relevant offenses and 10 jurisdictions without such grants from which to collect the data described in subparagraph (C) over a 12-month period.

(C) DATA TO BE COLLECTED.—The data described in this paragraph are—
(i) the number of relevant offenses that are prosecuted and investigated in the jurisdiction;
(ii) the percentage of relevant offenses that are prosecuted and the percentage that result in conviction;
(iii) the duration of the sentences imposed for crimes classified as relevant offenses in the jurisdiction as compared with the length of sentences imposed for similar crimes committed in jurisdictions with no laws relating to relevant offenses; and
(iv) references to and descriptions of the laws under which the offenders were punished.

(D) Costs.—Participating jurisdictions shall be reimbursed for the reasonable and necessary costs of compiling data collected under this paragraph.

(2) Study of relevant offense activity.—
(A) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Comptroller General of the United States shall make a report describing the data collected under paragraph (1) and under section 534 of title 28, United States Code, to determine the extent of relevant offense activity throughout the United States and the success of State and local officials in combating that activity.

(B) Identification of trends.—In the study conducted under subparagraph (A), the Comptroller General of the United States shall identify any trends in the commission of relevant offenses specifically by—
(i) geographic location;
(ii) type of crime committed; and
(iii) the number and percentage of relevant offenses that are prosecuted and the number for which convictions are obtained.

(b) Assistance other than financial assistance.—At the request of a law enforcement official of a State or a political subdivision of a State, the Attorney General, acting through the Director of the Federal Bureau of Investigation and in consultation with the Attorney General, determines special circumstances exist, the Attorney General, in consultation with the Attorney General, may, in cases where the Attorney General determines special circumstances exist, may, in cases where the Attorney General determines special circumstances exist, may, in cases where the Attorney General determines special circumstances exist, may, in cases where the Attorney General determines special circumstances exist, may, in cases where the Attorney General determines special circumstances exist, may, in cases where the Attorney General determines special circumstances exist, may, in cases where the Attorney General determines special circumstances exist, may, in cases where the Attorney General determines special circumstances exist, make grants to States and local subdivisions of the United States to assist those entities in the investigation and prosecution of crimes motivated by animus against the victim by reason of the membership of the victim in a particular class or group.

(c) Grants.—
(1) IN GENERAL.—The Attorney General may, in cases where the Attorney General determines special circumstances exist, make grants to States and local subdivisions of the United States to assist those entities in the investigation and prosecution of crimes motivated by animus against the victim by reason of the membership of the victim in a particular class or group.

(2) Eligibility.—A State or political subdivision of a State applying for assistance under this subsection shall—
(A) describe the purposes for which the grant is needed; and
(B) certify that the State or political subdivision lacks the resources necessary to investigate or prosecute a crime motivated by animus against the victim by reason of the membership of the victim in a particular class or group.

(3) Deadline.—An application for a grant under this subsection shall be approved or disapproved by the Attorney General not later than 10 days after the application is submitted.

(4) Grant amount.—A grant under this subsection shall not exceed $100,000 for any single case.

5) Report and audit.—Not later than December 31, 2001, the Attorney General, in consultation with the National Governors’ Association, shall—
(A) submit to Congress a report describing the applications made for grants under this subsection, the award of such grants, and the effectiveness of the grant funds awarded; and
(B) conduct an audit of the grants awarded under this subsection to ensure that such grants are used for the purposes provided in this subsection.

(6) Authorization of appropriations.—
There is authorized to be appropriated $5,000,000 for each of the fiscal years 2001 and 2002 to carry out this section.

NOTICES OF HEARINGS
COMMITTEE ON INDIAN AFFAIRS
Mr. CAMPBELL. Mr. President, I would like to announce that the Committee on Indian Affairs will meet on Thursday, June 22, 2000 at 11 a.m. in room 485 of the Russell Senate Building to mark up the following: S. 2719, to provide for business development and trade promotion for Native Americans; S. 1658: to authorize the construction of a Reconciliation Place in Fort Pierre, South Dakota; and S. 1148, to provide for the Yankton Sioux Tribe and the Santee Sioux Tribe certain benefits of the Missouri River Pick-Sloan Project; to be followed by a hearing, on the Indian Trust Resolution Corporation.

Those wishing additional information may contact committee staff at 202-224-2253.

COMMITTEE ON RULES AND ADMINISTRATION
Mr. McCONNELL. Mr. President, I wish to announce that the Committee on Rules and Administration will meet at 9:30 a.m., Tuesday, June 27, 2000, in Room SR–301 Russell Senate Office Building, to receive testimony on the operations of the Library of Congress and the Smithsonian Institution.

For further information concerning this meeting, please contact Lani Gerst at the Rules Committee on 4–6352.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001
On June 15, 2000, the Senate amended and passed H.R. 4475, as follows:
Resolved, That the bill from the House of Representatives (H.R. 4475) entitled “An Act making appropriations for the Departments of Transportation and Related Agencies for the fiscal year ending September 30, 2001, and for other purposes” . . . do pass with the following amendment:
Strike out all after the enacting clause and insert:
That the following sums are appropriated, out of any money in the Treasury not otherwise ap-propriated, for the Department of Transportation and Related Agencies for the fiscal year ending September 30, 2001, and for other purposes, namely:

