

HOUSE OF REPRESENTATIVES—Monday, October 7, 1991

The House met at 12 noon and was called to order by the Speaker pro tempore [Mr. BONIOR].

DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,

October 7, 1991.

I hereby designate the Honorable DAVID E. BONIOR to act as Speaker pro tempore on this day.

THOMAS S. FOLEY,

Speaker, House of Representatives.

PRAYER

The Chaplain, Rev. James David Ford, D.D., offered the following prayer:

We are grateful, O God, for all Your gifts—the gifts of faith and hope and love, the gifts of forgiveness and reconciliation, the gifts of family and friends. On this day we mourn the passing of our friend and colleague, George Russell, who for many years served faithfully in this place and whose friendship was appreciated by each one of us. We remember his family with our thoughts and with our prayers asking that Your word of comfort and Your message of everlasting life would strengthen their confidence in Your abiding love. May Your peace, O God, that passes all human understanding, be with all Your people, now and evermore. Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from Virginia [Mr. WOLF] please come forward and lead the House in the Pledge of Allegiance.

Mr. WOLF led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. Hallen, one of its clerks, announced

that the Senate had passed without amendment joint resolutions and a concurrent resolution of the House of the following titles:

H.J. Res. 189. Joint resolution designating October 8, 1991, as "National Firefighters Day";

H.J. Res. 303. Joint resolution to designate October 1991 as "Crime Prevention Month"; and

H. Con. Res. 172. Concurrent resolution providing for the printing of a revised edition of the booklet entitled "Our American Government" as a House document.

The message also announced that the Senate had passed with amendments in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 3280. An act to provide for a study, to be conducted by the National Academy of Sciences, on how the Government can improve the decennial census of population, and on related matters.

The message also announced that the Senate agrees to the report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 1415) "An act to authorize appropriations for fiscal years 1992 and 1993 for the Department of State, and for other purposes."

The message also announced that the Senate agrees to the amendments of the House to the bill (S. 1773) entitled "An act to extend for a period of 31 days the legislative reinstatement of the power of Indian tribes to exercise criminal jurisdiction over Indians."

The message also announced that the Senate agrees to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 2608) "An act making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 1992, and for other purposes."

The message also announced that the Senate agrees to the amendments of the House to the amendments of the Senate numbered 1, 2, 4, 6, 7, 8, 10, 12, 20, 22, 23, 24, 26, 28, 30, 32, 33, 34, 36, 42, 49, 51, 59, 61, 63, 69, 77, 78, 81, 83, 89, 93, 96, 105, 106, 109, 111, 112, 121, 122, 128, 135, 140, 152, 153, 155, 162, 165, 171, 173, 175, 176, 178, 179, and 180, to the above-entitled bill.

The message also announced that the Senate recedes from its amendment numbered 116, to the above-entitled bill.

The message also announced that the Senate agrees to the report of the com-

mittee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 2622) "An act making appropriations for the Treasury Department, the U.S. Postal Service, the Executive Office of the President, and certain independent agencies, for the fiscal year ending September 30, 1992, and for other purposes."

The message also announced that the Senate agrees to the amendments of the House to the amendments of the Senate numbered 7, 10, 24, 25, 27, 28, 31, 38, 39, 40, 43, 52, 53, 55, 56, 57, 58, 59, 62, 65, 66, 67, 69, 71, 80, 81, 84, 87, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 110, 115, 118, 119, 120, 121, 122, 123, 128, 148, 151, 152, 154, and 155 to the above-entitled bill.

The message also announced that the Senate had passed bills and a joint resolution of the following titles, in which the concurrence of the House is requested:

S. 1415. An act to provide for additional membership on the Library of Congress Trust Fund Board, and for other purposes;

S. 1563. An act to authorize appropriations to carry out the National Sea Grant College Program Act, and for other purposes; and

S.J. Res. 184. Joint resolution designating the month of November 1991, as "National Accessible Housing".

The message also announced that, pursuant to Public Law 102-62, the Chair, on behalf of the President pro tempore, appoints Mr. Norman Higgins, Jr., of Maine and Mrs. S. Marie Byers of Maryland, to the National Education Commission on Time and Learning.

