and metropolitan planning organizations in the Commonwealth of Massachusetts.

(3) The Commonwealth of Massachusetts shall spend no less than $400,000,000 each year for construction activities and specific transportation projects as defined in the Balanced

Statewide Program Memorandum of Understanding on projects other than the Central Artery/Tunnel project.

(b) After June 22, 2000, the Secretary of Transportation shall not approve new net advance construction for the Central Artery/Tunnel project in an amount greater than $222,000,000 and no conversion of advance construction to obligation authority shall cause the Federal share of funding for the Central Artery/Tunnel project to exceed $8,549,000,000.

(c) Of the funds apportioned to the Commonwealth of Massachusetts under each of subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, the Secretary shall withhold obligation of Federal funds and all project approvals for the Central Artery/Tunnel project in fiscal year 2001 and each fiscal year thereafter until the Inspector General of the Department of Transportation finds the annual update of the Central Artery/Tunnel project finance plan consistent with Federal Highway Administration financial plan guidance and the Secretary of the Department of Transportation approves the annual update of the finance plan, except for fiscal year 2001 when approval of the annual update of the finance plan will not be required until December 1, 2000.

(d) Total Federal contributions to the Central Artery/Tunnel project shall not exceed $8,549,000,000.

(e) Should the Secretary withhold Federal funds apportioned to the Commonwealth of Massachusetts under subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, for the Central Artery/Tunnel project in any fiscal year for noncompliance with this section, such funds shall be available to the Commonwealth of Massachusetts for projects other than the Central Artery/Tunnel project in that fiscal year.

(f) This section shall be in effect for each fiscal year in which any Federal funds are made available to construct the Central Artery/Tunnel project in Boston, Massachusetts.

(g) Notwithstanding the foregoing provisions of this section to the contrary, the Secretary is authorized to approve conversion of advance construction to obligation authority and otherwise make Federal funds available to the Commonwealth of Massachusetts without regard to the requirements of this section, other than subsection (d), if and only if to the extent necessary, as evidenced by a certificate of the Secretary of Administration and Finance of the Commonwealth of Massachusetts satisfactory to the Secretary, to enable the Commonwealth of Massachusetts to pay all or any portion of the principal amount of notes issued by the Commonwealth of Massachusetts pursuant to section 9 through 10D of chapter 11 of the Massachusetts acts of 1997, as amended, to finance costs of the Central Artery/Tunnel project in anticipation of the receipts of Federal funds: *Provided*, That no funds derived from the sale of grant anticipation notes shall be used to exceed the caps described in subsections (b) and (d).

SEC. 341. Section 3027(c)(3) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 2681–477), relating to services for elderly and persons with disabilities, is amended by striking "$1,000,000" and inserting "$1,444,000".

SEC. 342. Notwithstanding any other provision of law, unobligated balances from section 149(a)(45) and section 149(a)(63) of Public Law 100–17 and the Ebensburg Bypass Demonstration

Project of Public Law 101–164 may be used for improvements along Route 56 in Cambria County, Pennsylvania, including the construction of a parking facility in the vicinity.

SEC. 343. None of the funds in this Act shall be used for the planning, development, or construction of California State Route 710 freeway extension project through South Pasadena, California.

SEC. 344. None of the funds made available in this Act may be used for engineering work related to an additional runway at New Orleans International Airport.

SEC. 345. Notwithstanding any other provision of law, up to $800,000 of unobligation balances from capital investement grants available for Fayette County, Pennsylvania intermodal facilities and buses in the Department of Transportation and Related Agencies Appropriations Act, 1999 (Public Law 105–277) and the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106–69) may be made available for an intermodal parking facility in Cambria County, Pennsylvania.

SEC. 346. None of the funds appropriated by this Act shall be used to propose or issue rules, regulations, decrees, or orders for the purpose of implementation, or in preparation for implementation, of the Kyoto Protocol which was adopted on December 11, 1997, in Kyoto, Japan at the Third Conference of the Parties to the United Nations Framework Convention on Climate Change, which has not been submitted to the Senate for advice and consent to ratification pursuant to article II, section 2, clause 2, of the United States Constitution, and which has not entered into force pursuant to article 25 of the Protocol.

SEC. 347. None of the funds appropriated by this Act or any other Act shall be used to pay the salaries and expenses of personnel who prepare or submit appropriations language as part of the President's Budget submission to the Congress of the United States for programs under the jurisdiction of the Appropriations Subcommittees on Department of Transportation and Related Agencies that assumes revenues or reflects reductions from the previous year due to user fee proposals that have not been enacted into law prior to the submission of the budget unless such budget submission identifies which additional spending reductions should occur in the event the user fee proposals are not enacted prior to the date of the convening of a committee of conference for the fiscal year 2002 appropriations Act.

SEC. 348. In addition to the authority provided in section 636 of the Treasury, Postal Service, and General Government Appropriations Act, 1997, as included in Public Law 104–208, title I, section 101(f), as amended, beginning in fiscal year 2001 and thereafter, amounts appropriated for salaries and expenses for the Department of Transportation may be used to reimburse an employee whose position is that of safety inspector for not to exceed one-half the costs incurred by such employee for professional liability insurance. Any payment under this section shall be contingent upon the submission of such information or documentation as the Department may require.

SEC. 349. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation or weather reporting. The prohibition of

funds in this section does not apply to negotiations between the Agency and airport sponsors to achieve agreement on "below-market" rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

SEC. 350. None of the funds provided in this Act or prior Appropriations Acts for Coast Guard "Acquisition, construction, and improvements" shall be available after the fifteenth day of any quarter of any fiscal year beginning after December 31, 2000, unless the Commandant of the Coast Guard first submits a quarterly report to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects including projects executed for the Coast Guard by the United States Navy and vessel traffic service projects: *Provided*, That such reports shall include an acquisition schedule, estimated current and year funding requirements, and a schedule of anticipated obligations and outlays for each major acquisition project: *Provided further*, That such reports shall rate on a relative scale the cost risk, schedule risk, and technical risk associated with each acquisition project and include a table detailing unobligated balances to date and anticipated unobligated balances at the close of the fiscal year and the close of the following fiscal year should the Administration's pending budget request for the acquisition, construction, and improvements account be fully funded: *Provided further*, That such reports shall also provide abbreviated information on the status of shore facility construction and renovation projects: *Provided further*, That all information submitted in such reports shall be current as of the last day of the preceding quarter.

SEC. 351. Notwithstanding any other provision of law, beginning in fiscal year 2004, the Secretary shall withhold 2 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of chapter 1 of title 23, United States Code, in fiscal year 2005, the Secretary shall withhold 4 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code; in fiscal year 2006, the Secretary shall withhold 6 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code; and beginning in fiscal year 2007, and in each fiscal year thereafter, the Secretary shall withhold 8 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code. If within 4 years from the date the apportionment for any State is reduced in accordance with this section the Secretary determines that such State has enacted and is enforcing a provision described in section 163(a) of chapter 1 of title 23, United States Code, the apportionment

of such State shall be increased by an amount equal to such reduction. If at the end of such 4-year period, any State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code, any amounts so withheld shall lapse.

SEC. 352. (a) IN GENERAL.—Notwithstanding any other provision of law, including the Surplus Property Act of 1944 (58 Stat. 765, chapter 479; 50 U.S.C. App. 1622 et seq.), the Secretary of Transportation (or the appropriate Federal officer) may waive, without charge, any of the terms contained in any deed of conveyance described in subsection (b) that restrict the use of any land described in such a deed that, as of the date of enactment of this Act, is not being used for the operation of an airport or for air traffic. A waiver made under the preceding sentence shall be deemed to be consistent with the requirements of section 47153 of title 49, United States Code.

