AMENDMENTS SUBMITTED AND PROPOSED

SA 1019. Mr. EDWARDS submitted an amendment intended to be proposed by him to the bill H.R. 2311, making appropriations for energy and water development for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table.

SA 1020. Ms. SNOWE (for herself and Ms. COLLINS) submitted an amendment intended to be proposed by her to the bill H.R. 2311, supra; which was ordered to lie on the table.

SA 1021. Mr. STEVENS (for himself and Mr. MURKOWSKI) submitted an amendment intended to be proposed by him to the bill H.R. 2311, supra; which was ordered to lie on the table.

SA 1022. Mr. MURKOWSKI submitted an amendment intended to be proposed by him to the bill H.R. 2311, supra; which was ordered to lie on the table.

SA 1023. Mr. MURKOWSKI submitted an amendment intended to be proposed by him to the bill H.R. 2311, supra; which was ordered to lie on the table.

SA 1024. Mr. MURKOWSKI submitted an amendment intended to be proposed by him to the bill H.R. 2311, supra; which was ordered to lie on the table.

SA 1025. Ms. SNOWE (for herself and Mr. SINGLIER) submitted an amendment to the bill S. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes.

SA 1026. Mr. DURBIN (for himself and Mr. BENNETT) proposed an amendment to the bill S. 1172, making appropriations for the Legislative Branch for the fiscal year ending September 30, 2002, and for other purposes.

SA 1027. Mr. SPECTER proposed an amendment to the bill S. 1172, supra.

TEXT OF AMENDMENTS

SA 1019. Mr. EDWARDS submitted an amendment intended to be proposed by him to the bill H.R. 2311, making appropriations for energy and water development for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 7, line 26, after ‘‘expended,’’ insert the following: ‘‘of which not less than $300,000 shall be used for a study to determine, and develop a project that would make, the best use, on beaches of adjacent towns, of sand dredged from Morehead City Harbor, Carteret County, North Carolina; and’’.

SA 1020. Ms. SNOWE (for herself and Ms. COLLINS) submitted an amendment intended to be proposed by her to the bill H.R. 2311, making appropriations for energy and water development for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert:

(a)(1) the Secretary shall establish a program to purchase electric power (capacity or energy) from the Alaska Energy Authority has been completed, the State of Alaska to the Federal Energy Regulatory Commission under its specific delegation of authority for the relevant matter or category.

(b) the Secretary shall establish a program to purchase electric power (capacity or energy) from the Alaska Energy Authority has been completed, the State of Alaska to the Federal Energy Regulatory Commission March 15, 2001 (Docket Nos. EL01–26–000 and Docket No. EL01–32–000, 94 FERC 61,293 (2001)), is ratified.

(c)(1) the government of the Republic of Iraq; and

SEC. . HUMANITARIAN INTERESTS. It is the sense of the Senate that the President should make all appropriate efforts to ensure that the humanitarian needs of the Iraqi people are not negatively affected by this Act, and should encourage public, private, domestic and international means for determining and eliminating sanctions against Iraq that do not threaten the humanitarian needs of the Iraqi people.

(2) resuming the importation of Iraqi-origin petroleum products, and chemicals and materials to be used in the production of petroleum products.

(b) preventing the smuggling of Iraqi-origin petroleum products, and chemicals and materials to be used in the production of petroleum products.

SEC. . DEFINITIONS. (a) ‘‘661 COMMITTEE.’’—The term 661 Committee means the Security Council Committee established by UNSC Resolution 661, and persons acting for or on behalf of the Committee under its specific delegation of authority for the relevant matter or category of activity, including the overseers appointed by the UN Secretary-General to examine and approve agreements for purchases of petroleum and petroleum products from
the Government of Iraq pursuant to UNSC Resolution 666.  
(b) "UNSC Resolution 666."—The term UNSC Resolution 666 means United Nations Security Council Resolution No. 666, adopted August 6, 1993, prohibiting certain transactions with respect to Iraq and Kuwait.  

SEC. 2. EFFECTIVE DATE.  
The prohibitions on importation of Iraqi origin petroleum and petroleum products shall be effective 30 days after enactment of this Act.

SA 1023. Mr. MURKOWSKI submitted an amendment intended to be proposed by him to the bill H.R. 2311, making appropriations for energy and water development for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table.

On page 14, line 9, strike "prices)," and insert "prices): Provided further, That none of the funds made available in furtherance of or for the purposes of the CALFED Program may be obligated or expended for such purpose unless separate legislation specifically authorizing such expenditures or obligation has been enacted."

SA 1024. Mr. REID (for himself and Mr. DOMENICI) proposed an amendment intended to be proposed by him to the bill H.R. 2311, making appropriations for energy and water development for the fiscal year ending September 30, 2002, and for other purposes; as follows:

On page 17, line 8, insert the following:

SEC. 204. LOWER COLORADO RIVER BASIN DEVELOPMENT FUND.  
(a) IN GENERAL.—Notwithstanding section 403(f) of the Colorado River Basin Project Act (43 U.S.C. 1543(f)), no amount from the Lower Colorado River Basin Development Fund shall be paid to the general fund of the Treasury until each provision of the Stipulation Regarding a Stay and for Ultimate Development for the fiscal year ending September 30, 2002, and for other purposes; as follows:

SEC. 3. (a) The Secretary of Energy shall conduct a study of alternative financing approaches, to include third-party-type methods, for infrastructure and facility construction projects across the Department of Energy. (b) The study shall be completed and delivered to the House and Senate Committees on Appropriation within 180 days of enactment.

On page 29, line 23, strike "$60,000,000" and insert "$220,000,000."

At the appropriate place in the bill under General Provisions, Department of Energy, insert the following:

SEC. 3. (a) The Secretary of Energy shall conduct a study of alternative financing approaches, to include third-party-type methods, for infrastructure and facility construction projects across the Department of Energy. (b) The study shall be completed and delivered to the House and Senate Committees on Appropriation within 180 days of enactment.

On page 11, line 16 insert the following, "of which $4,000,000 shall be available for carry out maintenance dredging of the Sagamore Creek Channel, New Hampshire."

On page 11, line 16 insert the following: 
"Sec. 104. Of the funds provided under Title I, $15,500,000 shall be available for the demonstration project."

On page 36, line 23, strike "$68,000,000" and insert "$220,000,000."

At the appropriate place in the bill under General Provisions, Department of Energy, insert the following:

SEC. 3. (a) The Secretary of Energy shall conduct a study of alternative financing approaches, to include third-party-type methods, for infrastructure and facility construction projects across the Department of Energy. (b) The study shall be completed and delivered to the House and Senate Committees on Appropriation within 180 days of enactment.

On page 29, line 5, strike "$818,155,000" and insert "$317,155,000."

On page 12, line 20, after "expended,"
insert "the following: "Provided further, within the amount herein appropriated, not less than $230,000 shall be provided for the Western Governors' Association to conduct a technical analysis of the costs and feasibility of transmission expansion methods and technologies: Provided further, That W.G. A. shall publish a study that contains recommendations of the most cost-effective methods and technologies to enhance electricity transmission from lignite and wind energy: Provided further, That these funds shall be non-reimbursable: Provided further, That these funds shall be available until expended until expended."