TITILE I
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
IMMEDIATE OFFICE OF THE SECRETARY
For necessary expenses of the Immediate Office of the Secretary, $1,800,000.
IMMEDIATE OFFICE OF THE DEPUTY SECRETARY
For necessary expenses of the Immediate Office of the Deputy Secretary, $500,000.
OFFICE OF THE GENERAL COUNSEL
For necessary expenses of the Office of the General Counsel, $9,000,000.
OFFICE OF THE ASSISTANT SECRETARY FOR POLICY
For necessary expenses of the Office of the Assistant Secretary for Policy, $2,500,000.
OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS
For necessary expenses of the Office of the Assistant Secretary for Aviation and International Affairs, $7,000,000: Provided, That notwithstanding any other provision of law, there may be credited to this appropriation up to $1,250,000 in funds received in user fees.
OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS
For necessary expenses of the Office of the Assistant Secretary for Budget and Programs, $6,500,000, including not to exceed $60,000 for all locations within the Department for official reception and representation expenses as the Secretary may determine: Provided, 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 THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS
For necessary expenses of the Office of the Assistant Secretary for Governmental Affairs, $2,000,000.
OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION
For necessary expenses of the Office of the Assistant Secretary for Administration, $17,800,000.
OFFICE OF PUBLIC AFFAIRS
For necessary expenses of the Office of Public Affairs, $1,500,000.
EXECUTIVE SECRETARIAT
For necessary expenses of the Executive Secretariat, $1,181,000.
BOARD OF CONTRACT APPEALS
For necessary expenses of the Board of Contract Appeals, $496,000.
OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION
For necessary expenses of the Office of Small and Disadvantaged Business Utilization, $1,182,000.
OFFICE OF THE CHIEF INFORMATION OFFICER
For necessary expenses of the Office of the Chief Information Officer, $6,000,000.
OFFICE OF CIVIL RIGHTS
For necessary expenses of the Office of Civil Rights, $6,000,000.
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT
For necessary expenses for conducting transportation planning, research, systems development, and making grants, to remain available until expended, $5,200,000, of which $1,400,000 shall only be available for planning for the 2001 Winter Special Olympics; and $2,000,000 shall only be available for the purpose of section 228 of Public Law 106–181.
Transportation Administrative Service

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed $173,270,000, shall be paid from appropriations made 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 no 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 or used for a transportation management or the Regional Traffic Control Service Center without the approval of the agency’s modal administrator: Provided further, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

Minority Business Resource Center Program

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

Minority Business Outreach

For necessary expenses of Minority Business Resource Center outreach activities, $1,000,000 of which $2,635,000 shall remain available until September 30, 2002: Provided, That notwithstanding section 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, 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 Defense Authorization Act for Fiscal Years 1999 and 2000 (Public Law 105–261), and recreation and welfare; $3,039,460,000, of which $641,000,000 shall be available only 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 commissions 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. 1209, except to the extent fees are collected from yacht owners and credited to this appropriation: Provided further, That the Commandant shall reimburse the Department of Transportation Inspector General $5,000,000 for costs associated with audits and inspections of all Coast Guard-related issues and systems.

Acquisition, Construction, and Improvements

For necessary expenses of acquisition, construction, remodeling, and equipment related thereto, to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, $477,046,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund: of which $145,936,660 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2005; $41,300,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2001; $54,300,000 shall be available for other equipment, to remain available until September 30, 2003; $68,406,000 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 may dispose of surplus real property by sale or lease and the proceeds shall be credited to this appropriation and remain available until expended, but shall not be available for obligation until October 1, 2001: Provided further, That none of the funds provided for the Integrated Deepwater Systems program shall be available for obligation until the submission of a comprehensive capital investment plan for the United States Coast Guard as required by Public Law 106–69: 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: Provided further, That the Commandant shall transfer $5,800,000 to the City of St. Marys, Ohio, for an agreement with the United States to acquire and operate the Great Lakes Icebreaker (GLIB) Replacement vessel which shall be funded on an incremental basis: 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.

Environmental Compliance and Rehabilitation

For necessary expenses for 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 (Highway Trust Fund)

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 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. c. 55), $77,000,000: Provided further, That none of the funds provided for the Coast Guard Reserve, as authorized by law, shall be available under this heading may be transferred to Coast Guard Reserve operating expenses and such amounts available for Coast Guard Reserve 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 Reserve 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, repair, lease and operations of facilities, equipment, as authorized by law, $2,320,000, to remain available until expended, of which $3,500,000 shall be derived from the Oil Spill Liability Trust Fund: Provided further, That none of these funds 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 governments 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, for inclusion of 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 airport planning and development, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar purposes; for airport development or improvement, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104–264, $3,530,250,000, of which $4,414,869,000 shall be derived from the Airport and Airway Trust Fund, of which $5,039,391,000 shall be available for air traffic services program activities; $691,379,000 shall be available for aviation regulation and certification program activities; $138,462,000 shall be available for civil aviation security program activities; $182,401,000 shall be available for research and acquisition program activities; $10,000,000 shall be available for commercial space transportation program activities; $691,379,000 shall be available for Regional Control Centers program activities; $49,906,000 shall be available for Human Resources program activities; $99,347,000 shall be available for Regional Organization program activities; and $95,764,000 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, develop, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of the enactment of this Act: Provided further, That none of the funds provided for to this appropriation funds received from States, counties, municipalities, foreign authorities,
other public authorities, and private sources, for expenses incurred in the establishment and moderniza-
tion of air navigation facilities: Provided further, That none of the funds in this Act may be obligated or expended after September 30, 2003.

(FACILITIES AND EQUIPMENT)

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for the establishment, and modernization of air navigation facilities, and for issuance, renewal or modification of certifi-
cates, tags, and registration, as authorized under chapter 403 of title 23, United States Code, as amended; $43,375,000 shall remain available until September 30, 2003.

(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 title IV of the Omnibus Budget Reconciliation Act of 1990 (Public Law 101–508, 104 Stat. 1388), for administration, and noise compatibility planning and programs, 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.