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

(c) USE OF LANDS SUBJECT TO WAIVER.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the lands subject to a waiver under subsection (a) shall not be subject to any term, condition, reservation, or restriction that would otherwise apply to that land as a result of the conveyance of that land by the United States to the institution of higher education.

(2) USE OF LANDS.—An institution of higher education that is issued a waiver under subsection (a) may use revenues derived from the use, operation, or disposal of that land only for weather-related and educational purposes that include benefits for aviation.

(d) GRANTS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, if an institution of higher education that is subject to a waiver under subsection (a) received financial assistance in the form of a grant from the Federal Aviation Administration or a predecessor agency before the date of enactment of this Act, then the Secretary of Transportation may waive the repayment of the outstanding amount of any grant that the institution of higher education would otherwise be required to pay.

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

SEC. 353. The table contained in section 1602 of the Transportation Equity Act for the 21st Century is amended in item 1006 (112 Stat. 294) by striking "Extend NW 86th Street from NW 70th Street" and inserting "Construct a road from State Highway 141".

SEC. 354. For the purpose of constructing an underpass to improve access and enhance highway/rail safety and economic development along Star Landing Road in DeSoto County, Mississippi, the State of Mississippi may use funds previously allocated to it under the transportation enhancements program, if available.

SEC. 355. Section 1214 of Public Law 105–178, as amended, is further amended by adding a new subsection to read as follows:

"(s) Notwithstanding section 117(c) of title 23, United States Code, for project number 1646 in section 1602 of Public Law 105–178, the non-Federal share of the project may be funded by Federal funds from an agency or agencies not part of the United States Department of Transportation.".

SEC. 356. Hereafter, the New Jersey Transit commuter rail station to be located at the intersection of the Main/Bergen line and the Northeast Corridor line in the State of New Jersey shall be known and designated as the "Frank R. Lautenberg Station": *Provided*, That the Secretary of Transportation shall ensure that any and all applicable reference in law, map, regulation, documentation, and all appropriate signage shall make reference to the "Frank R. Lautenberg Station".

SEC. 357. None of the funds in this Act may be available for the planning, development or construction of a multi-lane, limited access expressway at section 800, Pennsylvania Route 202 in Bucks County, Pennsylvania.

SEC. 358. Item 131 in the table under "Federal Transit Administration, Capital investment grants" in Public Law 106–69 is amended by adding after "buses" the following: ", bus-related equipment and bus facilities".

SEC. 359. Each executive agency shall establish a policy under which eligible employees of the agency may participate in telecommuting to the maximum extent possible without diminished employee performance. Not later than 6 months after the date of the enactment of this Act, the Director of the Office of Personnel Management shall provide that the requirements of this section are applied to 25 percent of the Federal workforce, and to an additional 25 percent of such workforce each year thereafter.

SEC. 360. Notwithstanding any other provision of law, new fixed guideway system funds available for the Jackson, Mississippi, Intermodal Corridor in the Department of Transportation and Related Agencies Appropriations Act, 1998, Public Law 105–66, may be made available for obligation during this fiscal year for studies to evaluate and define transportation alternatives for this project, including an intermodal facility at Jackson International Airport, and for related preliminary engineering, final design or construction.

SEC. 361. Notwithstanding any other provision of law, up to $499,000 of the funds made available in item 760 of section 1602 of the Transportation Equity Act for the 21st Century shall be available for corridor planning studies between western Baldwin County and Mobile Municipal Airport.

SEC. 362. Item number 78 in section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240) is amended by inserting "Akron Innerbelt (State Route 59) corridor, Broadway viaduct replacement, and High Street viaduct replacement," after "extension,".

SEC. 363. Section 117(c) of title 23, United States Code, is amended by inserting before the period at the end the following: "; except that the Federal share on account of the project to be carried out under item 1419 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 309), relating to reconstruction of a road and causeway in Shiloh

Military Park in Hardin County, Tennessee, shall be 100 percent of the total cost thereof".

SEC. 364. Section 30118 of title 49, United States Code, is amended—

(1) in subsections (a), (b)(1), and (c), by inserting ", original equipment," before "or replacement equipment" each place it appears; and

(2) in subsection (c)—

(A) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively, and indenting appropriately;

(B) by striking "A manufacturer" and inserting the following: "(1) IN GENERAL.—A manufacturer"; and

(C) by adding at the end the following:

"(2) DUTY OF MANUFACTURERS.—For the purposes of paragraph (1), a manufacturer of a motor vehicle, original equipment, or replacement equipment shall have a duty to review and consider information, including information received from any foreign source, to learn whether the vehicle or equipment contains a defect or does not comply with an applicable motor vehicle safety standard.".

SEC. 365. Funds appropriated to the Federal Transit Administration under the heading "Transit planning and research" for international activities in Public Law 106–69 shall be transferred to and administered by the Agency for International Development for transportation needs in the frontline states to the Kosovo conflict, as determined to be appropriate by the Administrator of the Agency for International Development.

SEC. 366. Under the heading "Discretionary Grants" in Public Law 105–66, "$4,000,000 for the Salt Lake City regional commuter system project;" is amended to read "$4,000,000 for the transit and other transportation-related portions of the Salt Lake City regional commuter system and Gateway intermodal terminal;".

SEC. 367. Of the amounts to be made available in fiscal year 2001 under section 1404 (safety incentives to prevent operation of motor vehicles by intoxicated persons) of Public Law 105–178, $2,492,121 shall be made available to the Commonwealth of Kentucky for adopting a 0.08 blood alcohol content standard. Thereafter the remaining funds shall be distributed by formula to the eligible States, including Kentucky.

SEC. 368. Notwithstanding any other provision of law, the Secretary of Transportation shall waive repayment of any Federal-aid highway funds expended by the City of Spokane, Washington on the Lincoln Street Bridge Project.

SEC. 369. Items 218 and 219 in the table under "Federal Transit Administration, Capital investment grants" in division A, section 101(g) of Public Law 105–277 and items 222 and 223 in the table under "Federal Transit Administration, Capital investment grants" in Public Law 106–69 are amended by inserting "and bus and bus facilities" at the end of each item.

SEC. 370. Item number 6 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting after "Kaysville", "and within the amount provided, $2,000,000 for repair and reconstruction of the North Ogden Divide Highway".

SEC. 371. Notwithstanding any other provision of law, States may use funds provided in this Act under section 402 of title

23, United States Code, to produce and place highway safety public service messages in television, radio, cinema, and print media, and on the Internet in accordance with guidance issued by the Secretary of Transportation. Any State that uses funds for such public service messages shall submit to the Secretary a report describing and assessing the effectiveness of the messages.

SEC. 372. Notwithstanding section 402 of the Department of Transportation and Related Agencies Appropriations Act, 1982 (49 U.S.C. 10903 nt), Mohall Railroad, Inc. may abandon track from milepost 5.25 near Granville, North Dakota, to milepost 35.0 at Lansford, North Dakota, and the track so abandoned shall not be counted against the 350-mile limitation contained in that section.

SEC. 373. Item number 163 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting before the numeral "which includes the study, design, and construction related to local street improvements needed to complement the extension of Kapkowski Road".

SEC. 374. Item number 331 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 269) is amended by striking "highway access" and inserting "highway and freight rail access".

SEC. 375. For capital costs associated with track relocation, track construction and rehabilitation, highway-rail separation construction activities including right-of-way acquisition and utility relocation, and signal improvements in Muscle Shoals, Tuscumbia, and Sheffield, Alabama, $5,000,000 to the Alabama Department of Transportation, to remain available until expended: *Provided*, That obligation of Federal funds is contingent upon a match of no less than 75 percent from non-Federal sources.