On page 7, line 26, after "expended,"
insert the following: "of which not less than $300,000 shall be used for a study to determine, and develop a project that would maximize the best use of developed towns, of sand dredged from Morehead City Harbor, Carteret County, North Carolina and:

"In Title I, on page 11, line 16, after "Plan,"
insert at the appropriate place, the following:

SEC. 3. GUADALUPE RIVER, CALIFORNIA.  
The project for flood control, Guadalupe River, California, authorized by Section 401 of the Water Resources Development Act of 1986, and the Energy and Water Development Appropriations Acts of 1996 and 1997, is modified to authorize the Secretary to construct the project substantially in accordance with the General Reevaluation and Environmental Impact Statement for Proposed Project Modifications, dated February 2001, at a total cost of $225,800,000, with an estimated Federal cost $128,700,000, and estimated non-Federal cost of $96,100,000."

On page 2, line 18, before the period, insert the following: "of which not less than $500,000 shall be used to conduct a study of Postponed Project Alternatives."

On page 8, at the end of line 24, before the period, insert the following: "Provided further, That $500,000 of the funds appropriated herein shall be available for the conduct of activities related to the selection, by the Secretary of the Army in cooperation with the Environmental Protection Agency, of a permanent disposal site for environmentally sound dredged material from navigational dredging projects in the State of Rhode Island."

At the appropriate place, insert the following:

"Of the funds provided under Operations and Maintenance for McKiellan-Kerr, Arkansas River Navigation System dredging, $22,338,000 is provided: Provided further, of that amount, $1,000,000 shall be for dredging on the Arkansas River for maintenance dredging at the authorized depth."

On Page 2, line 18, before the period, insert the following: "Provided further, That using $100,000 of the funds provided herein shall be available for the construction of projects bringing water to the State of Maine, the States of Maryland, Virginia, Pennsylvania and the District of Columbia, the Secretary of the Army, acting through the Chief of Engineers, is directed to conduct a Chesapeake Bay study, including an examination of management measures that could be undertaken to address the sediments behind the dams on the lower Susquehanna River."

On page 11, between lines 16 and 17, insert the following:

"The project for flood control, Guadalupe River, California, authorized by Section 401 of the Water Resources Development Act of 1986, and the Energy and Water Development Appropriation Acts of 1996 and 1997, is modifed to authorize the Secretary to construct the project substantially in accordance with the General Reevaluation and Environmental Impact Statement for Proposed Project Modifications, dated February 2001, at a total cost of $225,800,000, with an estimated Federal cost $128,700,000, and estimated non-Federal cost of $96,100,000."

"Provided further, Within the amount herein appropriated, not less than $230,000 shall be provided for the Western Governors' Association to conduct a technical analysis of the costs and feasibility of transmission expansion methods and technologies: Provided further, That W.G. A. shall publish a study that contains recommendations of the most cost-effective methods and technologies to enhance electricity transmission from lignite and wind energy: Provided further, That these funds shall be non-reimbursable: Provided further, That these funds shall be available until expended until expended."

On page 7, line 26, after "expended,"
insert the following: "of which not less than $300,000 shall be used for a study to determine, and develop a project that would maximize the best use of developed towns, of sand dredged from Morehead City Harbor, Carteret County, North Carolina and:

"In Title I, on page 11, line 16, after "Plan,"
insert at the appropriate place, the following:

SEC. 3. (a) The Secretary of Energy shall conduct a study of alternative financing approaches, to include third-party-type methods, for infrastructure and facility construction projects across the Department of Energy. (b) The study shall be completed and delivered to the House and Senate Committees on Appropriation within 180 days of enactment.

On page 29, line 3, strike "$181,155,000 and insert "$317,155,000."

On page 29, line 5, strike "$181,155,000 and insert "$317,155,000."

On page 29, line 13, insert the following after "Secretary, Long Island:"
"Provided further, That the funds provided herein, $1,000,000 may be used to complete the Hopi/Navajo Water Development Plan, Arizona."

At the appropriate place, insert: "Of the funds made available under Operations and Maintenance, a total of $5,000,000 may be made available for Perry Lake, Kansas."

On page 28, before the period on line 10, insert the following: "Provided further, That of the amount herein appropriated, not less than $5,000,000 shall be used for Perry Lake, Kansas."

At the appropriate place in Title I, insert the following: "The non-Federal interest shall receive credit towards the lands, easements, relocation of property, and disposal required for the Lava Hot Springs restoration project in Idaho, and acquired by the West River/Lyman-Jones Rural Water System to provide rural, municipal, and industrial water supply for the counties of Boulder, Jefferson, and Broomfield, Colorado, in accordance with the Min Wolf Creek Project Act of 1988 (102 Stat. 2566; 108 Stat. 4599).

That, with respect to the governmental infrastructure project in Lebanon, New Hampshire, for which funds are made available under this heading, the non-Federal interest shall receive credit toward the non-Federal share of the cost of the project for work performed before the date that the Secretary enters into a project cooperation agreement, and that the Secretary determines the work is integral to the project.

On page 8, line 7, before the colon, insert the following: 
"$736,139,000 to remain available until expended, of which not less than $500,000 shall be available for the demonstration project, Arizona."
SEC. 1. DESIGNATION OF NONNAVIGABILITY OF BLOCKS OF GLOUCESTER COUNTY, NEW JERSEY.

(a) DESIGNATION.—

(1) GENERAL.—The Secretary of the Army (referred to in section as the “Secretary”) shall designate as nonnavigable the areas described in paragraph (3) unless the Secretary, after consultation with local and regional public officials (including local and regional planning organizations), makes a determination that 1 or more projects proposed to be carried out in 1 or more areas described in paragraph (2) are not in the public interest.

(2) DESCRIPTION OF AREAS.—The areas referred to in paragraph (1) are certain parcels of property situated in the West Deptford Township, Gloucester County, New Jersey, as depicted on Tax Assessment Map 24B, Block #328, Lots 1, 1.03, 1.08, and 1.09, more fully described as follows:

(A) Beginning at the point in the easterly line of Church Street (49.50 feet wide), said beginning point being the following 2 courses from the intersection of the centerline of Church Street with the curved northerly right-of-way line of Pennsylvania-Reading Seashore Lines Railroad (66.00 feet wide)—

(i) along said centerline of Church Street N. 11°28′50″ E. 1652.14 feet; thence (ii) along the same said line 61°28′35″ E. 32.31 feet to the point of beginning.

(B) Said beginning point also being the end of the thirteenth course and from said beginning point, runs along the aforementioned Easterly line of Church Street—

(i) N. 11°28′50″ E. 1652.14 feet; thence (ii) crossing a point on Church Street, N. 34°19′51″ W. 1590.16 feet; thence (iii) S. 27°56′37″ W. 3674.36 feet; thence (iv) S. 57°04′39″ W. 481.04 feet; thence (v) S. 36°22′55″ W. 870.00 feet to a point in the Pierhead and Bulkhead Line along the Southeasterly shore of the Delaware River; thence (vi) along the same line N. 53°37′05″ E. 1590.16 feet to a point in the easterly line of Church Street; thence (vii) N. 3°37′05″ E. 2770.00 feet; thence (viii) S. 3°26′55″ E. 870.00 feet; thence (ix) S. 57°04′39″ E. 481.04 feet; thence (x) S. 35°27′34″ E. 975.59 feet; thence (xi) S. 27°56′37″ E. 3674.36 feet; thence (xii) crossing Church Street, S. 34°19′51″ E. 1590.16 feet to a point in the easterly line of Church Street; thence (xiii) S. 11°28′50″ W. 1052.14 feet; thence (xiv) S. 3°26′35″ W. 32.31 feet; thence (xv) S. 11°28′50″ W. 38.56 feet to the point of beginning.