MAJORITY PRINTER DAVID RAMAGE

(Mr. MONTGOMERY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MONTGOMERY. Mr. Speaker, I want to make two points today. The sad announcement about George Russell, our friend who sat right back of this podium, we will miss him so much. Our prayers go with his family.

Mr. Speaker, Majority Printer David Ramage retired on September 1, after 36 years of service to the House of Representatives.

Dave is an Oklahoma native who came to Congress under the patronage of former Oklahoma Congressman Tom Steed in 1955. He worked as assistant stationery clerk for 14 years, headed the House recording studio for around a year and then was appointed majority printer in 1969 and he held that position until retirement.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

Over the years, Dave and his staff were always there to help make sure things ran smoothly. His leadership and experience have been important to the day-to-day operations here in the House.

Dave has been a close friend for many years and I want to take this opportunity to wish him the best in retirement. And, I want to salute Dave for a job well done.

In the next few days, I plan to take a special order to pay tribute to Dave Ramage's long career here on Capitol Hill. I know my colleagues will join me in honoring this outstanding public servant, Dave Ramage.

JTPA BILL WILL SPUR SMALL BUSINESS JOB CREATION

(Mr. IRELAND asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. IRELAND. Mr. Speaker, last month I urged the House Education and Labor Committee to keep small businesses in mind as it marked up the Job Training Partnership Act Reform Amendments.

I am pleased to note that the committee has done more than that. It has included in the bill a microenterprise provision that complements an initiative I have introduced, the Small Business Economic Enhancement Opportunity Act.

The JTPA bill authorizes the Labor Department to make grants to 10 States per year for community-based microenterprise activities.

While my measure would lend money to qualified low-income entrepreneurs, the JTPA proposal would provide start-up support—such as business planning and marketing for would-be entrepreneurs.

Clearly, these microenterprise-assistance programs can work in concert, and could be key to providing out-of-work Americans with full-time employment.

Jobs created by small businesses are the only real solution to our Nation's unemployment problems. The JTPA reform amendments will help to make those new jobs a reality. I urge my colleagues to vote for the JTPA reform amendments.

Remember, it is easy to say you are all for small business, it's how you vote that counts.

CONGRATULATIONS TO THE ATLANTA BRAVES

(Mr. DARDEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DARDEN. Mr. Speaker, America's team has won. That is right. The Atlanta Braves are the new champions of the National League Western Division,

and who could deserve it more than Bobby Cox and all the Braves and their tomahawks, as we clinched the Western Division of the National League championship last Saturday.

We want to give our special thanks, however, to our friends in San Francisco, the Giants, who put the Dodgers in their proper place, which is always second.

Congratulations to everyone. We will see you at the playoffs later this week and in the World Series later on this month.

FOREIGN AID

(Mr. ROTH asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ROTH. Mr. Speaker, we are all really saddened about the passing of George Russell, who sat right back here, who was a real gentleman and real professional. Our heart really goes out to his family. He was an outstanding individual.

To the gentleman from Georgia [Mr. DARDEN] I would say, I think the Braves are going to go all the way. It is only because in the 1950's it was the Milwaukee Braves and they went all the way. So we wish them the best.

I wish I would not have to say this, but it is beyond belief, with the firestorm swirling around Congress, the Democrats or at least some Democrats are thumbing their noses at the American taxpayer and bringing up a \$25 billion foreign aid bill.

I cannot believe this, but it is on the docket. Another \$25 billion to be shoveled overseas while at home we cannot even take care of our notch babies.

The notch issue, this foreign aid bill will cost 10 times what it would cost to take care of our seniors and the notch issue. There is \$8.8 billion in the aid pipeline, \$8.8 billion for 10 years.

This House voted to take the \$2 billion fat out of it by a vote of 216 to 203. Do my colleagues know what the conferees did? They did not do a thing. They left it right in there.

In fact, people appointed by this House on the conference committee spoke out against the amendment.