SEC. 376. For capital costs associated with track acquisition and rehabilitation between Strasburg Junction and Shenandoah Caverns, Virginia, $1,000,000 to Valley Trains and Tours, to remain available until expended: *Provided*, That the obligation of Federal funds is contingent upon an agreement with Norfolk Southern Corporation on track usage and financial support by the Commonwealth of Virginia.

SEC. 377. Item 1135 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 298) is amended by striking "Replace Barton Road/M–14 interchange, Ann Arbor" and inserting "Conduct a study of all possible alternatives to the current M–14/Barton Drive interchange in Ann Arbor, including relocation of M–14/U.S. 23 from Maple Road to Plymouth Road, mass transit options, and other means of reducing commuter traffic and improving highway safety".

SEC. 378. Notwithstanding any other provision of law, in addition to amounts made available in this Act or any other Act, the following sums shall be made available from the Highway Trust Fund (other than the Mass Transit Account): $50,000,000 for the intelligent transportation infrastructure program as authorized by section 5117(b)(3) of Public Law 105–178; $8,500,000 for construction of, and improvements to, 17th Avenue and 23d Avenue highway ramps in Denver, Colorado; $1,000,000 for engineering, construction of, and improvements to, the Cascade Gateway Border Project in Whatcom County, Washington; $100,000,000 for construction of, and improvements to, Corridor D on the Appalachian development highway system in the State of West Virginia;

$1,500,000 for construction of, and improvements to, the Alameda Corridor-East Gateway to American Trade corridor project, California; $4,000,000 for construction of, and improvements to, Avenue G viaduct and connector roads in Council Bluffs, Iowa; $34,100,000 for design and construction of the Birmingham, Alabama Northern Beltline; $13,500,000 for construction of, and improvements to, US 231 from Bowling Green to Scottsville, Kentucky; $150,000 for improvements to the Broad Street and Wyckoff Road intersection, including traffic light upgrades, in the Borough of Eatontown, New Jersey; $12,000,000 for construction of road expansion and improvements to, the Broad Street Parkway in Nashua, New Hampshire; $10,000,000 to construct interchanges US 281 at FM 2812, FM 162, FM 490, SP 122, and SH 186 in Texas; $12,500,000 to construct interchanges US 77 at Business 77 North, FM 3186, FM 490, SP 122, and SP 413 in Texas; $30,000,000 for construction of, and improvements to, the Cooper River Bridge in South Carolina; $100,000,000 for construction of, and improvements to, Corridor X on the Appalachian development highway system in the State of Alabama; $4,000,000 for construction, including related activities, of an interchange at County Highway J and US 10 and to upgrade a segment of US 10 to a four-lane highway in Portage County, Wisconsin; $5,000,000 for construction, including related activities, of the Craig Road overpass between I–15 and Lossee Road in the City of North Las Vegas, Nevada; $30,200,000 for construction of, and improvements to, bridges and other projects on the Dalton Highway, Alaska; $3,200,000 for improvements to Dayton Road in Ames, Iowa; $15,000,000 for construction of, and improvements to, the Detroit, Michigan Ambassador Bridge Gateway project; $24,000,000 for construction of, and improvements to, FAST Corridor in Washington; $10,000,000 for construction of, and improvements to, the Fort Washington Way reconfiguration project, Cincinnati, Ohio; $35,000,000 for construction of, and improvements to, the Four Bears Bridge in North Dakota; $50,000,000 for construction of, and improvements to, the Glen Highway/George Parks Highway interchange in Alaska; $8,000,000 for preliminary design of the Interstate Route 69 Great River Bridge crossing the Mississippi at Bolivar County, Mississippi; $8,000,000 for reconstruction of, and other improvements to, Halls Mill Road in Freehold Township and Monmouth County, New Jersey; $4,500,000 for construction of, and improvements to, Hamakua-Hilo corridor road and bridge projects, Hawaii; $35,000,000 for construction, including related activities, of an extension of Highway 180 from the City of Mendota to I–5 in Fresno County, California; $10,000,000 to upgrade Highway 36 in Marion County, Missouri, to four-lane divided highway; $9,750,000 for widening, relocation of, and other improvements to South Carolina Highway 5, including the removal and relocation of municipal utilities, between Interstate 85 in Cherokee County, South Carolina and Interstate 77 in York County, South Carolina; $10,000,000 for upgrading Highway 60 in Shannon and Carter counties, Missouri, to four-lane divided highway; $6,400,000 for Hoeven Valley corridor, Sioux City, road, intersection, and rail crossing improvements in Iowa; $20,000,000 for environmental work, design, and construction of the Hoover Dam bypass four-lane bridge; $13,500,000 for construction of, and improvements to, I–15 between milepost 0 and milepost 16, from the Utah border to Deep Creek, Idaho; $10,000,000 for construction of, and improvements to, the I–15 Southbound project, Nevada; $10,000,000 for

construction of, and improvements to, I–195 in Rhode Island; $6,400,000 for municipality relocation costs for I–235 in Polk County, Iowa; $12,000,000 for environmental work, preliminary survey and design, and reconstruction of I–35 from Des Moines to Ankeny, Iowa; $36,000,000 for construction, including related activities, of the I–39/US 51/SH 29 corridor (Wausau Beltline) in and around Wausau, Wisconsin; $94,000,000 for construction of, and improvements to, I–49 in the State of Arkansas; $18,400,000 for environmental work, preliminary survey and design of I–69 in Tennessee; $10,000,000 for construction of, and improvements to, the I–80/US 395 interchange, in Reno, Nevada; $2,800,000 for border crossing improvements on I–87, in New York; $8,000,000 for construction of, and improvements to, the I–95 to Transitway access project in Stamford, Connecticut; $4,000,000 for construction of, and improvements to, U.S. Department of Transportation structure numbered 289–961–H at FAS Route 37 in Illinois; $250,000 for improvements at the Rosedale Road and Provinceline Road intersection in the Township of Princeton, New Jersey; $1,200,000 for improvements to County Route 605 in Delaware Township and West Amwell Township Hunterdon County, New Jersey; $2,500,000 for improvements to the Route 9 and Route 520 intersection in Marlboro Township, New Jersey; $5,000,000 for improvements to US 73 from State Avenue North to Marxen Road in Wyandotte County, Kansas; $5,000,000 for installation of sound barriers along the Route 309 Expressway between Limekiln Pike and State Route 63 in Montgomery County, Pennsylvania; $8,700,000 for construction, including related activities, of a new interchange on I–435 at Donahoo Road in Wyandotte County, Kansas; $15,000,000 for construction of, and improvements to, the intersection at 27th Street and Airport Road in Billings, Montana; $5,000,000 for construction of, and improvements to, Kahuku Bridges, Hawaii; $5,500,000 for construction of, and improvements to, the Kansas Lane Connector Road alignment project in Monroe, Louisiana; $4,000,000 for construction of, and improvements to, Kekaha, Kauai access roads, Hawaii; $10,000,000 for planning, environmental work, and preliminary engineering of highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts in the District of Columbia; $2,500,000 for construction of, and improvements to, Kihei Road, Hawaii; $10,000,000 for Lafayette Street access improvements from the US 202 Dannehower Bridge to the Pennsylvania Turnpike, including extension of Lafayette Street to the Conshohocken Road, intersection improvements and bridge reconstruction, in Norristown, Pennsylvania; $12,400,000 for widening and overlay/guard rail work on SR 789 between Lander and Hudson, Wyoming; $500,000 for reconstruction of Lewisville Road in Lawrence Township, New Jersey; $3,200,000 for construction of, and improvements to, the Martin Luther King, Jr. Bridge in Toledo, Ohio; $9,300,000 for construction of, and improvements to, the Midtown West intermodal ferry terminal, New York City, New York; $5,000,000 for construction, including related activities, of an extension of Mississippi Highway 44, including a bridge over the Pearl River, in Lawrence County, Mississippi; $13,000,000 for construction of, and improvements to, the Missouri River pedestrian crossing in Omaha, Nebraska; $5,000,000 for the NJCDC Training Facility Project in Paterson, New Jersey; $16,000,000 for construction of, and improvements to, North Shore Road in Swain County, North Carolina; $3,500,000 for construction of, and improvements