SEC. 1. NOME HARBOUR TECHNICAL CORRECTION.—Section 101(a)(1) of Public Law 106–53 (the Water Resources Development Act of 1999) is amended by—

(A) striking “25,651,000” and inserting in its place “29,200,000” and

(B) striking “23,192,000” and inserting in its place “33,541,000.”

In Title I, on page 11, line 16, after “Plan,” insert the following:

“SEC. . The Secretary of the Army shall not accept or solicit non-Federal voluntary contributions for shore protection work in excess of the minimum requirements established by law; except that, when voluntary contributions are tendered by a non-Federal sponsor for the prosecution of work outside the authorized scope of the Federal project at full non-Federal expense, the Secretary is authorized to accept such contributions.

In Title II, on page 21, line 7, after “expense.”, strike the period and insert the following: “: Provided, that the Secretary of the Army, using $100,000 of the funds provided herein, is directed to conduct studies for flood damage reduction, environmental protection, environmental restoration, water supply, and water quality projects, in Tuscaloosa County, Alabama, and shall provide a comprehensive plan for the development, conservation, disposal and utilization of flood-related and flood-related resources for flood damage reduction and allied purposes, including the determination of the need for a reservoir to satisfy municipal and industrial water supply needs.”

Insert on page 14, line 9, after “1998 prices” “: Provided further, That of such funds, not more than $1,500,000 shall be available to the Secretariat for evaluation of the feasibility study for the Santa Fe Regional Water System, New Mexico: Provided further, That the study shall be completed by September 30, 2002.”

At the appropriate place, insert the following:

SEC. . Section 211 of the Water Resources and Development Act of 2000 (P.L. 106–541) (114 Stat. 2592–2593) is amended by adding the following language at the end thereof as paragraph (c):

“(c) ENGINEERING RESEARCH AND DEVELOPMENT CENTER.—The Engineer Research and Development Center is exempt from the requirements of this section.

At the appropriate place insert the following:

SEC. . Section 54(g) of the Water Resources and Development Act of 1999 (113 Stat. 345) is amended by striking “fiscal years 2000 and 2001” and inserting in lieu thereof “fiscal years 2000 through 2002.”

In Title II, “$33,541,000.”, at the appropriate place insert the following:

“(d) None of the funds appropriated or otherwise made available by this Act may be used to determine the final point of discharge for the interceptor drain for the San Luis Unit until development by the Secretary of the Interior and the State of California of a plan, which shall conform to the water quality standards of the State of California as approved by the Administrator of the Environmental Protection Agency, to minimize any detrimental effect of the San Luis drainage waters.”

At the appropriate place insert the following:

“The Kesterson Reservoir Cleanup Program and the costs of the San Joaquin Valley Drainage Program shall be classified by the Secretary of the Interior as recoverable or nonrecoverable, as collected until fully repaid pursuant to the “Cleanup Program-Alternative Repayment Plan” described in the report entitled “Report of the Secretary of the Interior, Kesterson Reservoir Cleanup Program and San Joaquin Valley Drainage Program, February 1995”, prepared by
of the Department of Interior, Bureau of Reclamation, the utilization of funds by the United States relating to, or providing for, drainage service or drainage studies for the San Luis Unit shall be fully reimbursable by San Luis Unit beneficiaries of such service or studies pursuant to Federal Reclamation law.

In Title II, page 14, line 3, after "of "and 2001": Provided further: from the column strike line 3 through line 9 to the period.

In Title I, page 2 line 18, after "until expended," strike the period and insert the following: Provided further. That within the funds provided herein, the Secretary may use $300,000 for the North Georgia Water Planning District Watershed Study, Georgia.

Insert on page 2 page 11, after line 16, at the appropriate place, insert the following: "SEC. . (a)(1) Not later than December 31, 2001, the Secretary shall investigate the flood control project for Fort Fairfield, Maine, authorized under section 205 of the Flood Control Act of 1948 (33 U.S.C. 702a); and, "(2) determine whether the Secretary is responsible for a design deficiency in the project relating to the interference of ice with pump operation.

"(b) With a determination under subsection (a) that the Secretary is responsible for the design deficiency, the Secretary shall correct the design deficiency, including the cost of design and construction, at 100 percent Federal expense."

At the appropriate place, add the following:

The Corps of Engineers is urged to proceed with design of the Section 205 Mad Creek Flood control project in Iowa.

On page 17, line 22, before the period, insert "Provided further:"

At the appropriate place, insert the following:

"SEC. . The Secretary of Energy shall provide for the management of such science in a timely manner to allow fully informed decisions to be made in accordance with the statutorily mandated process. Therefore be it."

Resolved. That it is the Sense of the Senate that the Conferences on the part of the Senate should ensure that the levels of funding included in the Senate bill for the Yucca Mountain project be an amount closer to that included in the House—passed version of the bill to ensure that a determination on the disposal of spent nuclear fuel and high level radioactive waste can be concluded in accordance with the statutorily mandated process.

At the appropriate place in Title II, insert the following:

"SEC. . The Secretary of Interior, in accepting payments for the reimbursable expenses incurred for the replacement, repair, or additional maintenance with regard to the Valve Rehabilitation Project at the Arrowrock Dam on the Arrowrock Division of the Boise Project in Idaho, shall recover no more than $6,900,000 of such expenses according to the application of the current formula for charging users for reimbursable operation and maintenance expenses at Bureau of Reclamation facilities on the Boise Project, and shall recover this portion of such expenses over a period of 15 years.

At the appropriate place in the bill under "Weapons Activities" the following: Provided further, That $1,000,000 shall be made available for community reuse organizations within the office of Worker and Community Transition.

At the appropriate place, insert the following:

"SEC. . The Department of Energy shall consult with the State of Florida: Provided further, that the Secretary is authorized to acquire all lands, easements, and rights of way that may be determined to be necessary for the purpose of reuse of the disposal areas, but transmigrating and depositing the sand for environmentally acceptable beneficial uses in coastal areas of northwest Florida to be determined in coordination with the Secretary of Agriculture: Provided further, that they may be required to be used for dredged material disposal areas to implement a long term dredged material management plan: Provided further, that the long term dredged material management plan shall be developed and reach as required by conditions of the State of Florida water quality certification, for periodically removing sandy dredged material from disposal areas. The Secretary may be required to determine if it is necessary for the purpose of reuse of the disposal areas, but transmigrating and depositing the sand for environmentally acceptable beneficial uses in coastal areas of northwest Florida to be determined in coordination with the Secretary of Agriculture: Provided further, that the Secretary is authorized to acquire all lands, easements, and rights of way that may be determined to be necessary for the purpose of reuse of the disposal areas, but transmigrating and depositing the sand for environmentally acceptable beneficial uses in coastal areas of northwest Florida to be determined in coordination with the Secretary of Agriculture:

At the appropriate place, insert the following:

"SEC. . (A) IN GENERAL.—The non-Federal share of the cost of any project under this subsection shall be 25 percent."

"(B) FORM.—The non-Federal share shall be provided through in-kind services, including the provision by the non-Federal interest of the in-kind services that is determined by the Chief of Engineers to be suitable for use in carrying out the project.

"(C) APPLICABILITY.—The non-Federal interest shall be credited with the value of in-kind services provided on or after October 1, 2000, for a project described in paragraph (1) complete no later than the date on which the Secretary determines that the work is integral to the project."