(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 program activities necessary 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 for the Federal Railroad Administration for administrative expenses and technical assistance in connection with such programs, 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.

(TRANSPORTATION INSPECTOR GENERAL)

For necessary expenses of the Office of Inspector General, including construction of test facilities and acquisition of initial acquisition of necessary sites by lease or grant, $1,900,000 shall remain available until September 30, 2003.

(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 title IV of the Omnibus Budget Reconciliation Act of 1990 (Public Law 101–508, 104 Stat. 1388), for administration, and noise compatibility planning and programs, 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.

(TRANSPORTATION INSPECTOR GENERAL)

For necessary expenses of the Office of Inspector General, including construction of test facilities and acquisition of initial acquisition of necessary sites by lease or grant, $1,900,000 shall remain available until September 30, 2003.

(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 title IV of the Omnibus Budget Reconciliation Act of 1990 (Public Law 101–508, 104 Stat. 1388), for administration, and noise compatibility planning and programs, 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.

(TRANSPORTATION INSPECTOR GENERAL)

For necessary expenses of the Office of Inspector General, including construction of test facilities and acquisition of initial acquisition of necessary sites by lease or grant, $1,900,000 shall remain available until September 30, 2003.

(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 title IV of the Omnibus Budget Reconciliation Act of 1990 (Public Law 101–508, 104 Stat. 1388), for administration, and noise compatibility planning and programs, 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.

(TRANSPORTATION INSPECTOR GENERAL)

For necessary expenses of the Office of Inspector General, including construction of test facilities and acquisition of initial acquisition of necessary sites by lease or grant, $1,900,000 shall remain available until September 30, 2003.
shall be made available for Intelligent Transportation System projects in the following specified areas:

- Calhoun County, MI: $500,000
- Wayne County, MI: $1,500,000
- Southeast Michigan: $1,000,000
- Indiana (SAFE-T) Games: $2,000,000
- Salt Lake City (Olympic Games): $1,000,000
- State of New Mexico: $1,500,000
- Santa Teresa, NM: $1,000,000
- State of Missouri (Rural): $1,000,000
- Springfield-Branson, MO: $1,500,000
- Kansas City, MO: $2,500,000
- Inglewood, CA: $1,500,000
- Lewis & Clark trail, MT: $1,500,000
- State of Montana: $1,500,000
- Fort Collins, CO: $2,000,000
- Arapahoe County, CO: $1,000,000
- 1-70 West project, CO: $1,000,000
- I-41 Safety Corridor, VA: $1,250,000
- Aquidneck Island, RI: $750,000
- Hattiesburg, MS: $1,000,000
- Jackson, MS: $1,000,000
- Fargo, ND: $1,000,000
- Missouri statewide: $1,750,000
- State of Ohio: $2,500,000
- State of Connecticut: $3,000,000
- Illinois Statewide: $2,000,000
- Charleston, SC: $2,250,000
- Nashville, TN: $1,000,000
- State of Tennessee: $2,600,000
- Spokane, WA: $700,000
- Bellingham, WA: $1,000,000
- Puget Sound Regional Fare Coordination: $2,000,000
- Bay County, FL: $1,000,000
- Iowa statewide enforcement: $3,000,000
- State of Nebraska: $2,600,000
- State of North Carolina: $3,000,000
- South Carolina statewide: $2,500,000
- San Antonio, TX: $200,000
- Beaumont, TX: $300,000
- Corpus Christi, TX (vehicle dispatching): $1,500,000
- Williamson County/Round Rock, TX: $500,000
- Austin, TX: $500,000
- Texas Border Patrol, TX: $1,000,000
- Oklahoma statewide: $2,000,000
- Vermont statewide: $1,000,000
- Vermont IITS: $3,600,000
- State of Wisconsin: $1,000,000
- Tucson, AZ: $2,500,000
- Cargo Mat, NJ: $1,000,000
- New Jersey regional integration/TRANSCOM: $4,000,000
- State of Kentucky: $2,000,000
- State of Maryland: $4,000,000
- Sacramento to Reno, I-80 corridor: $200,000
- Washoe County, NV: $200,000
- North Las Vegas, NV: $1,800,000
- Delavnue statewide: $1,000,000
- North Central Pennsylvania: $1,500,000
- Delaware River Port Authority: $3,500,000
- Pennsylvania (Trenton): $3,000,000
- Pensauken, NJ: $3,000,000
- Huntsville, AL: $2,000,000
- Tascaloula/Muscle Shoals: $2,000,000
- Automatic ID and Communication system, UAB: $2,000,000
- Oregon statewide: $1,500,000
- Alaska statewide: $4,200,000
- South Dakota commercial vehicles: $1,500,000
- Nevada statewide: $1,500,000.

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. 146, not otherwise provided, including reimbursement to the States for the Interstate Maintenance program in fiscal year 2001 but for this section.

**FEDERAL- AID HIGHWAYS**

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. 146, not otherwise provided, including reimbursement to the States for the Interstate Maintenance program in fiscal year 2001 but for this section.

**LIMITATION ON OBLIGATIONS**

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. 146, not otherwise provided, including reimbursement to the States for the Interstate Maintenance program in fiscal year 2001 but for this section.

**Alcohol-Impaired Driving Countermeasures Grants** shall be available for the planning or execution of programs the total obligations for which are in excess of $72,000,000 for programs authorized under 23 U.S.C. 403.

**NATIONAL DRIVER REGISTER**

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.

**HIGHWAY TRAFFIC SAFETY GRANTS**

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.

**NATIONAL DRIVER REGISTER**

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.