to, the Norwich, Connecticut intermodal facility project; $1,500,000 for construction of, and improvements to, Padanaram and Little River Road bridge projects in Dartmouth, Massachusetts; $11,000,000 for reconstruction activities on the Potee Street Bridge in Baltimore, Maryland; $250,000 for reconstruction of Institute Street, Lockwood Avenue, First Street, Second Street, Third Street, Ford Avenue, Liberty Street and Bond Street in the Borough of Freehold, New Jersey; $4,200,000 for relocation and related construction activities thereto of MacArthur Boulevard in Oklahoma City, Oklahoma; $1,200,000 for grade crossing eliminations along Route 17 in Chemung County, New York; $4,000,000 for construction of, and improvements to, Route 2 between St. Johnsbury, Vermont and the New Hampshire State Line; $500,000 for improvements to Route 35 at Clinton Avenue and other intersections in the Borough of Eatontown, New Jersey; $500,000 for Route 35 corridor improvements, including signal upgrades, in the Borough of Eatontown, New Jersey; $2,600,000 for construction of, and improvements to, the Niangua Bridge on Route 5 in Camden County, Missouri; $1,000,000 for improvements to Route 641 in Hunterdon County, New Jersey; $25,000,000 for construction, including related activities, of the Route 7 North bypass in Brookfield, Connecticut; $6,000,000 for construction of, and improvements to, the Route 9 Bennington Bypass, Vermont; $5,000,000 for construction of, and improvements to, Saddle Road, Hawaii; $1,200,000 for reconstruction of School Road East in Marlboro Township, New Jersey; $29,000,000 for construction of, and improvements to, a Southeast Connector Route between I–90 and SD 79 in South Dakota; $5,000,000 for improvements, including traffic signal system upgrades, to State Route 99 in Shoreline, Washington; $500,000 for the Township of Princeton, New Jersey municipal complex road improvements, including improvements to the Valley, Mount Lucas, Terhune and Cherry Hill roadways in the Township of Princeton, New Jersey; $23,600,000 for construction of, and improvements to, US 12 between Aberdeen and I–29 in South Dakota; $40,000,000 for construction of, and improvements to, US 19 in Pinellas County, Florida; $25,000,000 for construction of, and improvements to, US 50 Parkersburg bypass in West Virginia; $10,000,000 for construction of, and improvements to, US 63 in Jonesboro, Arkansas; $5,000,000 for construction of, and improvements to, US 101 in Oregon; $4,000,000 for construction of, and improvements to, US 54 in Kansas; $100,000,000 for construction of, and improvements to, the US 82 bridge over the Mississippi River at Greenville, Mississippi; $10,000,000 for construction of, and improvements to, including widening, of US 95 between Laughlin Cutoff and Railroad Pass, Nevada; $1,000,000 for improvements to the Van Wyck Expressway, Queens County, New York; and $20,000,000 for widening US 53 from two lanes to four lanes from Minnesota Highway 169 north of Virginia, Minnesota to Cook, Minnesota: *Provided*, That the amounts appropriated in this section shall remain available until expended and shall not be subject to, or computed against, any obligation limitation or contract authority set forth in this Act or any other Act.

SEC. 379. (a) Section 412(a) of the Woodrow Wilson Memorial Bridge Authority Act of 1995 (109 Stat. 627; 112 Stat. 159) is amended—

(1) in paragraph (1)—

(A) by striking "There is" and inserting the following:

"(A) HIGHWAY TRUST FUND.—There is"; and

(B) by adding at the end the following:

"(B) GENERAL FUND.—

"(i) IN GENERAL.—In addition to amounts made available under subparagraph (A), there is appropriated to pay the costs described in subparagraph (A) $600,000,000 for fiscal year 2001.

"(ii) CONDITION.—Notwithstanding any other provision of law, the additional funds made available by clause (i) shall be made available only when 1 or more of the Capital Region jurisdictions accepts conveyance from the Secretary of all right, title, and interest of the United States in and to the new Bridge.

"(iii) MANNER OF USE.—The use of the additional funds made available by clause (i) shall be subject to title 23, United States Code.";

(2) in paragraph (2)—

(A) by striking "Funds" and inserting "Except as provided in paragraph (3), funds"; and

(B) by striking "this section" and inserting "paragraph (1)(A)"; and

(3) by striking "Code; except that—" and inserting the following: "Code.

"(3) CONDITIONS.—With respect to funds authorized or appropriated by this section—".

(b) Section 412 of the Woodrow Wilson Memorial Bridge Authority Act of 1995 (109 Stat. 627; 112 Stat. 159) is amended by adding at the end the following:

"(d) LIMITATION ON FEDERAL CONTRIBUTION.—

"(1) IN GENERAL.—Except as provided in paragraph (2), the aggregate of the amounts made available from the Highway Trust Fund and the general fund of the Treasury under this section shall not exceed $1,500,000,000.

"(2) EXCLUDED AMOUNTS.—Amounts made available for the Project under section 110 of title 23, United States Code, shall be excluded from the limitation established by paragraph (1).".

SEC. 380. Section 5309(g)(4) of title 49 United States Code is amended by inserting "(A)" after "(4)" and by adding at the end the following:

"(B) For fiscal year 2001 and thereafter, the amount equivalent to the last 2 fiscal years of funding authorized under section 5338(b) for new fixed guideway systems and extensions to existing fixed guideway systems referred to in subparagraph (A) shall be the amount equivalent to the last 3 fiscal years of such authorized funding.

"(C) Any increase in the total estimated amount of future obligations of the Government and contingent commitments to incur obligations covered by all outstanding letters of intent, full funding grant agreements, and early systems work agreements as a result of application of subparagraph (B) instead of subparagraph (A) shall be available as follows:

"(1) $269,100,000 for the Chicago, Illinois Metra commuter rail project, that consists of the following elements: the Kane County extension; the North Central double-tracking project; and the Southwest corridor extension.

"(2) $565,600,000 for the Chicago Transit Authority project that consists of the following elements: Ravenswood

Branch station and line improvements and the Douglas Branch reconstruction project.

"(3) For new fixed guideways and extensions to existing fixed guideway systems other than for projects referred to in paragraphs (1) and (2); except that for fiscal year 2001, such increase under this paragraph shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001.

"(D) Of the amount that would be available under subparagraph (A) if subparagraph (B) were not in effect and would have otherwise been allocated by the Federal Transit Administration to those projects referred to in subparagraphs (C)(1) and (C)(2) shall be available as follows:

"(1) $60,000,000 for the Minneapolis Hiawatha corridor light rail project, which shall be in addition to amounts otherwise allocated under subparagraph (A), for a total of $334,300,000.

"(2) $217,800,000 for the Dulles corridor bus rapid transit project, that consists of a light rail extension from the West Falls Church metrorail station to Tysons Corner, Virginia and bus rapid transit from Tysons Corner to the Dulles International Airport.

"(E) Any amount that would be available under subparagraph (A) if subparagraph (B) were not in effect and would have otherwise been allocated by the Federal Transit Administration to those projects referred to in subparagraphs (C)(1) and (C)(2), shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001, except for those projects referred to in subparagraph (D)(1) and (D)(2).