On page 5, line 5 after "Vermont:" insert "Provided further, That the Secretary of the Army, acting through the Chief of Engineers, is directed to use $2.5 million of the funds appropriated herein to proceed with the removal of the Embrey Dam, Fredericksburg, Virginia."

On page 11, between lines 16 and 17, insert the following:

"SEC. 1. RARITAN RIVER BASIN, GREEN BROOK SUBBASIN, NEW JERSEY.

The Secretary of the Army shall implement, with a Federal share and a non-Federal share of 25 percent, a buyout plan in the western portion of Middlesex Borough, located in the Green Brook subbasin of the Raritan River basin, New Jersey, that includes:

(1) the buyout of not to exceed 10 single-family residences;

(2) floodingproof of not to exceed 4 commercial buildings located along Prospect Place or Unit Avenue; and

(3) the buyout of not to exceed 3 commercial buildings located along Raritan Avenue or Lincoln Avenue.

At the appropriate place, insert the following:

"Provided further, That the project for the ACF authorized by section 2 of the Rivers and Harbors Act of March 2, 1945 (Public Law 79-14; 59 Stat. 10) and modified by the first section of the River and Harbor Act of 1946 (60 Stat. 635, chapter 951), is modified to authorize the Secretary, as part of the navigation maintenance activities to develop and implement a plan to be integrated into the long term dredged material management plan as it has been developed and as it is required to be for disposal areas, to be determined to be necessary by the conditions of the State of Florida water quality certification, for periodically removing sandy dredged material from disposal areas."

"SEC. 2. PROHIBITION OF OIL AND GAS DRILLING IN THE FINGER LAKES NATIONAL FOREST, NEW YORK.

No Federal permit or lease shall be issued for oil or gas drilling in the Finger Lakes

"SEC. . CERRILLOS DAM, PUERTO RICO.

The Department of Energy shall reassess the allocation of Federal and non-Federal costs for construction of the Cerrillos Dam, carried out as part of the project for flood control for the Apalachee, Chattahoochee and Flint Rivers, Puer
to Rico.

At the appropriate place, insert:

"SEC. . The Senate finds that:"

1. The purpose of Energy's Yucca Mountain Program has been one of the most intensive scientific investigations in history.
National Forest, New York, during fiscal year 2002, or thereafter.
In the appropriate place, strike $150,000 for Horseshoe Lake Feasibility Study and replace with $250,000 for Horseshoe Lake Feasibility Study.

SA 1025. Mrs. MURRAY (for herself and Mr. SHELBY) proposed an amendment to the bill H.R. 2299, making appropriate funds available for Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:

Strike all after the enacting clause and insert the following:

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes, namely:

TITLe I
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, $67,349,000: Provided, That not to exceed $6,500,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, there may be credited to this appropriation in connection with shipping commissioners in the United States: Provided further, That none of the funds appropriated in this 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 appropriated in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: Provided further, That the amounts made available under this heading, not less than $13,541,000 shall be used solely to increase staffing, to staff stations, surf stations and command centers, increase the training and experience level of individuals serving in said stations through targeted retention efforts, revised personnel policies and expanded training programs, and to modernize and improve the quantity and quality of personal safety equipment, including survival suits, for personnel assigned to said stations: Provided further, That the Department of Transportation Inspector General shall audit and certify to the House and Senate Committees on Appropriations that the funding described in the preceding proviso is being used solely to supplement and not supplant the Coast Guard’s level of effort in this area.

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, $695,000,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That none of the funds appropriated in this Act shall be used to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2006; $12,500,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2004; $97,921,000 shall be available for other equipment, to remain available until September 30, 2004; $88,862,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2004; $6,000,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2004: Provided further, That the National Defense Authorization Act, 2004, $3,767,000 are rescinded.

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $3,000,000, of which $1,000,000 shall remain available until September 30, 2003: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any other Transportation and related agencies.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not to exceed $60,000 shall be for allocation within the Transportation Administrative Service Center, not to exceed $125,323,000, shall be paid from appropriations therefor, $669,323,000, of which $20,000,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That none of the funds appropriated in this Act shall be available for defense-related drugs, alcohol and drug interdiction; 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 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 appropriated in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: Provided further, That the amounts made available under this heading, not less than $15,341,000 shall be used solely to increase staffing, to staff stations, surf stations and command centers, increase the training and experience level of individuals serving in said stations through targeted retention efforts, revised personnel policies and expanded training programs, and to modernize and improve the quantity and quality of personal safety equipment, including survival suits, for personnel assigned to said stations: Provided further, That the Department of Transportation Inspector General shall audit and certify to the House and Senate Committees on Appropriations that the funding described in the preceding proviso is being used solely to supplement and not supplant the Coast Guard’s level of effort in this area.

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, $15,466,000, to remain available until expended.

ALTERNATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, $18,367,000, to remain available until expended.

RETIREMENT PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, payments under the Retired Servicemen’s Family Protection and Survivor Benefits Plans, payment for career status bonuses under the National Defense Authorization Act, and for
CONGRESSIONAL RECORD—SENATE

July 19, 2001

13981

payments for medical care of retired person- nel and their dependents under the Depen- dents Medical Care Act (10 U.S.C. ch. 55), $387,346,000.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

For all necessary expenses of the Coast Guard Reserve, as authorized by law; main- tenance, rehabilitation, lease and operation of facilities, equipment, and services, $83,194,000: Provided, That no more than $35,800,000 of funds made available under this heading may be transferred to Coast Guard "Operating ex- penses" or otherwise made available to reim- burse 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, de- velopment, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, $31,732,000, to remain available until expir- ed: Provided, That none of these funds shall be derived from the Off-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 govern- ments, 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 transport-ation, administrative expenses for re- search and development, establishment of air navigation facilities, the operation (in- cluding maintenance of aircrafs, subsidizing the cost of aeronautical charts and maps sold to the public, lease or pur- chase of passenger motor vehicles for re- placement of aircraft; and addition to airport facilities and equipment to provide for new applicants for the second career training program: Provided further, That none of the funds in this Act shall be available for the implementation or execution of the planning or execution of programs the obli- gations for which are in excess of $3,300,000,000 in fiscal year 2002, notwith- standing any other provision of law, not more than $61,000,000 of funds limited under this heading shall be obligated for adminis- tration: Provided further, That of the funds under this heading, not more than $10,000,000 may be available to carry out the Essential Air Service program under subchapter II of chapter 417 of title 49 U.S.C., pursuant to section 41743(a) of such title.

GRANTS-IN-AYD FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(REVERSION OF CONTRACT AUTHORIZATION)

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

SMALL COMMUNITY AIR SERVICE DEVELOPMENT

For necessary expenses to carry out the Small Community Air Service Development Pilot Program under section 41743 of title 49 U.S.C., $20,000,000, to remain available until expir- ed.