□ 1210

We cannot accept behavior like that. When that bill comes up on Wednesday, I am asking every Member of this House to stand up and to vote.

I was on CNN for an hour-long program talking about just this foreign aid, and Members should see the letters that I received. I got over 500 letters from all over the country. People are outraged.

Now is the time to stop this waste, to vote for America and to kill the foreign aid bill.

GRAVE NEW CHARGES AGAINST SUPREME COURT NOMINEE CLARENCE THOMAS

(Mrs. SCHROEDER asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. SCHROEDER. Mr. Speaker, grave new charges are arising against Supreme Court nominee Clarence Thomas. I am calling today upon Senator GEORGE MITCHELL, as the senior woman in the House, to please delay the confirmation hearings until these charges have either been proven wrong, or if they are proven correct to reopen the whole thing and reconsider.

There is a swirling debate about term limits in this Congress for Members of Congress, but do not forget there are no term limits when it comes to Supreme Court nominees. There is not even a term. They are there for life. So a little more time to find out whether these very grave charges are true or not certainly I think is understandable at this point.

So please, Senator MITCHELL, delay the confirmation vote until we find out whether this is true or false.

PROPOSED HEALTH CARE FINANCING ADMINISTRATION REGULATIONS ON MEDICAID FUNDING SHOULD BE WITHDRAWN OR REWRITTEN

(Mr. MAZZOLI asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MAZZOLI. Mr. Speaker, apocalyptic talk is not exactly unknown on the precinct of Capitol Hill. Sometimes that sort of talk is used for effect, and sometimes it is for real. I think in the case of the Health Care Financing Administration's proposed regulations, proposed to be effective on January 1, 1992 regarding provider taxes and whether or not they would be matched in State Medicaid programs, I think apocalyptic talk is very much warranted.

Our Governor, Wallace Wilkinson of the State of Kentucky, was here on Capitol Hill last week and addressed the distinguished panel headed by the gentleman from California, Mr. HENRY WAXMAN, on the whole question of provider taxes and Medicaid programs. Governor Wilkinson outlined the fact that there are 675,000 Kentuckians on Medicaid, and were the Health Care Financing Administration's regulations to become effective, then tens of thousands of these people would not get their medications, would not get their medical treatments.

So Mr. Speaker, let me say I hope that the Health Care Financing Administration will withdraw those regulations or rewrite them severely so that States like Kentucky, which acted in response to the Federal mandate to

provide health care services, are not left holding the bag nor should the people of Kentucky be left without medical services.

CONTINUING SOBERING NEWS ON THE RECESSION

The SPEAKER pro tempore (Mr. GIBBONS). Under a previous order of the House, the gentleman from Michigan [Mr. BONIOR] is recognized for 5 minutes.

Mr. BONIOR. Mr. Speaker, there was more sobering news last week about the impact of the recession. The unemployment rate, at least on paper, remained stagnant, but we know that literally hundreds of thousands of people have exhausted their unemployment compensation extension benefits.

The gross national product dropped for the third consecutive quarter. The median income for a U.S. household declined for the first time since 1982. Median income from middle-income householders, for U.S. householders declined for the first time in about 10 years. Poverty rates are up.

Auto sales are down. We have the worst decade in the automobile industry in a long, long time. The worst year in the last decade I should say. Layoffs and furloughs continue throughout the country.

These statistics merely confirm what the American people already know. The tough times are not over, no matter what the President says. And he may be able to ignore the consequences of this recession, but American working families cannot. Each month they have to make a mortgage payment. Each week they have to put food on the table. Each month they have to put a little aside, some savings for their children's education and for the future of their children. They cannot afford the White House's false optimism.

While the American people are struggling from month to month, what is the President saying? First he promised to veto a bill to help the unemployed. Then he pulled the oldest hoax in his bag of tricks, a capital gains tax cut for the wealthiest Americans. That is what is going to move this economy, that is the engine that he says is going to get it going. Deny those people who through no fault of their own, hard working middle-income people, put out of work by this recession, deny them a chance to provide for their families, to provide for their future, for their kids. Yet on the other hand, almost in the same breath, a tax break for the wealthiest 5 percent of Americans.