"(F) Future obligations of the Government and contingent commitments made against the contingent commitment authority under section 3032(g)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 for the San Francisco BART to the Airport project for fiscal years 2002, 2003, 2004, 2005 and 2006 shall be charged against section 3032(g)(2) of the Intermodal Surface Transportation Efficiency Act of 1991.

"(G) Any amount that would be available under subparagraph (A) if subparagraph (F) were not in effect and would otherwise have been allocated by the Federal Transit Administration to the project in subparagraph (F) shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001.".

SEC. 381. Notwithstanding any other provision of law, within one week from the date of enactment of this Act, the Federal Transit Administrator shall sign a Full Funding Grant Agreement for the MOS–2 segment of the New Jersey Urban Core—Hudson Bergen project.

SEC. 382. None of the funds appropriated in this or any other Act may be used to adjust the boundary of the Point Retreat Light Station or to otherwise limit the property at the Point Retreat Light Station currently under lease to the Alaska Lighthouse Association: *Provided*, That any modifications to the boundary of the Point Retreat Light Station made after January 1, 1998 is hereby declared null and void.

TITLE IV

DEPARTMENT OF THE TREASURY

BUREAU OF THE PUBLIC DEBT

GIFTS TO THE UNITED STATES FOR REDUCTION OF THE PUBLIC DEBT

For deposit of an additional amount into the account established under section 3113(d) of title 31, United States Code, to reduce the public debt, $5,000,000,000.

TITLE V

DEPARTMENT OF THE TREASURY

DEPARTMENTAL OFFICES

SALARIES AND EXPENSES

For an additional amount in support of the Nation's counterterrorism efforts, $6,424,000: *Provided*, That these funds shall be for establishing a new interagency National Terrorist Asset Tracking Center in the Office of Foreign Assets Control: *Provided further*, That these funds may be used to reimburse any Department of the Treasury organization for costs of providing support for this effort.

DEPARTMENT-WIDE SYSTEMS AND CAPITAL INVESTMENTS PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

For an additional amount for the integrated Treasury wireless network, $15,000,000, to remain available until expended: *Provided*, That these funds shall be transferred to accounts and in amounts as necessary to satisfy the requirements of the Department's offices, bureaus, and other organizations: *Provided further*, That this transfer authority shall be in addition to any other transfer authority provided: *Provided further*, That none of the funds appropriated shall be used to support or supplement the Internal Revenue Service appropriations for Information Systems.

EXPANDED ACCESS TO FINANCIAL SERVICES

(INCLUDING TRANSFER OF FUNDS)

For an additional amount to develop and implement programs to expand access to financial services for low- and moderate-income individuals, $8,000,000, to remain available until expended: *Provided*, That of these funds, such sums as may be necessary may be transferred to accounts of the Department's offices, bureaus, and other organizations: *Provided further*, That this transfer authority shall be in addition to any other transfer authority provided.

FEDERAL LAW ENFORCEMENT TRAINING CENTER

SALARIES AND EXPENSES

For an additional amount to establish and operate a metropolitan area law enforcement training center for the Department of

the Treasury, other Federal agencies, the United States Capitol Police, and the Washington, D.C., Metropolitan Police Department, $5,000,000: *Provided*, That the principal function of the center shall be for firearms and vehicle operation requalification: *Provided further*, That use of the center for training for other State and local law enforcement agencies may be provided on a space-available basis: *Provided further*, That the Federal Law Enforcement Training Center is authorized to obligate funds in anticipation of reimbursement from agencies receiving training sponsored by the Federal Law Enforcement Training Center, except that total obligations at the end of the fiscal year shall not exceed total budgetary resources available at the end of the fiscal year: *Provided further*, That the costs of transportation to and from the center, ammunition, vehicles, and instruction at the center shall be funded either directly by participating law enforcement agencies, or through reimbursement of actual costs to this appropriation: *Provided further*, That of the funds provided, no more than $1,500,000 may be obligated until a funding plan for the center has been submitted to the Committees on Appropriations: *Provided further*, That all Federal property in the National Capital Region that is in the surplus property inventory of the General Services Administration shall be available for selection and use by the Secretary of the Treasury as the site of such a metropolitan area law enforcement training center. If the Secretary of the Treasury identifies a parcel of such property that is appropriate for use for such a center, the property shall not be treated as excess property or surplus property (as those terms are used in the Federal Property and Administrative Services Act of 1949) and administrative jurisdiction over the property shall be transferred to the Secretary for use for such a center.

ACQUISITION, CONSTRUCTION, IMPROVEMENTS, AND RELATED EXPENSES

For an additional amount for design and construction of a metropolitan area law enforcement training center, including firearms and vehicle operations requalification facilities, $25,000,000, to remain available until expended: *Provided*, That of the funds provided, no more than $3,000,000 may be obligated until a design and construction plan has been submitted to the Committees on Appropriations.

BUREAU OF ALCOHOL, TOBACCO AND FIREARMS

SALARIES AND EXPENSES

For an additional amount, $4,148,000, for participation in Joint Terrorism Task Forces.

UNITED STATES CUSTOMS SERVICE

SALARIES AND EXPENSES

For an additional amount, $18,934,000: *Provided*, That $10,000,000 shall be for technology and infrastructure along the northern border: *Provided further*, That $6,600,000 shall be for hiring counterterrorism agents for deployment along the northern border: *Provided further*, That none of the funds provided for the northern border shall be obligated until the Commissioner of the

Customs Service submits for approval to the Committees on Appropriations a plan for the deployment of the resources and personnel: *Provided further*, That $2,334,000 shall be for participation in Joint Terrorism Task Forces.

INTERNAL REVENUE SERVICE

TAX LAW ENFORCEMENT

For an additional amount, $7,974,000: *Provided*, That $3,135,000 shall be in support of the money laundering strategy: *Provided further*, That $4,839,000 shall be for participation in Joint Terrorism Task Forces.

INFORMATION TECHNOLOGY INVESTMENTS

For necessary expenses of the Internal Revenue Service, $71,751,000, to remain available until September 30, 2003, for the capital asset acquisition of information technology systems, including management and related contractual costs of said acquisitions, including contractual costs associated with operations authorized by 5 U.S.C. 3109: *Provided*, That none of these funds may be obligated until the Internal Revenue Service submits to the Committees on Appropriations, and such Committees approve, a plan for expenditure that: (1) meets the capital planning and investment control review requirements established by the Office of Management and Budget, including Circular A–11 part 3; (2) complies with the Internal Revenue Service's enterprise architecture, including the modernization blueprint; (3) conforms with the Internal Revenue Service's enterprise life cycle methodology; (4) is approved by the Internal Revenue Service, the Department of the Treasury, and the Office of Management and Budget; (5) has been reviewed by the General Accounting Office; and (6) complies with the acquisition rules, requirements, guidelines, and systems acquisition management practices of the Federal Government.

STAFFING TAX ADMINISTRATION FOR BALANCE AND EQUITY

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of the Internal Revenue Service related to the hiring of new staff, $141,000,000: *Provided*, That these funds shall be transferred to the appropriations accounts for "Processing, Assistance, and Management", "Tax Law Enforcement", and "Information Systems" in accordance with a staffing plan approved by the Department of the Treasury and the Office of Management and Budget: *Provided further*, That none of these funds may be transferred or obligated until such staffing plan is submitted to, and approved by, the Committees on Appropriations: *Provided further*, That this transfer authority shall be in addition to any other transfer authority provided.

UNITED STATES SECRET SERVICE

SALARIES AND EXPENSES

For an additional amount, $2,904,000, for participation in Joint Terrorism Task Forces.