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. 44507, and in accordance with section 104 of the Govern- ment Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in car- rying 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 Adminis- tration, not to exceed such amounts as shall be paid in accordance with law from appropria- tions made available by this Act to the Fed- eral Highway Administration together with advances and reimbursements received by the Federal Highway Administration: Provided, That the funds of the acts available under sec- tion 104(a) of title 23, United States Code: $7,500,000 shall be available for "Child Pas- senger Protection Education Grants" under section 2003(b) of Public Law 105–178, as amended; $1,000,000 shall be available for the program for aviation insurance activities under chapter 443 of title 49, United States Code.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execu- tion of programs the obligations for which are in excess of $31,919,103,000 for Federal-aid highways and highway safety construction programs for fiscal year 2002. Provided, That within the $31,919,103,000, all limitation on Federal-aid highways and highway safety construction programs, not more than
$47,500,000 shall be available for the implementation or creation of programs for transportation research (sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 505 of title 49, United States Code, as amended; and sections 5112 and 5204–5209 of Public Law 105–178) for fiscal year 2002: Provided further, That within the $225,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas: 

Indiana: $1,500,000; 
Southeast Corridor, Colorado: $9,900,000; 
Jackson Metropolitan, Mississippi: $1,000,000; 
Harrison County, Mississippi: $1,000,000; 
Indiana, SAFE–T, $3,000,000; 
Maine Statewide (Rural), $1,000,000; 
Atlanta Metropolitan GRTA, Georgia, $1,000,000; 
Moscov, Idaho: $2,000,000; 
Washington Metropolitan Region, $1,000,000; 
Travel Network, South Dakota: $3,200,000; 
Central Ohio, $3,000,000; 
Delaware Statewide, $4,000,000; 
Santa Teresa, New Mexico, $1,500,000; 
Fargo, North Dakota: $1,500,000; 
Illinois statewide, $3,750,000; 
Forsyth, Guilford Counties, North Carolina: $2,000,000; 
Durham, Wake Counties, North Carolina: $1,000,000; 
Chattanooga, Tennessee, $2,380,000; 
Nebraska Statewide, $5,000,000; 
South Carolina Statewide, $7,000,000; 
Texas Statewide, $4,000,000; 
Hawaii Statewide, $1,750,000; 
Wisconsin Statewide, $2,000,000; 
Arizona Statewide, $2,000,000; 
Vermont Statewide (Rural), $1,500,000; 
Rutland, Vermont, $1,200,000; 
Detroit, Michigan (Airport), $4,500,000; 
Macomb, Michigan (border crossing), $2,000,000; 
Sacramento, California, $6,000,000; 
Lexington, Kentucky, $1,500,000; 
Maryland Statewide, $2,000,000; 
Clark County, Washington, $1,000,000; 
Washington Statewide, $6,000,000; 
Southern Nevada (bus), $2,300,000; 
Santa Anita, California, $1,500,000; 
Las Vegas, Nevada, $3,000,000; 
North Greenbush, New York, $2,000,000; 
New York, New Jersey, Connecticut TRANSCOM, $7,000,000; 
Crash Notification, Alabama, $2,500,000; 
Philadelphia, Pennsylvania (Drexel), $3,000,000; 
Pennsylvania Statewide (Turnpike), $1,000,000; 
Alaska Statewide, $3,000,000; 
St. Louis, Missouri, $1,500,000; 
Wisconsin Communications Network, $620,000; 
Provided further, That, notwithstanding any other provision of law, funds authorized under section 110 of title 23, United States Code, for fiscal year 2002 shall be apportioned to the States in accordance with the distribution set forth in section 110(b)(4)(A) and (B) of title 23, United States Code, except that before such apportionments are made, $35,565,651 shall be set aside for the program authorized under section 110(a)(8)(B) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; $20,000,000 shall be set aside for the program authorized under section 1118 of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; $4,900,367 shall be set aside for the program authorized under section 1119 of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; $230,681,878 shall be set aside for the programs authorized under sections 1118 and 1119 of the Transportation Equity Act for the 21st Century, as amended; $13,129,913 shall be set aside for the program authorized under section 1126(c) of title 23, United States Code; $13,129,913 shall be set aside for the program authorized under section 114(g) of title 23, United States Code; $55,000,000 shall be set aside for the program authorized under section 1221 of the Transportation Equity Act for the 21st Century, as amended; $100,000,000 shall be set aside to carry out a pilot program that promotes innovation in alternative public and private solutions for people with disabilities; and $23,896,000 shall be set aside and transferred to the Federal Motor Carrier Safety Administration as authorized by section 102 of Public Law 106–159: Provided further, That, of the funds to be apportioned to each State under section 110 for fiscal year 2002, the Secretary shall ensure that such funds are apportioned for the programs authorized under sections 110(a)(1), 110a(2), 110a(3), 110a(4), and 110a(5) of the Transportation Equity Act for the 21st Century, as amended, in the same ratio that each State is apportioned funds for such programs in fiscal year 2002 but for this section. 

Federal-Aid Highways (Liquidation of Contract Authorization) 
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 Interstate and Defense Highway System authorized by 23 U.S.C. 106–109, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, $30,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended. 

Appalachian Development Highway System 
For necessary expenses for the Appalachian Development Highway System as authorized under title 20 of Public Law 102–240, as amended, $350,000,000, to remain available until expended. 

State Infrastructure Banks (Rescission) 
Of the funds made available for State Infrastructure Banks pursuant to Public Law 104–105, $5,750,000 are rescinded. 

Federal Motor Carrier Safety Administration 
Mandatory 
Limitation on Administrative Expenses (Including Rescission of Funds) 
For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a)(1)(B) of title 49, United States Code, not to exceed $105,000,000 shall be paid in accordance with law from appropriations made available by this Act and from any available take-down balances in the Federal Motor Carrier Safety Administration, in accordance with such revisions and amendments made to the Federal Motor Carrier Safety Administration, of which $5,750,000 shall be available for the motor carrier safety operations program: Provided, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration. 

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

For payment of obligations incurred in carrying out 49 U.S.C. 31102, 31106 and 31309, $394,837,000, 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 $183,059,000 for “Motor Carrier Safety Grants”, and “Information Systems”: Provided further, That notwithstanding any other provision of law, of the $22,837,000 provided under 23 U.S.C. 110, $18,000,000 shall be for border State grants and $4,837,000 shall be for State commercial driver’s license program improvements. 

Of the unobligated balances authorized under 49 U.S.C. 31102, 31106, and 31309, $2,332,546 are rescinded.

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 23, United States Code, and subtitle VI of title 49, United States Code, $132,000,000 of which $96,360,000 shall remain available until September 30, 2004: Provided, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect. 

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, as authorized under section 105 of title 23, United States Code, not to exceed $72,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2002, are in excess of $72,000,000 for programs authorized under 23 U.S.C. 403.

Of the unobligated balances authorized under 23 U.S.C. 403, $1,516,000 are rescinded.
For necessary expenses for capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24708(a), $521,476,000, to remain available until expended.