**HIGHWAY TRAFFIC SAFETY GRANTS**
and development, $24,725,000, to remain available until expended.

For necessary expenses to carry out 49 U.S.C. § 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105–178, $5,016,600,000, to remain available until expended: Provided, That no more than $3,345,000,000 of budget authority shall be available for these purposes.

For UNIVERSITY TRANSPORTATION RESEARCH
For necessary expenses to carry out 49 U.S.C. § 5305, $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.

For TRANSPORT 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 studies (49 U.S.C. § 5311(b)(2)); $4,000,000 is available to carry out programs under the National Transportation Institute (49 U.S.C. § 5311); $8,250,000 is available to carry out transit cooperative research program (49 U.S.C. § 5311(a)), of which $3,000,000 is available for transit-related research conducted by the Great Cities Universities research consortia; $32,113,600 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. § 5311(b)); and $29,500,000 is available for the national planning (49 U.S.C. § 5314): Provided further, That of the total budget authority made available for the national planning and research program, the Federal Transit Administration shall provide the following amounts for the projects and activities listed below:

- Mid-America Regional Council coordinated transit planning, Kansas City metro area ........................................ $750,000
- Sacramento Area Council of Governments transportation planning and coordination study ........................................ $250,000
- Salt Lake Olympics Committee multimodal transportation planning ........................................ $1,200,000
- West Virginia University fuel cell technology institute propulsion and ITS testing University of Rhode Island, Kingston traffic congestion study ........................................ $1,000,000
- Georgia Regional Transportation Authority regional transit study ........................................ $150,000
- Trans-Jake Washington land use effectiveness and enhancement review ........................................ $450,000
- State of Vermont electric vehicle transit demonstration Acadia Island, Maine explorer transit system experimental pilot program ........................................ $500,000
- Center for Commercial factoring ........................................ $150,000
- Southern Nevada air quality study ........................................ $950,000
- Southern California Transit Authority advanced propulsion control system ........................................ $800,000
- Fairbanks renewable fuels research ........................................ $3,000,000
- National Transit Database ........................................ $2,500,000

For necessary expenses to carry out 49 U.S.C. § 5308, 5309, 5318, and 5327, $292,000,000, 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 systems $1,058,400,000: Provided further, That, within the total funds provided for buses and bus-related facilities to carry out 49 U.S.C. section 5309, the following projects shall be considered eligible for these funds: Provided further, That the Administrator of the Federal Transit Administration shall, not later than February 1, 2001, individually submit to the House and Senate Committees on Appropriations the recommended grant funding levels for the respective projects, from the bus and bus-related facilities projects listed in the accompanying Senate report: Provided further, That within the total funds provided for new fixed guideway systems to carry out 49 U.S.C. section 5309, the following projects shall be considered eligible for these funds: Provided further, That the Administrator of the Federal Transit Administration shall, not later than February 1, 2001, individually submit to the House and Senate Committees on Appropriations the recommended grant funding levels for the respective projects.

The following new fixed guideway systems extensions to existing systems eligible to receive funding for final design and construction:
- 2002 Winter Olympics spectator transportation systems and facilities: Alaska or Hawaii ferry projects; Atlanta–MARTA North Line extension completion;
- Silver Line in Capital Light Rail; Baltimore Central Light Rail double tracking; Boston North–South Rail Link;
and extensions to existing systems are eligible to receive funding for alternatives analysis and preliminary engineering:

Albuquerque/Great Albuquerque mass transit project;

Atlanta-MARTA West Line extension study;

Baltimore/Washington Metrorailway extensions;

Baltimore regional rail transit system;

Birmingham, Alabama transit corridor;

Boston Urban Ring;

Burlington-Bennington, Vermont commuter rail project;

Calais, Maine Branch regional transit program;

Colorado/Eagle Airport to Avon light rail system;

Colorado/Roaring Fork Valley rail project;

Connecticut/Ohio Transit Authority North corridor;

Dallas Area Rapid Transit Northeast Corridor Light Rail;

Danbury-Norwalk Rail Line Re-Electrification project;

Des Moines commuter rail;

Detroit Metropolitan Airport light rail project;

Draper, West Area Commuter rail;

Utah light rail extensions;

Dulles Corridor, Virginia innovative inter-modal system;

El Paso/Juarez People mover system;

Fort Worth trolley system;

Harrisburg-Lancaster capital area transit corridor 1 regional light rail;

Hollister/Gilroy Branch Line extension;

Honolulu bus rapid transit;

Houston advanced transit project;

Indianapolis Northeast-Downtown corridor project;

Johnson County, Kansas I-35 Commuter Rail Project;

Kensosha-Racine-Milwaukee commuter rail extension;

Los Angeles San Fernando Valley Corridor;

Los Angeles San Diego LOSSAN corridor project;

Massachusetts North Shore Corridor project;

Miami south bayway extension;

New Orleans commuter rail from Airport to downtown;

New York City 2nd Avenue Subway study;

Northern Indiana Southern Shore commuter rail;

Northeast New Jersey-Northeast Pennsylvania passenger rail;

Parkomac Yards, Virginia transit study;

Philadelphia SEPTA Cross County Metro;

Portland, Maine marine highway program;

San Francisco BART to Livermore extension;

San Francisco MUNI 3rd Street light rail extension;

Santa Fe-Eldorado rail link project;

Stockton, California Altamont commuter rail project;

Vasoma light rail corridor;

Virginia Railway Express commuter rail;

Whitehall ferry terminal project;

Wilmingon, Delaware downtown transit connector;

Wilsonville to Beaverton commuter rail 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 106–89 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**

For necessary expenses to carry out section 302 of the Federal Transit Act of 1966, $30,000,000, to remain available until expended:

Provided, That no more than $100,000,000 of budget authority shall be available for these purposes.