Mr. Speaker, when will the White House realize that the rich have already gotten their windfall? They have been testing the Republican tax breaks for the rich approach now for the last 10 years, and look where it has gotten us. The worst economic growth, the worst economic growth since the Sec-

ond World War; 9,400 fewer jobs each month during the first 3 years of this administration.

We need, Mr. Speaker, to try a different approach. Instead of giving more tax breaks to the wealthy, and waiting for the benefits somehow to trickle down, which they do not ever seem to do to the middle class, we need to put money back in the pockets of middle-income families and watch the benefits bubble up throughout the economy.

Middle-class families are the backbone of our economy. They will lead us out of this recession if we will only give these people a little relief.

Mr. Speaker, in my home State of Michigan I have seen how middle-class tax cuts can energize a community. Along with my colleague from Michigan, Mr. HERTEL, and others, I am leading an effort to give the average homeowner some immediate relief, an effort that will also stimulate the economy and will save jobs. Every family in Michigan knows that property taxes are out of control, and in some cases, like Macomb County where I live, tax assessments have nearly doubled in the last few years, and in some communities in the county they have tripled and quadrupled. These taxes have had devastating impacts on middle-class hardworking people who thought they had made careful plans for their financial future. But with these whopping tax bills on one side, and then the impact of the recession, not only the automobile industry, but it has rippled throughout the economy in Michigan, they have a double dose, and they are strained to their limit. They are squeezed and they cannot make ends meet. Money that is intended for a kid's education has to be spent now on the mortgage. Small savings accounts for a new car or a vacation must go to taking care of spiraling health care costs.

This middle-class squeeze makes the recession even worse. When the consumers cannot buy, when they cannot pay for things they need, business dries up, jobs are lost.

What is the answer?

□ 1220

In Michigan, I think we have found part of it, a real tax break targeted specifically on our middle-income families.

I am also the cochair of a statewide petition to try to give the Michigan homeowners a break on their property taxes. Under our plan which is steadily gaining strength, the typical homeowner will see an immediate up-front tax break of \$500 to \$600 per year; that is \$500 that will not only help meet the needs of struggling families but will be pumped back into the Michigan economy. It will be pumped back at the rate annually in the State of about \$800 million to help our families, to help small business to create new jobs and

to keep old ones and to create a dynamic situation to get us moving again.

Mr. Speaker, the working families of Michigan have put down roots in our communities. They send their kids to local schools. They patronize local businesses. They make long-term investments in their homes. These are the people who are the real providers of our communities, and these are the people who need our help.

In Michigan, they are going to get it, because we are going to take this petition drive door to door to every corner of the State. We have already gathered close to 175,000 signatures, and we are going to make the required amount by the December date that we have set for ourselves.

The result will be economic growth, job creation, a boost to small business, and most important of all, a little break, and I wish it could be more, but a break for middle-income Americans who have borne the brunt of this devastating recession.

Mr. Speaker, Michigan is not alone. Across this country middle-income families find themselves in the same bind, squeezed by too many taxes and by a deep and prolonged recession.

If the middle-class tax relief will work in Michigan, it is going to work in Washington, too. All we need to do is listen to the message of our constituents, the message that they are sending us. They need our help. They feel squeezed.

Mr. Speaker, we in Congress are going to give them the tax relief they need, and this country is going to get moving again.

I thank my colleagues for their indulgence.

COMMENDING THE ADVISORY COMMITTEE ON NUCLEAR FACILITY SAFETY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Colorado [Mr. SKAGGS] is recognized for 5 minutes.

Mr. SKAGGS. Mr. Speaker, in November, the charter for the Advisory Committee on Nuclear Facility Safety will expire. I want to commend the members and staff of this committee for the extraordinary service to the Nation they have rendered.

For the past 4 years, the members of the Advisory Committee have worked to improve the safety of operations in the Nation's nuclear weapons complex, which is run by the Department of Energy. This has not been an easy job. The weapons complex, after all, had been sheltered from outside safety reviews since its creation, and there has been tremendous resistance to doing things in new ways.