EXECUTIVE OFFICE OF THE PRESIDENT AND FUNDS APPROPRIATED TO THE PRESIDENT

OFFICE OF NATIONAL DRUG CONTROL POLICY

COUNTERDRUG TECHNOLOGY ASSESSMENT CENTER

(INCLUDING TRANSFER OF FUNDS)

For an additional amount, $7,000,000: *Provided*, That $5,000,000 shall be available for continued operation of the technology transfer program: *Provided further*, That $2,000,000, to remain available until expended, shall be available for counternarcotics research and development projects, to be used for the continued development of a wireless interoperability communication project in Colorado.

UNANTICIPATED NEEDS

For expenses necessary to enable the President to meet unanticipated needs, in furtherance of the national interest, security, or defense which may arise at home or abroad during the current fiscal year, as authorized by 3 U.S.C. 108, $3,500,000: *Provided*, That, of such amount, $2,500,000 shall become available on March 31, 2001, and shall be provided to the Elections Commission of the Commonwealth of Puerto Rico as a transfer to be used for objective, nonpartisan citizens' education and a choice by voters regarding the islands' future status: *Provided further*, That none of the funds described in the preceding proviso may be obligated until 45 days after the Elections Commission of the Commonwealth of Puerto Rico submits to the Committees on Appropriations for approval an expenditure plan developed jointly by the Popular Democratic Party, the New Progressive Party, and the Puerto Rican Independence Party: *Provided further*, That the Elections Commission of the Commonwealth of Puerto Rico shall include in the expenditure plan additional views from any party that does not agree with the plan.

INDEPENDENT AGENCIES

GENERAL SERVICES ADMINISTRATION

REAL PROPERTY ACTIVITIES

FEDERAL BUILDINGS FUND

LIMITATIONS ON AVAILABILITY OF REVENUE

(INCLUDING TRANSFER OF FUNDS)

For an additional amount to be deposited in, and to be used for the purposes of, the Fund established pursuant to section 210(f) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 490(f)), $11,350,000: *Provided*, That $3,000,000 shall be available for nonprospectus construction: *Provided further*, That $8,350,000, to remain available until expended, shall be available for repairs and alterations.

POLICY AND OPERATIONS

For an additional amount, $13,789,000 of which $2,060,000 shall be for the electronic government initiative, of which $2,000,000 shall be for the regulatory information service center, of which $2,000,000 shall be for facilitating post conveyance remediation to be performed by the City of Waltham, Massachusetts, of which $2,000,000 shall be for a grant to the Institute for Biomedical Science and Biotechnology, of which $2,000,000 shall be for a grant to the Center for Agricultural Policy and Trade Studies, of which $1,000,000 shall be for a grant to the Berwick, Pennsylvania Industrial Development Authority, of which $1,000,000 shall be a grant to Ewing-Lawrence Sewerage Authority in Ewing Township, New Jersey, of which $750,000 shall be for logistical support of the World Police and Fire Games in Indiana, and of which $979,000 shall be for base operations.

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

REPAIRS AND RESTORATION

For an additional amount for repairs to the John F. Kennedy Presidential Library, $6,610,000, to remain available until expended.

GENERAL PROVISIONS—THIS TITLE

SEC. 501. (a) PROHIBITION OF FEDERAL AGENCY MONITORING OF PERSONAL INFORMATION ON USE OF INTERNET.—None of the funds made available in the Treasury and General Government Appropriations Act, 2001 may be used by any Federal agency—

(1) to collect, review, or create any aggregate list, derived from any means, that includes the collection of any personally identifiable information relating to an individual's access to or use of any Federal government Internet site of the agency; or

(2) to enter into any agreement with a third party (including another government agency) to collect, review, or obtain any aggregate list, derived from any means, that includes the collection of any personally identifiable information relating to an individual's access to or use of any nongovernmental Internet site.

(b) EXCEPTIONS.—The limitations established in subsection (a) shall not apply to—

(1) any record of aggregate data that does not identify particular persons;

(2) any voluntary submission of personally identifiable information;

(3) any action taken for law enforcement, regulatory, or supervisory purposes, in accordance with applicable law; or

(4) any action described in subsection (a)(1) that is a system security action taken by the operator of an Internet site and is necessarily incident to the rendition of the Internet site services or to the protection of the rights or property of the provider of the Internet site.

(c) RELATION TO OTHER PROVISION.—Section 644 of the Treasury and General Government Appropriations Act, 2001 (relating

to Federal agency monitoring of personal information on use of the Internet) shall not have effect.

(d) DEFINITIONS.—For the purposes of this section:

(1) The term "regulatory" means agency actions to implement, interpret or enforce authorities provided in law.

(2) The term "supervisory" means examinations of the agency's supervised institutions, including assessing safety and soundness, overall financial condition, management practices and policies and compliance with applicable standards as provided in law.

SEC. 502. (a) CLARIFICATION OF PERMISSIBLE USE OF FACSIMILE MACHINES AND ELECTRONIC MAIL TO FILE INDEPENDENT EXPENDITURE STATEMENTS.—Section 304 of the Federal Election Campaign Act of 1971 (2 U.S.C. 434) is amended by adding at the end the following new subsection:

"(d)(1) Any person who is required to file a statement under subsection (c) of this section, except statements required to be filed electronically pursuant to subsection (a)(11)(A)(i) may file the statement by facsimile device or electronic mail, in accordance with such regulations as the Commission may promulgate.

"(2) The Commission shall make a document which is filed electronically with the Commission pursuant to this paragraph accessible to the public on the Internet not later than 24 hours after the document is received by the Commission.

"(3) In promulgating a regulation under this paragraph, the Commission shall provide methods (other than requiring a signature on the document being filed) for verifying the documents covered by the regulation. Any document verified under any of the methods shall be treated for all purposes (including penalties for perjury) in the same manner as a document verified by signature.".

(b) TREATMENT OF LINES OF CREDIT OBTAINED BY CANDIDATES AS COMMERCIALLY REASONABLE LOANS.—Section 301(8)(B) of such Act of 1971 (2 U.S.C. 431(8)(B)) is amended—

(1) by striking "and" at the end of clause (xiii);

(2) by striking the period at the end of clause (xiv) and inserting "; and"; and

(3) by adding at the end the following new clause:

"(xv) any loan of money derived from an advance on a candidate's brokerage account, credit card, home equity line of credit, or other line of credit available to the candidate, if such loan is made in accordance with applicable law and under commercially reasonable terms and if the person making such loan makes loans derived from an advance on the candidate's brokerage account, credit card, home equity line of credit, or other line of credit in the normal course of the person's business.".

(c) REQUIRING ACTUAL RECEIPT OF CERTAIN INDEPENDENT EXPENDITURE REPORTS WITHIN 24 HOURS.—

(1) IN GENERAL.—Section 304(c)(2) of such Act (2 U.S.C. 434(c)(2)) is amended in the matter following subparagraph (C)—

(A) by striking "shall be reported" and inserting "shall be filed"; and

(B) by adding at the end the following new sentence: "Notwithstanding subsection (a)(5), the time at which the statement under this subsection is received by the Secretary, the Commission, or any other recipient to whom

the notification is required to be sent shall be considered the time of filing of the statement with the recipient.".

(2) CONFORMING AMENDMENT.—Section 304(a)(5) of such Act (2 U.S.C. 434(a)(5)) is amended by striking "or (4)(A)(ii)" and inserting "or (4)(A)(ii), or the second sentence of subsection (c)(2)".

(d) EFFECTIVE DATE.—The amendments made by this section shall apply with respect to elections occurring after January 2001.