**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION**

**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION**

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

**OPERATIONS AND MAINTENANCE**

**HARBOR MAINTENANCE TRUST FUND**

For necessary expenses for operations and maintenance of the harbors and navigational projects operated and maintained by the Saint Lawrence Seaway Development Corporation, $12,400,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99–662.

**RESEARCH AND SPECIAL PROGRAMS**

**ADMINISTRATION**

**RESEARCH AND SPECIAL PROGRAMS**

**ADMINISTRATION**

**EMERGENCY PREPAREDNESS GRANTS**

**EMERGENCY PREPAREDNESS GRANTS**

**PIPELINE SAFETY**

**PIPELINE SAFETY**

**OIL SPILL LIABILITY TRUST FUND**

For necessary expenses 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, $43,144,000, of which $8,750,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2003; and of which $4,201,000 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 the appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for travel, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

**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.
until September 30, 2003: Provided, That not more than $13,227,000 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: Provided further, That the deadline for the submission of registration statements and the accompanying registration and processing fees for the July 1, 2000 to June 30, 2001 registration year described under sections 107.608, 107.610, 49 CFR 656 of the Department of Transportation’s final rule docket number RSPA–99–137 is amended to not later than September 30.

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, $49,000,000 of which $38,500,000 shall be derived from transfers of funds from the United States Coast Guard, the Federal Aviation Administration, the Federal Highway Administration, the Federal Railroad Administration, and the Federal Transit Administration.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $17,000,000: Provided, That notwithstanding any other provision of law, not to exceed $954,000 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.

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 302 of the Rehabilitation Act of 1973, as amended, $4,795,000: Provided, That none of the funds appropriated 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.

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) $59,000,000: Provided, That none of the funds appropriated 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.

TITLE III

GENERAL PROVISIONS

SEC. 301. During the current fiscal year applicable apportionments and transfers of funds of 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 departmental business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).

SEC. 302. Funds appropriated under this Act or previously appropriated in this Act or previous appropriations in this Act or previous appropriations under section 104(a) of title 23, United States Code, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, excluding $132,752,000 pursuant to subsection (e) of section 112(a) of title 23, United States Code, and 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 construction 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 amounts not distributed under paragraphs (1) and (2), bears to 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 104(a) and 150 of title 23, United States Code) for fiscal year 2001 from amounts made available under section 104(a) of title 23, United States Code, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, excluding $132,752,000 pursuant to subsection (e) of section 112(a) of title 23, United States Code, and 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 construction 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 amounts not distributed under paragraphs (1) and (2), bears to 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 104(a) and 150 of title 23, United States Code) for fiscal year 2001 from amounts made available under section 104(a) of title 23, United States Code, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, excluding $132,752,000 pursuant to subsection (e) of section 112(a) of title 23, United States Code, and 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 construction 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 amounts not distributed under paragraphs (1) and (2), bears to 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 104(a) and 150 of title 23, United States Code) for fiscal year 2001 from amounts made available under section 104(a) of title 23, United States Code, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, excluding $132,752,000 pursuant to subsection (e) of section 112(a) of title 23, United States Code, and 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 construction 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 amounts not distributed under paragraphs (1) and (2), bears to 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 104(a) and 150 of title 23, United States Code) for fiscal year 2001 from amounts made available under section 104(a) of title 23, United States Code, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, excluding $132,752,000 pursuant to subsection (e) of section 112(a) of title 23, United States Code, and 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 construction 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 amounts not distributed under paragraphs (1) and (2), bears to 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 104(a) and 150 of title 23, United States Code) for fiscal year 2001 from amounts made available under section 104(a) of title 23, United States Code, for the highway use tax evasion program, and amounts provided under section 110 of title 23, United States Code, excluding $132,752,000 pursuant to subsection (e) of section 112(a) of title 23, United States Code, and the Bureau of Transportation Statistics;
SEC. 312. 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, 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 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 of a State legislature, through the proper official channels, requests for legislation which they deem necessary for the efficient conduct of business.

SEC. 324. (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 RE NOVOS.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with funds made available in this Act, the sense of Congress is 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 regulations published in accordance with 49,409 of title 49, Code of Federal Regulations. SEC. 325. Not to exceed $1,500,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees: Provided, That this limitation shall not apply to

SEC. 321. Funds made available for Alaska or Hawaii or for any other area or entity eligible pursuant to 49 U.S.C. 5306(m)(2)(B) may be used to construct new vessels and facilities, to provide passenger ferryboat service, or to improve existing vessels and facilities, including both the procurement and construction of such vessels and facilities, and for repair facilities.

SEC. 322. Notwithstanding 31 U.S.C. 3302, none of the 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 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 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 of a State legislature, through the proper official channels, requests for legislation which they deem necessary for the efficient conduct of business.

SEC. 324. (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 RE NOVOS.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with funds made available in this Act, the sense of Congress is 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 regulations published in accordance with 49,409 of title 49, Code of Federal Regulations. SEC. 325. Not to exceed $1,500,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees: Provided, That this limitation shall not apply to
advisory committees established for the purpose of conducting rulemaking in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561–570a, or the Coast Guard’s advisory council on rules and missions.

Sic. 326. Reates, formulas, incentive payments, or administrative support, or other funds received by the Department from travel management centers, charge card programs, the subselling 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 of the year in which they are credited.

Sic. 327. 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 at a discount payable to the Department of an amount determined by the Secretary.