Fortunately, the committee members have been very conscientious and dogged in insisting that operations

should be brought up to date, that more modern safety criteria should be applied, and that worker and public exposure to radiation and chemical hazards should be reduced.

I want to single out the chairman of the committee, Dr. John Ahearne, for particular commendation. Dr. Ahearne has provided excellent leadership to the committee, and has been exemplary in his dedication to this work. The committee has accomplished a great deal during Dr. Ahearne's tenure, largely due to his technical expertise, tenacity, and his critical, independent spirit.

During the past few years, the committee has provided valuable reviews of safety conditions at the Rocky Flats plant in Colorado. These reviews have led to real safety improvements there. They have also given the public the reassurance that someone outside the DOE was overseeing operations at the plant.

As a recent example, the committee last week provided an excellent assessment of conditions at the Rocky Flats plant. The committee ferreted out several fundamental problems relating to worker safety, waste management, and the safe conduct of operations, and also made clear certain basic flaws in a recent operational readiness review of building 559 at the plant. I hope and expect that DOE will incorporate these findings into their plans at the plant, as they have adopted past recommendations by the committee, and that public and worker safety will benefit as a result.

The Nation owes a great deal to these dedicated public servants, and I want to salute them for their important efforts.

WELLING W. FRUEHAUF, 1991 ROBERT MORRIS COLLEGE HERITAGE AWARD RECIPIENT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Pennsylvania [Mr. COYNE] is recognized for 5 minutes.

Mr. COYNE. Mr. Speaker, I am pleased today to salute Welling W. Fruehauf, the 1991 recipient of the Robert Morris College Heritage Award.

Welling W. Fruehauf has had a long and distinguished career since his graduation in 1963 from Robert Morris College, in Pittsburgh, PA. After completing his academic training at Robert Morris College, he became a senior accountant with the firm of Arnold Kenzleiter & Levine, which later merged into J.K. Lasser & Co. From 1968 to 1971, he served as the administrative manager of J.K. Lasser & Co. In 1971, he founded the firm of W.W. Fruehauf & Co., which today is well known in Pennsylvania and elsewhere as the firm of Fruehauf, Kroll & Co., P.C.

As a certified public accountant, Welling Fruehauf has been a leader in promoting professionalism among public accountants. During both 1989 and 1990, he served as chair-

man of the Pennsylvania Board of Accountancy, and he has served as a member of the board since 1985. He also serves as vice president and director of the National Association of State Boards of Accountancy, and the chairman of the National Registry of CPE Sponsors of the National Association of State Boards of Accountancy. Also, he is a member of the American Institute of Certified Public Accountants in Pennsylvania, Ohio, and the District of Columbia, as well as a member of the Allegheny Tax Society.

At a time when tax law has grown more complex and has required increased specialization among accountants, Welling Fruehauf has been active in guiding other accountants through the intricacies of the Internal Revenue Code. He has served as an instructor for the American Institute of Certified Public Accountants for valuation of a closely held business and professional practice, as well as workshops for corporate tax and individual tax.

On numerous occasions, Welling Fruehauf has shared his understanding of the code with his colleagues as a speaker at various AICPA national tax conferences. In addition, he has served as an instructor for professional development programs for the State Societies of Pennsylvania, Maryland, North Carolina, New York, Florida, Massachusetts, Minnesota, and Virginia. With his vast experience, it is not surprising that he was chosen to serve as a member of the first auditing and accounting delegation to the People's Republic of China in 1986.

Mr. Speaker, it is clear that an excellent choice was made in naming Welling W. Fruehauf the 1991 recipient of the Robert Morris College Heritage Award. I know that Welling Fruehauf's family is proud of him. As a fellow alumnus of Robert Morris College, I congratulate Welling Fruehauf and wish him continued success.

INTRODUCTION OF LEGISLATION TO REQUIRE MEMBERS OF CONGRESS AND CANDIDATES FOR CONGRESS TO MAKE FULL FINANCIAL DISCLOSURE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida [Mr. BACCHUS] is recognized for 60 minutes.