FEDERAL TRANSIT ADMINISTRATION ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration’s programs authorized by chapter 53 of title 49, United States Code, $15,400,000: Provided, That no more than $76,000,000 of budget authority shall be available for these purposes: Provided further, That of the funds in this Act available for execution of contracts under section 5327(c) of title 49, United States Code, $2,000,000 shall be reimbursed to the Department of Transportation’s Office of Inspector General for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems: Provided further, That not to exceed $2,600,000 for the National Transit Database shall remain available until expended.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311(b), and 5317, and section 3093 of Public Law 105-176, $171,400,000, to remain available until expended: Provided, That the formula for the distribution of the funds provided under this heading, $5,000,000 shall be available for grants for the costs of planning, delivery, and temporary use of transportation vehicles, for special transportation needs and construction of temporary transportation facilities for the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah: Provided further, That no more than $16,000,000 of budget authority shall be available for these purposes:

UNIVERSITY TRANSPORTATION RESEARCH

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

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, $23,000,000, to remain available until expended: Provided, That no more than $116,000,000 of budget authority shall be available for these purposes: Provided further, That $5,000,000 shall be 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 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 the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, $223,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total cost of which, in the judgment of the Secretary of the Treasury, exceeded $200,000,000 in any fiscal year;

FEDERAL RAILROAD ADMINISTRATION SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, $111,357,000, of which $6,159,000 shall remain available until expended: Provided, That no more than $2,600,000 for the National Transit Institute (49 U.S.C. 5315), $8,250,000 is available for the national planning and research program (49 U.S.C. 5314).
together with $50,000,000 transferred from "Federal Transit Administration, Formula grants"; and there shall be available for new fixed guideway systems $1,236,400,000, to be available for transit new starts; to be available as follows: $192,492 for Denver, Colorado, Southwest corridor light rail transit project; $5,000,000 for Northeast Indianapolis downtown corridor project; $3,000,000 for Northern Indiana South Shore commuter rail project; $15,000,000 for Salt Lake City, Utah, CBD to University of Utah light rail transit project; $6,000,000 for Salt Lake City, Utah, University Medical Center light rail transit extension project; $2,000,000 for Salt Lake City, Utah, Ogden-Provo commuter rail project; $4,000,000 for Wilmington, Delaware, Transit Corridor project; $500,000 for Yosemite Area Regional Transportation System project; $60,000,000 for Denver, Colorado, Southeast corridor light rail transit project; $10,000,000 for Kansas City, Missouri, Central Corridor Light Rail transit project; $25,000,000 for Atlanta, Georgia, MARTA extension project; $2,000,000 for Maine Marine Highway development project; $151,080,771 for New Jersey, Hudson-Bergen light rail transit project; $20,000,000 for Newark-Elizabeth, New Jersey, rail link project; $5,000,000 for New Jersey Urban Core Newark Penn Station improvement projects; $7,000,000 for Cleveland, Ohio, Euclid corridor extension project; $2,000,000 for Albuquerque, New Mexico, light rail project; $35,000,000 for Chicago, Illinois, Douglas branch reconstruction project; $5,000,000 for San Francisco, California, Bart extension project; $12,223,268 for St. Louis, Missouri, Metrolink St. Clair extension project; $20,000,000 for Chicago, Illinois, Metra North Central, South West, Union Pacific commuter project; $10,000,000 for Charlotte, North Carolina, South Corridor light rail transit project; $9,000,000 for Raleigh, North Carolina, Triangle transit project; $65,000,000 for San Diego, California, Mission Valley East light rail transit extension project; $10,000,000 for Los Angeles, California, East Side corridor light rail transit project; $20,000,000 for Nashville, Tennessee, Commuter rail project; $2,000,000 for Denver, Colorado, Monorail project; $1,000,000 for Albuquerque, New Mexico, light rail multiuse project; $3,500,000 for Sioux City, Iowa, light rail feasibility project; $300,000 for Dubuque, Iowa, light rail feasibility project; $2,000,000 for Charleston, South Carolina, Monobeam project; $5,000,000 for Anderson County, South Carolina, transit project; $70,000,000 for Dallas, Texas, North central light rail transit extension project; $25,000,000 for Houston, Texas, Metro advanced fixed guideway project; $4,000,000 for Fort Worth, Texas, Trinity railway express project; $12,000,000 for Honolulu, Hawaii, Bus rapid transit project; $10,631,245 for Boston, Massachusetts, South Boston Piers transitway project; $1,000,000 for Boston, Massachusetts, Urban ring transit project; $4,000,000 for Kenosha-Racine, Milwaukee Wisconsin, commuter rail extension project; $23,000,000 for New Orleans, Louisiana, Canal Street extension project; $7,000,000 for New Orleans, Louisiana, Airport CBD commuter rail project; $5,000,000 for Burlington, Vermont, Burlington to Middletown rail line project; $1,000,000 for Detroit, Michigan, light rail airport link project; $1,500,000 for Grand Rapids, Michigan, ITP metro area, major corridor project; $500,000 for Iowa, Metrolink light rail feasibility project; $6,000,000 for Fairfield, Connecticut, Commuter rail project; $4,000,000 for Stamford, Connecticut, Urban transitway project; $5,000,000 for Little Rock, Arkansas, River rail project; $14,000,000 for Maryland, MARC commuter rail improvements projects; $3,000,000 for Baltimore, Maryland rail transit project; $60,000,000 for Largo, Maryland, metrorail extension project; $18,110,000 for Baltimore, Maryland, central light rail transit double track project; $24,500,000 for Puget Sound, Washington, Sounder commuter rail project; $30,000,000 for Fort Lauderdale, Florida, Tri-County commuter rail project; $8,000,000 for Pawtucket-TF Green, Rhode Island, commuter rail and maintenance facility project; $1,500,000 for Johnson County, Kansas, commuter rail project; $20,000,000 for Long Island Railroad, New York, east side access project; $3,000,000 for New York, New York, Second Avenue subway project; $4,000,000 for Birmingham, Alabama, transit corridor project; $5,000,000 for Nashua, New Hampshire-Lowell, Massachusetts, commuter rail project; $10,000,000 for Pittsburgh, Pennsylvania, North Shore connector light rail extension project; $16,000,000 for Philadelphia, Pennsylvania, Schuylkill Valley metro project; $20,000,000 for Pittsburgh, Pennsylvania, stage II light rail transit reconstruction project; $2,500,000 for Scranton, Pennsylvania, rail service to New York City project; $2,500,000 for Wasilla, Alaska, alternate route project; $1,000,000 for Ohio, Central Ohio North Corridor rail (CARTA); $4,000,000 for Virginia, VRE station improvements project; $50,000,000 for Twin Cities, Minnesota, Hiawatha Corridor light rail transit project; $70,000,000 for Portland, Oregon, Interstate MAX light rail transit extension project; $50,149,000 for San Juan, Tren Urbano project; $10,296,000 for Alaska and Hawaii Ferry projects.

Job Access and Reverse Commute Grants

Notwithstanding section 3037(k)(3) of Public Law 108-199, as amended, for necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, $25,000,000, to remain available until expended: Provided, That no more than $125,000,000 of budget authority shall be available for these purposes: Provided further, That up to $250,000 of the funds provided under this heading may be used by the Federal Transit Administration for technical assistance and support and performance reviews of the Job Access and Reverse Commute Grants program.
For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, $30,614,000: Provided, That the Inspector General and his staff 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 4172 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition, 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.

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $18,457,000: Provided, That notwithstanding any other provision of law, not to exceed $969,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary expenses and authorized expenses under this heading: Provided further, That the sum herein appropriated from the general fund shall be reduced by a dollar-for-dollar basis as such offsetting collections are received during fiscal year 2002, to result in a final appropriation from the general fund estimated at no more than $17,507,000.

For necessary expenses of the Office of Airline Information, under chapter 111 of title 49, United States Code, $2,780,000: provided, That the expenditures of any appropriation for the Department of Transportation may be used for expenses necessary for the Archival and Airway Trust Fund as authorized by Section 103(b) of Public Law 106-181.

For necessary expenses for salaries and expenses of the Surface Transportation Board, including administrative expenses for the Modal Surface Transportation Efficiency Act of 1991: $70,000,000, of which not to exceed $2,000,000 may be used for official reception and representation expenses.

TITLE III—GENERAL PROVISIONS

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

SEC. 302. Such sums as may be necessary for fiscal year 2002 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. Appropriations contained in this Act for the Department of Transportation shall be available for salaries and expenses authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for grade GS-15, as such rate may be increased by 3 percent.