Sic. 328. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, $495,000, to remain available until September 30, 2002: Provided, That the Federal Real Property Management improvement program 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 or surface transportation program described by Amtrak which incorporate information on each route’s fully allocated costs and ridership on core intercity passenger service, and which assess the impact of closure of a 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 recommendation shall be included in the Amtrak Reform Council’s annual report to the Congress required by section 263(h) of Public Law 105–134.

Sic. 329. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: Provided, That no appropriation shall be increased or decreased by more than 12 percent by all such transfers: Provided further, That any such transfers are made with the concurrence of the House and Senate Committees on Appropriations.

Sic. 330. None of the funds in this Act shall be available under the Public Service Commission Loan Guarantee Program during fiscal year 2001.

Sic. 331. Section 308(b)(1) of Public Law 105–178 is amended by striking “50” and inserting “90”.

Sic. 332. The Secretary of Transportation shall execute a demonstration program, to be conducted for a period not to exceed eighteen months, of the “fractional ownership” concept in performing administrative support flight missions, the purpose of which would be to determine whether cost savings, as well as increased operational flexibility and aircraft availability, can be realized through the use by the government of the commercial fractional ownership concept or report to the Committee the reason for not conducting such an evaluation: Provided, That the Secretary shall ensure the competitive selection for this demonstration of a fractional ownership concept which provides a suite of services for meeting the Department’s varied needs, and that the Secretary shall ensure the demonstration program encompasses a significant and representative portion of the Department’s special needs and operations (to include those performed by the Coast Guard, the Federal Aviation Administration, and the National Aeronautics and Space Administration) and are currently certified by the FAA: Provided further, That the Secretary shall report to the House and Senate Committees on Appropriations on results of this evaluation, paying particular attention to the performance of the administrative support mission no later than twelve months after final passage of this Act or within 60 days of enactment of this Act if the Secretary decides not to conduct a demonstration for any reason including an explanation for such a decision and a proposed statutory language to exempt the Department from Office of Civilian Management and Budget guidelines regarding the use of aircraft.

Sic. 333. None of the funds in this Act may be used to conduct any demonstration with respect to the commercial fractional ownership concept or report to the Committee the reason for not conducting such an evaluation: Provided, That the Secretary shall ensure the Commission’s varied needs, and that the Secretary shall ensure the demonstration program encompasses a significant and representative portion of the Department’s special needs and operations (to include those performed by the Coast Guard, the Federal Aviation Administration, and the National Aeronautics and Space Administration and are currently certified by the FAA): Provided further, That the Secretary shall report to the House and Senate

“(ii) vehicle design standards;
“(II) statutory and regulatory requirements, including—
“(bb) the Clean Air Act (42 U.S.C. 7401 et seq.);
“(cc) motor vehicle safety standards prescribed under chapter 301 of title 49, United States Code; and
“(dd) the availability of lightweight materials suitable for use in the manufacture of over-the-road buses;
“(dd) the cost of those lightweight materials relative to the cost of heavier materials in use as of the date of the determination; and
“(cc) any safety or design considerations relating to the use of those materials.
“(C) ANALYSIS OF MEANS OF ENCOURAGING DEVELOPMENT AND MANUFACTURE OF LIGHTWEIGHT VEHICLES.—The report shall include an analysis of, and recommendations concerning, means to encourage the development and manufacture of lightweight buses, including an analysis of—
“(i) potential procurement incentives for public authorities to encourage the purchase of lightweight public transit vehicles using grants from the Federal Transit Administration; and
“(ii) potential tax incentives for manufacturers and private operators to encourage the purchase of lightweight over-the-road buses.

“(D) ANALYSIS OF CONSIDERATION IN RULEMAKINGS OF ADDITIONAL VEHICLE WEIGHT.—The report shall include an analysis of, and recommendations concerning, whether Congress should require that each rulemaking by an entity of the Federal Government that affects the design or manufacture of motor vehicles consider—
“(i) the weight that would be added to the vehicle by implementation of the proposed rule;
“(ii) the effect that the added weight would have on pavement wear; and
“(iii) the resulting cost to the Federal Government and State and local governments.

“(E) COST-BENEFIT ANALYSES.—The report shall include an analysis relating to the axle weight of over-the-road buses that compares—
“(i) the costs of the pavement wear caused by over-the-road buses; with
“(ii) the benefits of the over-the-road bus industry to the environment, the economy, and the transportation system of the United States.

“(3) DEFINITIONS.—In this subsection:
“(A) OVER-THE-ROAD BUS.—The term ‘over-the-road bus’ has the meaning given the term in section 301 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12111).
“(B) PUBLIC TRANSIT VEHICLE.—The term ‘public transit vehicle’ means a vehicle described in paragraph (1)(B).

SEC. 337. 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, which has not entered into force pursuant to article 25 of the Protocol.

SEC. 338. 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 a reduction from the previous year due to user fees proposals that have 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 fees proposals are not enacted prior to the date of the convening of a committee of conference for the fiscal year 2004 appropriation act.

SEC. 339. 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, and for travel expenses, or in connection with training, or for membership fees, or any other expenses, contingent upon the submission of such information or documentation as the Department may require.

SEC. 340. 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 construction, maintenance, renovation, or other similar work or payments for funds for salaries 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 of support to airport sponsors to provide land without cost to the FAA for ATC facilities.

SEC. 341. 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, 2001, to purchase any real estate or property. The Secretary of the Coast Guard first submits a quarterly report to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects executed by the Coast Guard by the United States Navy and ves- sel 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 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 the submission of such reports shall be current as of the last day of the preceding quarter.