Mr. BACCHUS. Mr. Speaker, recently I released a statement that I had not bounced any checks at the House bank. At the time I believed that statement was true.

This past weekend I discovered it was not. In reviewing our most recent canceled checks at home over the weekend, my wife, Rebecca, and I concluded that an unfortunate subtraction error in our personal checkbook in July led to problems with those checks presented to the House bank later in the summer.

To be precise, the error led to problems with three checks. One check was paid by the House bank in July even though there were insufficient funds in my account at the time. Two other checks were held briefly by the House bank in August and paid when suffi-

cient funds were deposited into the account. Altogether, the shortfalls in the three checks that presented problems totaled \$155.93.

With this statement, I am correcting the record at the earliest possible moment. I am also releasing to full media and public scrutiny all records of my relatively few transactions with the House bank in the few months in which I have been privileged to serve in the Congress including all deposit records, all monthly bank statements, and all canceled checks.

My wife and I are willing also to release and explain any other records we may have of any or our banking transactions. I claim no right of privacy where my personal finances are concerned.

What Rebecca and I discovered this past weekend probably would not have become public for a long time, if at all, had we not chosen to make it so.

I have been a Member of Congress only a few months, and the transactions in question did not occur during the period that has been audited or is now being audited by the General Accounting Office. However, I hold myself to a high ethical standard.

That is why I have, as a candidate and as a Member of Congress, made personal financial disclosure far beyond the requirements of a woeful and feebly inadequate Federal law.

For each of the past 3 years I have released my income tax returns and detailed statements of my net worth down to the last penny for all to see. I have introduced proposed legislation that would require all candidates for Congress and all Members of Congress to do likewise, and especially with all the concern that the controversy over the House bank has generated. Rebecca and I think it imperative to make full disclosure of all the details of our use of the House bank.

To begin, it is necessary to understand how Rebecca and I arrange our personal finances. For all of the nearly 15 years we have been married, Rebecca has handled all of our bank and credit accounts, kept all of our records, calculated all of our balances, reviewed all of our bank statements, written the vast majority of our checks, and paid all of our bills.

□ 1230

The buck stops here with me, and I accept full responsibility for all our financial dealings. Yet the truth is, I am not much involved on a daily basis in my own finances. We make major financial decisions together, but she is in charge of all the daily details.

I get cash when I need it from Rebecca and from ATM's. I write occasional checks. I presign checks for her to use later, as I have done with the House bank. I use credit cards. I consult with Rebecca beforehand and report to her afterward. Every year I

have to wait until just before Christmas to buy her Christmas presents so she will not see the transaction on the credit card bill until she receives the present.

Now that I spend much of my time in Washington this arrangement is further complicated. I have even less time to devote to the details of my personal finances. Likewise, Rebecca and I have even less time to talk about them. She and I often are reduced to leaving messages for each other about these and other family matters with my executive assistant, Liz DeMato, who does her best to help us communicate.

I travel back and forth at least weekly to and from Washington and the 11th Congressional District in Florida. When I am in the district, I am rarely at home. For her part, Rebecca, like most people, must fit balancing the checkbook into a very demanding daily routine. In her case, the routine includes our 11-year-old son, Joey, and our 4-month-old daughter, Jamey.

All this may help explain what happened in July. On July 1, the transaction register Rebecca keeps for the checking account in my name with the House Bank showed a balance of \$6,190.50. She wrote a check that same date to Sun Trust Mortgage in the amount of \$988.08 for our monthly mortgage payment. Perhaps she was hurried. Perhaps Jamey, then just a few weeks old, began crying. Whatever the reason, Rebecca apparently mistook a "2" for a "9" when she entered the result of her subtraction in the check register. She listed the remaining balance as \$5,902.42, instead of \$5,202.42, a subtraction error totaling \$700. This unfortunate and inadvertent subtraction error is the source of all the inconsistencies, such as they are, that she and I discovered this weekend in our transactions with the House Bank.