SEC. 304. None of the funds in this Act shall be available for salaries and expenses of more than 98 political and Presidential appointees in the Department of Transportation.

SEC. 305. None of the funds in this Act shall be used for the planning, design, or construction of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 306. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any of the funds be transferred, reappropriated, or essentially provided herein.

SEC. 307. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant thereto.


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

SEC. 309. (a) For fiscal year 2002, the Secretary of Transportation shall:

(1) not distribute from the obligation limitation for Federal-aid Highways amounts authorized for administrative expenses and programs funded from the administrative take-down authorized by section 194(a)(1)(A) of title 23, United States Code, for the highway use tax evasion program, amounts provided under section 110 of title 23, United States Code, and for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid Highways funded in this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, for the highway use tax evasion program, amounts provided under section 110 of title 23, United States Code, and for the Bureau of Transportation Statistics;

(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 amounts authorized to be appropriated for sections 103(b) and (c) of the Internal Revenue Code of 1986) for fiscal year 2003.

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2). title of 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 Authorization Act of 1996, and section 105 of title 23, United States Code (relating to minimum guarantee) so that the amount of obligation authorization available for obligations 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, for activities to which paragraph (1) applies and programs to which paragraph (4) applies by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; and

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

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

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

(b) Exceptions from Obligation Limitation—The obligation limitation for Federal-aid Highways shall not apply to obligations:

(1) under section 125 of title 23, United States Code;

(2) under section 147 of the Surface Transportation Assistance Act of 1981; (3) under section 9 of the Federal-Aid Highway Act of 1981; (4) under sections 131(b) and (c) of the Surface Transportation Assistance Act of 1991; and (5) under section 1103 through 1106 of the Interstate Cooperation Act of 1991; (6) under section 1103 through 1106 of the Interstate Cooperation Act of 1991; (7) under section 157 of title 23, United States Code, as in effect on the day July 19, 2001

CONGRESSIONAL RECORD—SENATE

13985
before the date of the enactment of the Transportation Equity Act for the 21st Century, and for which apportionments have not been obligated, and to those previously distributed during that fiscal year giving priority to those States able to obligate amounts in addition to those previously distributed during that fiscal year revise a distribution of the obligation limitation for such fiscal year due to the imposition of any limitation shall remain available for a period of 3 fiscal years. Such distribution to the States shall be made available for programs under chapter 4 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 5 fiscal years.

(e) {REDISTRIBUTION OF CERTAINED AUTHORIZED FUNDS.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a), the Secretary shall redistribute to the States any funds: (1) that are authorized to be appropriated for such fiscal year for Federal-aid highways programs (other than the Federal-aid highway facilities program under section 100 of title 23, United States Code) and for carrying out subchapter I of chapter 311 of title 49, 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 under subsection (a). Any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation limitation for such fiscal year. 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. 309. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under section 630 of Public Law 105–178, previously made available for obligation, or to any other authority previously made available for obligation.

Sec. 310. None of the funds in this Act shall be used to implement any other provision of law, courts may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with 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 facility program grant 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. 311. Notwithstanding any other provision of law, except for capital acquisition programs under clauses (2) of the limitation shall remain available for other projects under title 23, United States Code.

Sec. 312. 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; (d) is not designed or written for evaluation; (e) is offensive to, or designed to change, participants’ personal values, beliefs or lifestyles outside the workplace; or (f) includes content related to human immuno-deficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employment or the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.

Sec. 313. 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 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 proposanding any legislation or appropriation. Provided, That this shall not prevent officers or employees of the Department of Transportation participating in training pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to coordinate and operate ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry routes.

Sec. 314. Subject to the availability of funds, the Secretary 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 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 proposand
that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 80a-10c).

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

(1) PURCHASING AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with financial assistance provided under 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 the head of a Federal agency from travel management data that a person intentionally affixed a label bearing a "Made in America" inscription, or any inscription with the same meaning, to any product to which the person had no right to affix such label, the head of such Federal agency, in its discretion, may suspend, in whole or in part, the performance of work, the Coast Guard Yard and other Coast Guard specialized facilities described in this paragraph shall be deemed to be a determination described in clause (i)(I), the controller may work only the last day of the month in which the controller becomes eligible for a retirement annuity unless the Secretary determines that such action would compromise safety.

SEC. 338. 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, cinema, and on the Internet in accordance with guidance issued by the Secretary of Transportation: Provided, That any State that uses funds for such public service messages shall submit to the Secretary a report describing and assessing the effectiveness of the messages: Provided further, That $15,000,000, designated for innovative grant funds under Section 157 of Title 23, United States Code shall be used for national television and radio advertising to support the national law enforcement campaigns conducted in all 50 states, aimed at increasing safety belt and child safety seat use and controlling drunk driving.


(1) by striking paragraph (1) and inserting """"Public""""; and

(2) in paragraph (1), by striking """"to any vehicle which"" and inserting the following:

""""(A) any over-the-road bus; or

(B) any vehicle that""; and

(3) in paragraph (2), by striking paragraph (2) and (3) and inserting the following:

""""(2) STUDY AND REPORT CONCERNING APPLICABILITY OF MAXIMUM AXLE WEIGHT LIMITATIONS TO OVER-THE-ROAD BUSES AND PUBLIC TRANSIT VEHICLES.—

(A) STUDY AND REPORT.—Not later than July 31, 2003, the Secretary shall conduct a study of, and submit to Congress a report on, the maximum axle weight limitations applicable to vehicles using the Dwight D. Eisenhower National System of Interstate and Defense Highways established by section 127 of title 23, United States Code, or under State law, as the limitations apply to over-the-road buses and public transit vehicles.

(B) DETERMINATION OF APPLICABILITY OF VEHICLE WEIGHT LIMITATIONS.—

(i) IN GENERAL.—The report shall include—

(I) a determination concerning how the requirements of section 127 of that title should be applied to over-the-road buses and public transit vehicles; and

(II) short-term and long-term recommendations concerning the applicability of those requirements.

(ii) CONSIDERATIONS.—In making the determination described in clause (i)(I), the Secretary shall consider—

(I) vehicle design standards;

(II) statutory and regulatory requirements, including those of the Department of Transportation, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, and the National Highway Traffic Safety Administration;

(aa) the Clean Air Act (42 U.S.C. 7401 et seq.);

(bb) the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.); and

(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;
CONGRESSIONAL RECORD—SENATE
July 19, 2001

13988

‘‘(bb) 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 United States transportation systems; and

‘‘(C) ANALYSIS OF MEANS OF ENCOURAGING DEVELOPMENT AND MANUFACTURE OF LIGHTWEIGHT BUSES.—The report shall include an analysis of and recommendations concerning, means to be considered to encourage the development and manufacture of lightweight buses, including an analysis of—

‘‘(i) the weight that would be added to the vehicle, including, but not limited to, the weight of the bus itself, its accessories, and the proposed in-use performance of the bus;

‘‘(ii) the effect that the added weight would have on pavement wear; and

‘‘(iii) 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:


(B) PUBLIC TRANSIT VEHICLE.—The term ‘‘public transit vehicle’’ means a vehicle described in paragraph (1)(B).