SEC. 342. Notwithstanding any other provision of law, the United States Code, and beginning in fiscal year 2005, the Secretary shall withhold 5 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (2), and (3) of section 104(b) of title 23, United States Code, and beginning in fiscal year 2004, the Secretary shall withhold 10 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (2), and (3) of section 104(b) of title 23, United States Code, and beginning in fiscal year 2001, the Secretary shall withhold 15 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (2), and (3) of section 104(b) of title 23, United States Code, if a State is not eligible for assistance under section 163(a) of chapter 1 of title 23, United States Code, and beginning in fiscal year 2005, the Secretary shall withhold 10 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (2), and (3) of section 104(b) of title 23, United States Code, if within three years from the date that the apportionment for any State reduced in accordance with this subsection the Secretary determines that such State is eligible for assistance under section 163(a) of title 23, United States Code. If within three years from the date that the apportionment for any State reduced in accordance with this subsection the Secretary determines that such State is eligible for assistance under section 163(a) of title 23, United States Code, any amounts so withheld shall be lapsed.

SEC. 343. CONVEYANCE OF AIRPORT PROPERTY TO AN INSTITUTION OF HIGHER EDUCATION IN OKLAHOMA. (a) IN GENERAL.—Notwithstanding any other provision of law, including the Surplus Property Act of 1944 (58 Stat. 765, chapter 249) or the Acquisition, Construction, and Improvement of Shore Facilities Act (47 U.S.C. 1331; 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 aircraft traffic. A waiver made under the preceding sentence shall be deemed to be consistent with the requirements of section 47133 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, if an institution of higher education that is subject to a waiver under subsection (a) shall not be subject to any term, condition, reservation, or restriction that is 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 aircraft traffic. A waiver made under the preceding sentence shall be deemed to be consistent with the requirements of section 47133 of title 49, United States Code.

SEC. 344. MODIFICATION OF HIGHWAY PROJECT IN POLK COUNTY, IOWA. The table contained in section 636 of the Transportation Equity Act for the 21st Century is amended in item 1062 (112 Stat. 294) by striking “2006” in the last column of the table and inserting in lieu thereof “2009”.

SEC. 345. AGREEMENT FOR BOSTON “BIG DUG”. No funds appropriated by this Act may be used by the Department of Transportation to cover the administrative costs (including salaries and expenses of officers and employees of the Department) to authorize project approvals or advance construction authority for the Central Artery/Tunnel project in Boston, Massachusetts, until the Secretary of Transportation and the State of Massachusetts have entered into a written agreement that limits the total Federal contribution to the project to not more than $8,549,000,000.

SEC. 346. CAP AGREEMENT FOR BOSTON “BIG DUG”. (a) FINDINGS.—Congress finds that—

(1) in 1998, there were 5,374 truck-related highway fatalities and 4,935 trucks involved in fatal crashes;

(2) a 1998 Federal Highway Administration Report published by the National Transportation Safety Board in May 2000 found that research conducted by the National Highway Traffic Safety Administration found that the number of truck drivers who are drivers can have a direct impact on the inci-

cence of fatigue-related accidents;

(4) a 1996 study by the Federal Highway Administration found that there is a nationwide shortfall of 28,400 parking spaces in public rest areas, a number expected to reach 39,000 by 2006;

(5) a 1999 survey conducted by the Operator-Independent Drivers Association found that over 90 percent of its members have difficulties finding parking spaces in rest areas at least once a week; and

SEC. 347. PARKING SPACE FOR TRUCKS. (a) FUNDING.—Congress finds that—

(1) in 1998, there were 5,374 truck-related highway fatalities and 4,935 trucks involved in fatal crashes;

(2) a 1998 Federal Highway Administration Report published by the National Transportation Safety Board in May 2000 found that research conducted by the National Highway Traffic Safety Administration found that the number of truck drivers who are drivers can have a direct impact on the inci-

cence of fatigue-related accidents;

(4) a 1996 study by the Federal Highway Administration found that there is a nationwide shortfall of 28,400 parking spaces in public rest areas, a number expected to reach 39,000 by 2006;

(5) a 1999 survey conducted by the Operator-Independent Drivers Association found that over 90 percent of its members have difficulties finding parking spaces in rest areas at least once a week; and

SEC. 348. STUDY OF ADVERSE EFFECTS OF IDLING TRAIN ENGINES. (a) STUDY REQUIRED.—
CONGRESSIONAL RECORD—SENATE

The Secretary of Transportation shall provide under section 668 of title 23, United States Code, for the National Academy of Sciences to conduct a study on noise impacts of railroad operations, including idling train engines on the quality of life of nearby communities, the quality of life of persons exposed to railroad noise, and safety, and to submit a report on the study to the Secretary. The report shall include recommendations for mitigation to combat railroad noise, standards for determining when noise mitigation is required, and to the extent that any scientific study is made, consideration of methods to encourage the sharing of funds for noise mitigation among federal, state, and local governments.

SEC. 349. Within the funds made available in this Act, $10,000,000 shall be for the costs associated with construction of a third track on the Northeast Corridor between Danville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended; $2,000,000 shall be for a joint United States-Canada commission to study the feasibility of connecting the rail systems of the United States and Canada; $200,000 shall be for the design of a third track on the Northeast Corridor line in the State of New Jersey; $250,000 shall be available to the city of Traverse City, Michigan comprehensive transportation plan; and $2,000,000 shall be for the costs associated with construction of a third track on the Northeast Corridor line in the State of New Jersey shall be for the costs associated with construction of a third track on the Northeast Corridor line in the State of New Jersey and the Gulf Coast High Speed Rail Corridor; and $250,000 shall be available to the city of Traverse City, Michigan comprehensive transportation plan.

SEC. 350. (a) FINDINGS.—The Senate makes the following findings:

(1) The United States Coast Guard in 1999 saved approximately 3,900 lives in providing the essential service of maritime safety.