SEC. 503. Of the amounts provided to the Office of National Drug Control Policy for fiscal year 2001 for the anti-doping efforts of the United States Olympic Committee, the Director of such Office shall make direct payment of $3,300,000 to The U.S. Anti-Doping Agency, Incorporated, for the conduct of anti-doping activities: *Provided*, That these funds shall be provided not later than 30 days after the date of the enactment of this Act: *Provided further*, That of the funds made available for this effort, The U.S. Anti-Doping Agency shall have the sole authority to obligate these funds for the promotion of anti-doping efforts relating to United States athletes in the Olympic, Pan American, and Paralympic Games.

SEC. 504. Section 640 of the Treasury and General Government Appropriations Act, 2001 (relating to Civil Service Retirement System) shall not have effect.

SEC. 505. (a) CIVIL SERVICE RETIREMENT SYSTEM.—The table under section 8334(c) of title 5, United States Code, is amended—

(1) in the matter relating to an employee by striking:

"7.5	January 1, 2001, to December 31, 2002.
7	After December 31, 2002."

and inserting the following:

"7	After December 31, 2000.";

(2) in the matter relating to a Member or employee for Congressional employee service by striking:

"8	January 1, 2001, to December 31, 2002.
7.5	After December 31, 2002."

and inserting the following:

"7.5	After December 31, 2000.";

(3) in the matter relating to a law enforcement officer for law enforcement service and firefighter for firefighter service by striking:

"8	January 1, 2001, to December 31, 2002.
7.5	After December 31, 2002."

and inserting the following:

"7.5 ..... After December 31, 2000.";

(4) in the matter relating to a bankruptcy judge by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.
8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(5) in the matter relating to a judge of the United States Court of Appeals for the Armed Forces for service as a judge of that court by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.
8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(6) in the matter relating to a United States magistrate by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.
8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(7) in the matter relating to a Court of Federal Claims judge by striking:

"8.5 ..... January 1, 2001, to December 31, 2002.
8 ..... After December 31, 2002."

and inserting the following:

"8 ..... After December 31, 2000.";

(8) in the matter relating to a member of the Capitol Police by striking:

"8 ..... January 1, 2001, to December 31, 2002.
7.5 ..... After December 31, 2002."

and inserting the following:

"7.5 ..... After December 31, 2000.";

and

(9) in the matter relating to a nuclear materials courier by striking:

"8 ..... January 1, 2001 to December 31, 2002.
7.5 ..... After December 31, 2002."

and inserting the following:

"7.5 ..... After December 31, 2000.".

(b) FEDERAL EMPLOYEES' RETIREMENT SYSTEM.—

(1) IN GENERAL.—Section 8422(a) of title 5, United States Code, is amended by striking paragraph (3) and inserting the following:

"(3) The applicable percentage under this paragraph for civilian service shall be as follows:

"Employee	7	January 1, 1987, to December 31, 1998.
	7.25	January 1, 1999, to December 31, 1999.
	7.4	January 1, 2000, to December 31, 2000.
	7	After December 31, 2000.
Congressional employee	7.5	January 1, 1987, to December 31, 1998.
	7.75	January 1, 1999, to December 31, 1999.
	7.9	January 1, 2000, to December 31, 2000.
	7.5	After December 31, 2000.
Member	7.5	January 1, 1987, to December 31, 1998.
	7.75	January 1, 1999, to December 31, 1999.
	7.9	January 1, 2000, to December 31, 2000.
	8	January 1, 2001, to December 31, 2002.
	7.5	After December 31, 2002.
Law enforcement officer, firefighter, member of the Capitol Police, or air traffic controller.	7.5	January 1, 1987, to December 31, 1998.
	7.75	January 1, 1999, to December 31, 1999.
	7.9	January 1, 2000, to December 31, 2000.
	7.5	After December 31, 2000.
Nuclear materials courier	7	January 1, 1987, to October 16, 1998.
	7.5	October 17, 1998, to December 31, 1998.
	7.75	January 1, 1999, to December 31, 1999.
	7.9	January 1, 2000, to December 31, 2000.
	7.5	After December 31, 2000.".

(2) MILITARY SERVICE.—Section 8422(e)(6) of title 5, United States Code, is amended—

(A) in subparagraph (A), by inserting "and" after the semicolon;

(B) in subparagraph (B), by striking "; and" and inserting a period; and

(C) by striking subparagraph (C).

(3) VOLUNTEER SERVICE.—Section 8422(f)(4) of title 5, United States Code, is amended—

(A) in subparagraph (A), by inserting "and" after the semicolon;

(B) in subparagraph (B), by striking "; and" and inserting a period; and

(C) by striking subparagraph (C).

(c) CENTRAL INTELLIGENCE AGENCY RETIREMENT AND DISABILITY SYSTEM.—

(1) IN GENERAL.—Section 7001(c)(2) of the Balanced Budget Act of 1997 (50 U.S.C. 2021 note) is amended—

(A) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(B) in the matter after the colon, by striking all that follows "December 31, 2000.".

(2) MILITARY SERVICE.—Section 252(h)(1)(A) of the Central Intelligence Agency Retirement Act (50 U.S.C. 2082(h)(1)(A)), is amended—

(A) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(B) in the matter after the colon, by striking all that follows "December 31, 2000.".

(d) FOREIGN SERVICE RETIREMENT AND DISABILITY SYSTEM.—

(1) IN GENERAL.—Section 7001(d)(2) of the Balanced Budget Act of 1997 (22 U.S.C. 4045 note) is amended—

(A) in subparagraph (A)—

(i) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(ii) in the matter after the colon, by striking all that follows "December 31, 2000."; and

(B) in subparagraph (B)—

(i) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(ii) in the matter after the colon, by striking all that follows "December 31, 2000.".

(2) CONFORMING AMENDMENT.—Section 805(d)(1) of the Foreign Service Act of 1980 (22 U.S.C. 4045(d)(1)) is amended, in the table in the matter following subparagraph (B), by striking:

"January 1, 2001, through December 31, 2002, inclusive.	7.5
After December 31, 2002	7"

and inserting the following:

"After December 31, 2000	7".

(e) FOREIGN SERVICE PENSION SYSTEM.—

(1) IN GENERAL.—Section 856(a)(2) of the Foreign Service Act of 1980 (22 U.S.C. 4071e(a)(2)) is amended by striking

all that follows "December 31, 2000." and inserting the following:

"7.5 ..... After December 31, 2000.".

(2) VOLUNTEER SERVICE.—Section 854(c)(1) of the Foreign Service Act of 1980 (22 U.S.C. 4071c(c)(1)) is amended—

(A) in the matter before the colon, by striking "December 31, 2002" and inserting "December 31, 2000"; and

(B) in the matter after the colon, by striking all that follows "December 31, 2000.".

(f) CIVIL SERVICE RETIREMENT SYSTEM.—Notwithstanding section 8334(a)(1) or (k)(1) of title 5, United States Code, during the period beginning on October 1, 2002, through December 31, 2002, each employing agency (other than the United States Postal Service or the Metropolitan Washington Airports Authority) shall contribute—

(1) 7.5 percent of the basic pay of an employee;

(2) 8 percent of the basic pay of a congressional employee, a law enforcement officer, a member of the Capitol Police, a firefighter, or a nuclear materials courier; and

(3) 8.5 percent of the basic pay of a Member of Congress, a Court of Federal Claims judge, a United States magistrate, a judge of the United States Court of Appeals for the Armed Forces, or a bankruptcy judge,

in lieu of the agency contributions otherwise required under section 8334(a)(1) of such title 5.

(g) CENTRAL INTELLIGENCE AGENCY RETIREMENT AND DISABILITY SYSTEM.—Notwithstanding section 211(a)(2) of the Central Intelligence Agency Retirement Act (50 U.S.C. 2021(a)(2)), during the period beginning on October 1, 2002, through December 31, 2002, the Central Intelligence Agency shall contribute 7.5 percent of the basic pay of an employee participating in the Central Intelligence Agency Retirement and Disability System in lieu of the agency contribution otherwise required under section 211(a)(2) of such Act.