SEC. 340. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations relating to airport sponsors to provide land for these items or to grant assurances that the FAA has not been met by transferring experienced motor carriers from operating in the United States; and

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

(D) the Federal Motor Carrier Safety Administration has implemented a policy to ensure compliance with hours-of-service rules under part 385 of title 49, Code of Federal Regulations, by Mexican motor carriers seeking authorization to operate in the United States; and

(E) the information infrastructure of the Mexican government is sufficiently accurate, accessible, and integrated with that of U.S. law enforcement authorities to allow U.S. authorities to verify the status and validity of each commercial vehicle entering the United States.

Provided further, That such reports shall also provide abridged information on the status of shore infrastructure projects:

(i) the Federal Motor Carrier Safety Administration—

(1) the Federal Motor Carrier Safety Administration shall include an analysis relating to the axle weight of over-the-road buses that compares—

(ii) the costs of the pavement wear caused by over-the-road buses; with

(iii) the benefits of the over-the-road bus industry to the environment, the economy, and the transportation system of the United States.

Provided further, That such reports shall also provide abridged information on the status of shore infrastructure projects:

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

Provided further, That such reports shall also provide abridged information on the status of shore infrastructure projects:

(v) under section 218(a) of that Act (49 U.S.C. 13133 et seq.) establishing standards and the appropriate number of Federal and State motor carrier inspectors for the United States-Mexico border;

Provided further, That such reports shall also provide abridged information on the status of shore infrastructure projects:

(vi) under section 218 of that Act (49 U.S.C. 13111 et seq.) establishing standards and the appropriate number of Federal and State motor carrier inspectors for the United States-Mexico border;

Provided further, That such reports shall also provide abridged information on the status of shore infrastructure projects:

(vii) under section 219 of that Act (49 U.S.C. 13805 et seq.) establishing standards and the appropriate number of Federal and State motor carrier inspectors for the United States-Mexico border;
verified at border crossings or by mobile enforcement units.

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

(Q) the accessible database containing sufficiently comprehensive data to allow safety monitoring of all Mexican motor carriers that apply for authority to operate commercial vehicles beyond United States municipalities and commercial zones on the United States-Mexico border and the drivers of those vehicles; and

(H) measures are in place in Mexico, similar to those in place in the United States, to ensure the effective enforcement and monitoring of license revocation and licensing provisions.

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

Scc. 364. Notwithstanding any other provision of law, for the purpose of calculating the non-federal contribution to the net project cost of the Regional Transportation Interfaces Support Corridor Fixed Guideway Project in Clark County, Nevada, the Secretary of Transportation shall include all non-federal contributions (whether public or private) made on or after January 1, 2000 for engineering, final design, and construction of any element or phase of the project, including any fixed guideway project or segment connecting to that project, and also shall allow non-federal funds (whether public or private) expended on one element or phase of the project to be used to meet the non-federal share requirement of any element or phase of the project.

Scc. 365. Item 1348 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 386) is amended by striking “New Mexico” and inserting “New Mexico Transit Admin and Buses”.

Scc. 366. Item 143 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 386) is amended by striking “Northern New Mexico Transit Ex-Pressway” and inserting “Northern New Mexico and Buses and Buses and Related Facilities”.

SEC. 349. Beginning in fiscal year 2002 and thereafter, notwithstanding section 49 U.S.C. 40122, no essential air service subsidies shall be provided to communities in the United States (except Alaska) that are located fewer than 100 highway miles from the nearest large or medium hub airport, or fewer than 70 highway miles from the nearest small hub airport, or fewer than 50 highway miles from the nearest airport providing scheduled service with jet aircraft; or that require a rate of subsidy per passenger in excess of $200 unless such point is greater than 210 miles from the nearest large or medium hub airport.

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

SA 1026. Mr. DURBIN (for himself and Mr. BENNETT) proposed an amendment to the bill S. 1172, making appropriations for the Legislative Branch for the fiscal year ending September 30, 2002, and for other purposes; as follows:

On page 8, insert between lines 9 and 10 the following:

(e) Effective date.—This section shall apply to fiscal year 2002 and each fiscal year thereafter.

On page 9, lines 13 and 14, strike “as increased by section 2 of Public Law 106–57” and insert “as increased by law and in effect on September 30, 2001”.

On page 13, insert between lines 9 and 10 the following:

(d) This section shall apply to fiscal year 2002 and each fiscal year thereafter.

On page 16, add after line 21 the following:

(f) This section shall apply to fiscal year 2002 and each fiscal year thereafter.

On page 17, line 21, strike “$55,000,000” and insert “$54,000,000”.

On page 17, line 25, insert “after the date” after “days.”

On page 17, line 25, insert before the period the following: “Provided further, That notwithstanding any other provision of law and subject to the availability of appropriations, the Architect of the Capitol is authorized to secure, through multi-year rental, lease, or other appropriate agreement, the property located at 67 K Street, S.W., Washington, D.C., for use of Legislative Branch agencies, and to incur any necessary incidental expenses including maintenance, alterations, and repairs in connection therewith: Provided further, That in connection with the property referred to under the preceding proviso, the Architect of the Capitol is authorized to expend funds appropriated to the Architect of the Capitol for the purpose of the operations and support of Legislative Branch agencies, including the United States Capitol Police, as may be required for that purpose”.

On page 33, line 6, strike “$419,843,000” and insert “$416,843,000”.

On page 34, line 4, insert before the period the following: “Provided further, That not later than June 15, 2002, a report on the pilot program referred to under the preceding proviso shall be submitted to Congress”.

On page 38, line 15, strike “to read”.

On page 39, line 2, insert “pay” before “peri- od”.

SA 1027. Mr. SPECTER proposed an amendment to the bill S. 1172, making appropriations for the Legislative Branch for the fiscal year ending September 30, 2002, and for other purposes; as follows:

At the appropriate place, insert the following:

MAILINGS FOR TOWN MEETINGS

For mailings of postal patron postcards by Members for the purpose of providing notice of a town meeting by a Member in a county (or equivalent unit of local government) with a population of less than 50,000 that the Member will personally attend to be allotted as requested, $3,000,000, subject to authorization: Provided That any amount allocated to a Member for such mailing under this paragraph shall not exceed 50 percent of the cost of the mailing and the remaining costs shall be paid by the Member from other funds available to the Member.”

On page 33, line 6, strike “$419,843,000” and insert “$416,843,000”.

NOTICE OF HEARING

COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. BINGAMAN. Mr. President, I would like to announce, for the information of the Senate and the public, that the Committee on Energy and Natural Resources has scheduled two hearings to receive testimony on legislative proposals relating to comprehensive electricity restructuring, including electricity provisions of S. 388 and S. 1273, and electricity provisions contained in S. 1273 and S. 2098 of the 106th Congress.

The hearings will take place on Wednesday, July 25, at 9:30 a.m., in room 366 of the Dirksen Senate Office Building, and Thursday, July 26, at 9:45 a.m. in room 106 of the Dirksen Senate Office Building.

Those wishing to submit written statements on the legislation should address them to the Committee on Energy and Natural Resources, U.S. Senate, Washington, DC 20510, Attention, Leon Lowery.

For further information, please call Leon Lowery at 202-224-2209.

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON AGRICULTURE, NUTRITION, AND FORESTRY

Mr. REID. Mr. President, I ask unanimous consent that the Committee on Agriculture, Nutrition, and Forestry be authorized to meet during the session of the Senate on Thursday, July 19, 2001. The purpose of this hearing will be to discuss the nutrition title of the next federal farm bill.

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

COMMITTEE ON ARMED SERVICES

Mr. REID. Mr. President, I ask unanimous consent that the Committee on