(2) The United States Coast Guard in 1999 prevented 111,689 pounds of cocaine and 28,872 pounds of marijuana from entering the United States in providing the essential service of maritime safety.

(3) The United States Coast Guard in 1999 boarded more than 14,000 fishing vessels to check for safety and environmental laws in providing the essential service of maritime safety.

(4) The United States Coast Guard in 1999 ensured the safe passage of nearly 1,000,000 commercial vessels through congested harbors with vessel traffic services in providing the essential service of maritime mobility.

(5) The United States Coast Guard in 1999 sent international training teams to help more than 50 countries develop their maritime services in providing the essential service of maritime defense.

(6) Each year, the United States Coast Guard ensures the safe passage of more than 200,000,000 tons of cargo across the Great Lakes including iron ore, coal, and limestone. Shipping on the Great Lakes faces a unique challenge because the shipping season begins and ends in ice anywhere from 3 to 15 feet thick. The ice-breaching ship MACKINAW has been used by the Coast Guard to ensure the safe passage of shipping on the Great Lakes and to continue to operate under these conditions. However, the productive life of the MACKINAW will end in 2001. To finance its replacement, the United States Coast Guard would have to radically reduce the level of service it provides to the American public.

(7) Without adequate funding, the United States Coast Guard would have to radically reduce the level of service it provides to the American public.

(8) The allocation to the Committee on Appropriations of the Senate of funds available for the Department of Transportation and related agencies for fiscal year 2001 was $1,600,000,000 less than the amount appropriated on April 1, 1999, for appropriations of the House of Representatives of funds available for that purpose for that fiscal year.

(b) REPORT.—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall transmit to Congress the report of the National Academy of Sciences on the results of the study under subsection (a).

SC. 351. For the purpose of constructing an airport on the basis of the investigation to ensure compliance with applicable laws, policies, and grant assurances regarding revenue use and retention by an airport, or

(1) the committee of conference on the bill H.R. 4425 of the 106th Congress, should approve supplemental funding for the Coast Guard for fiscal year 2001 as soon as is practicable; and

(2) upon adoption of this bill by the Senate, the conferees of the Senate to the committee of conference on the bill H.R. 4475 of the 106th Congress, making appropriations for the Department of Defense for the fiscal year ending September 30, 2001, or any other appropriate conference of the Senate to the committee of conference on the bill H.R. 4475 with respect to funding for Acquisition, Construction, and Improvements account and the amount made available by the Committee on Appropriations of the Senate for those acquisitions conflicts with the high priority afforded by the Senate to Acquisition, Construction, and Improvements procurements, which are of critical national importance to commerce, navigation, and safety.

(9) Due to shortfalls in funds available for fiscal year 2000, personal benefits and fuel costs for the 2000 operating expenses account, the Commandant of the Coast Guard has announced reductions in critical operations account, including the training of much of the Coast Guard’s manpower as much as 30 percent in some areas of the United States. If left unaddressed, these shortfalls may compromise the service provided by the Coast Guard to American mariners, including drug interdiction and migrant interdiction, aid to navigation, and fisheries management.

(b) SENSE OF SENATE.—It is the sense of the Senate that the President shall:

(1) conduct the study to the Secretary. The report shall include an analysis of the effects on the quality of life of nearby communities, the quality of life of persons exposed to railroad noise, and possible mechanisms for financing mitigation projects.

(b) R EPORT.—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall transmit to Congress the report of the National Academy of Sciences on the results of the study under subsection (a).

SEC. 353. ADDITIONAL SANCTION FOR REVENUE DIVERSION. Except as necessary to ensure public safety, no amount appropriated under this Act or any other Act may be used to fund any airport-related grant for the Los Angeles International Airport made to the City of Los Angeles, or any other Act or any other governmental body of which it is a member, by the Department of Transportation or the Federal Aviation Administration, until the Administration—

(1) determines that there is no action warranted.

(2) submits a report to the Appropriations Committees of both Houses of Congress containing a statement that no action is warranted.

(3) 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; or

(4) the Secretary shall not delegate responsibility for carrying out the project to a State.

SEC. 354. Hereafter, the New Jersey Transit commuter rail station to be located at the intersection of the Main/Bergen line and the north alignment of the North Jersey Corridor line in the State of New Jersey shall be known and designated as the “Frank R. Lautenberg Transfer Station”.

SEC. 355. This Act may be cited as the “Department of Transportation and Related Agencies Appropriations Act, 2001”.

T I T L E IV

DEPARTMENT OF THE TREASURY

BUREAU OF THE PUBLIC DEBT

SUPPLEMENTAL APPROPRIATION FOR FISCAL YEAR 2000

Gifts to the United States for Reduction of the Public Debt

For deposit of an additional amount for fiscal year 2000 into the account established under section 3113(d) of title 31, United States Code, to reduce the public debt, $12,200,000,000.

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

MEASURE PLACED ON CALENDAR—H.R. 8

Mr. HATCH. Mr. President, I ask unanimous consent that H.R. 8 be placed on the Senate calendar.

The PRESIDING OFFICER. Without objection, it is so ordered.

MEASURE PLACED ON CALENDAR—S. 2753

Mr. HATCH. Mr. President, I ask unanimous consent that S. 2753, introduced earlier today by Senator Daschle and others, be placed on the calendar.

The PRESIDING OFFICER. Without objection, it is so ordered.

MEASURE READ THE FIRST TIME—S. 2753

Mr. HATCH. Mr. President, I understand that S. 2753, introduced by Senator Thompson today, is at the desk. I ask for its first reading.

The PRESIDING OFFICER. The clerk will state the bill by title.