(h) FOREIGN SERVICE RETIREMENT AND DISABILITY SYSTEM.—Notwithstanding any provision of section 805(a) of the Foreign Service Act of 1980 (22 U.S.C. 4045(a)), during the period beginning on October 1, 2002, through December 31, 2002, each agency employing a participant in the Foreign Service Retirement and Disability System shall contribute to the Foreign Service Retirement and Disability Fund—

(1) 7.5 percent of the basic pay of each participant covered under section 805(a)(1) of such Act participating in the Foreign Service Retirement and Disability System; and

(2) 8 percent of the basic pay of each participant covered under paragraph (2) or (3) of section 805(a) of such Act participating in the Foreign Service Retirement and Disability System,

in lieu of the agency contribution otherwise required under section 805(a) of such Act.

(i) The amendments made by this section shall take effect upon the close of calendar year 2000, and shall apply thereafter.

SEC. 506. Of the amount provided to the United States Secret Service for fiscal year 2001 and specified for activities related to investigations of exploited children, $2,000,000 shall be available to the United States Secret Service for forensic and related support

of investigations of missing and exploited children and shall remain available until September 30, 2001.

SEC. 507. (a) Section 108 of the Legislative Branch Appropriations Act, 2001 is amended to read as follows:

"SEC. 108. CHIEF ADMINISTRATIVE OFFICER.—(a) IN GENERAL.—There shall be within the Capitol Police an Office of Administration to be headed by a Chief Administrative Officer as follows:

"(1) Not later than 60 days after the date of the enactment of this Act, the Chief Administrative Officer shall be appointed by the Chief of the Capitol Police after consultation with the Capitol Police Board and the Comptroller General, and shall report to and serve at the pleasure of the Chief of the Capitol Police.

"(2) The Comptroller General shall evaluate the performance of the Chief Administrative Officer in carrying out the duties and responsibilities of the Office of Administration as outlined in this section. The Comptroller General shall meet with the Chief of the Capitol Police and the Capitol Police Board at least quarterly to provide an analysis of the performance of the Chief Administrative Officer. The Comptroller General shall report the results of the evaluation to the Chief of the Capitol Police, the Capitol Police Board, the Committees on Appropriations of the House of Representatives and Senate, the Committee on House Administration of the House of Representatives, and the Committee on Rules and Administration of the Senate.

"(3) The Chief of the Capitol Police shall appoint as Chief Administrative Officer an individual with the knowledge and skills necessary to carry out the responsibilities for budgeting, financial management, information technology, and human resource management described in this section.

"(4) The Chief Administrative Officer shall receive basic pay at a rate determined by the Capitol Police Board, but not to exceed the annual rate of basic pay payable for ES–2 of the Senior Executive Service, as established under subchapter VIII of chapter 53 of title 5, United States Code (taking into account any comparability payments made under section 5304(h) of such title).

"(5) The Capitol Police shall reimburse from available appropriations any costs incurred by the Comptroller General under this section, which shall be deposited to the appropriation of the General Accounting Office then available and remain available until expended.

"(b) RESPONSIBILITIES.—The Chief Administrative Officer shall have the following areas of responsibility:

"(1) BUDGETING.—The Chief Administrative Officer shall—

"(A) prepare and submit to the Capitol Police Board an annual budget for the Capitol Police; and

"(B) execute the budget and monitor through periodic examinations the execution of the Capitol Police budget in relation to actual obligations and expenditures.

"(2) FINANCIAL MANAGEMENT.—The Chief Administrative Officer shall—

"(A) oversee all financial management activities relating to the programs and operations of the Capitol Police;

"(B) develop and maintain an integrated accounting and financial system for the Capitol Police, including financial reporting and internal controls, which—

"(i) complies with applicable accounting principles, standards, and requirements, and internal control standards;

"(ii) complies with any other requirements applicable to such systems; and

"(iii) provides for—

"(I) complete, reliable, consistent, and timely information which is prepared on a uniform basis and which is responsive to financial information needs of the Capitol Police;

"(II) the development and reporting of cost information;

"(III) the integration of accounting and budgeting information; and

"(IV) the systematic measurement of performance;

"(C) direct, manage, and provide policy guidance and oversight of Capitol Police financial management personnel, activities, and operations, including—

"(i) the recruitment, selection, and training of personnel to carry out Capitol Police financial management functions; and

"(ii) the implementation of Capitol Police asset management systems, including systems for cash management, debt collection, and property and inventory management and control; and

"(D) shall prepare annual financial statements for the Capitol Police and provide for an annual audit of the financial statements by an independent public accountant in accordance with generally accepted government auditing standards.

"(3) INFORMATION TECHNOLOGY.—The Chief Administrative Officer shall—

"(A) direct, coordinate, and oversee the acquisition, use, and management of information technology by the Capitol Police;

"(B) promote and oversee the use of information technology to improve the efficiency and effectiveness of programs of the Capitol Police; and

"(C) establish and enforce information technology principles, guidelines, and objectives, including developing and maintaining an information technology architecture for the Capitol Police.

"(4) HUMAN RESOURCES.—The Chief Administrative Officer shall—

"(A) direct, coordinate, and oversee human resources management activities of the Capitol Police;

"(B) develop and monitor payroll and time and attendance systems and employee services; and

"(C) develop and monitor processes for recruiting, selecting, appraising, and promoting employees.

"(c) ADMINISTRATIVE PROVISIONS.—

"(1) PERSONNEL.—The Chief Administrative Officer is authorized to select, appoint, employ, and discharge such officers and employees as may be necessary to carry out the functions, powers, and duties of the Office of Administration,

but shall not have the authority to hire or discharge uniformed and operational police force personnel.

"(2) RESOURCES OF OTHER AGENCIES.—The Chief Administrative Officer may utilize resources of another agency on a reimbursable basis to be paid from available appropriations of the Capitol Police.

"(d) PLAN.—No later than 180 days after appointment, the Chief Administrative Officer shall prepare and submit to Chief of the Capitol Police, the Capitol Police Board, and the Comptroller General, a plan—

"(1) describing the policies, procedures, and actions the Chief Administrative Officer will take in carrying out the responsibilities assigned under this section;

"(2) identifying and defining responsibilities and roles of all offices, bureaus, and divisions of the Capitol Police for budgeting, financial management, information technology, and human resources management; and

"(3) detailing mechanisms for ensuring that the offices, bureaus, and divisions perform their responsibilities and roles in a coordinated and integrated manner.

"(e) REPORT.—No later than September 30, 2001, the Chief Administrative Officer shall prepare and submit to the Chief of the Capitol Police, the Capitol Police Board, and the Comptroller General, a report on the Chief Administrative Officer's progress in implementing the plan described in subsection (d) and recommendations to improve the budgeting, financial, information technology, and human resources management of the Capitol Police, including organizational, accounting and administrative control, and personnel changes.

"(f) SUBMISSION TO COMMITTEES.—The Chief of the Capitol Police shall submit the plan required in subsection (d) and report required in subsection (e) to the Committees on Appropriations of the House of Representatives and of the Senate, the Committee on House Administration of the House of Representatives, and the Committee on Rules and Administration of the Senate.

"(g) TERMINATION OF ROLE.—As of October 1, 2002, the role of the Comptroller General, as established by this section, will cease.".

(b) The amendments made by subsection (a) shall take effect as if included in the enactment of the Legislative Branch Appropriations Act, 2001.

This Act may be cited as the "Department of Transportation and Related Agencies Appropriations Act, 2001".

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