My son, Joey, spent 2 weeks with me in Washington in July. For the first time since I assumed office in January, I did not return to the district to work through the weekend. This was an eagerly awaited time that for Joey and me and also a much needed breathing spell for Rebecca, who was still nursing Jamey at home.

I was running short of cash from the expenses of Joey's visit and needed more money to pay for planned expeditions to the National Zoo and to an Orioles game in Baltimore at Memorial Stadium that coming weekend. Liz suggested I go over to the House Bank and write a check for cash. I had never done this before, but saw no reason why I should not. I called Rebecca and asked her if we had enough money in the account in the House Bank to cover a \$200 check. She looked at her check register and replied, "No problem. We have about \$743." She knew nothing then of the \$700 subtraction error. So I went over to the House Bank, pre-

sented the check, and they gave me \$200. Joey and I went on to the zoo and to the baseball game. The Orioles lost.

I did not ask for my balance because Rebecca had already assured me that we had more than enough money in the account to cover the check. The teller said nothing to me about an overdraft or insufficient funds; when in fact our line-by-line analysis this past weekend of the monthly statement for July, compared to our canceled checks, indicates that there was \$129.87 in the account at the time, which means that this withdrawal created an overdraft of \$70.13.

I knew nothing then of any special privileges for House Members at the House Bank. I did not seek any special privileges. I do not favor any special privileges. I am filled with a frustration beyond words that I was not told at the time by the bank teller that there was a problem with this check. Had I been told then, Rebecca and I would doubtless have discovered the subtracting error then and none of this would be occurring now. Yet we have never been told of any problem with this check by the House bank, and there is no way of seeing the problem or any hint of the problem from the monthly statement alone that we received.

It is perhaps worth noting, too, that if the House bank had formal overdraft protection, as many banks do, I would surely have purchased it, and likewise this problem would never have occurred.

On August 1, my paycheck was deposited automatically into my account in the House bank as usual. I never see it. I have never seen my paycheck. Still unaware of the \$700 subtracting error, Rebecca wrote a number of household expense checks on the account. These checks totaled several thousand dollars. Because of the pay deposit, these checks did not bounce. Then Rebecca received the monthly statement from the House bank detailing the July transactions. The statement showed absolutely nothing to indicate that I had bounced a check on July 18; there was no indication of that at all. However, the statement did show \$7,436.21 on deposit on August 1. In contrast, Rebecca's check register showed \$8,050.11 on deposit at that time. This was a discrepancy of slightly more than \$600. In fact, \$613.90. For the first time, Rebecca suspected that something was wrong. She reviewed her check register and discovered the \$700 subtraction error.

She called the House bank immediately, told them of her dilemma, and asked them what to do to correct it. The person she spoke to at the House bank told her nothing about a bounced check on July 18. Instead, the person merely told her that discrepancies in balance amounts occurred often, indicated that we had about \$1,000 in the

account at the time, inasmuch as some of the checks Rebecca had written had not yet been presented for payment, and advised Rebecca simply to mail a check made out to me for deposit only to cover the discrepancy. Rebecca was told that it was not necessary at all to send the check by overnight mail. She was also told that a notation would be made at the bank that she was sending the needed funds. Rebecca's check register showed a balance of \$181.03 at the time. Evidently not realizing that this balance was irrelevant mathematically to the subtraction error, she decided it was only necessary to send \$600 instead of \$700 and mailed a \$600 check to the House bank on August 8. This \$600 check was received by the bank and deposited into my account on August 13. If Rebecca mentioned any of this to me at the time, I do not recall it, neither does she.

Unfortunately, a \$100 check Rebecca had written on August 5 to pay D&J Paramount for our lawn care at home was received by the House bank on August 12, 1 day before the \$600 check arrived from Rebecca. Our line-by-line analysis this past weekend of the monthly statement for August, compared to our canceled checks, indicates that there was \$74.60 in the account at the time, because the \$600 check had not yet arrived. Thus, there was shortfall of \$25.40. Without notifying us, without giving us any indication at all that there was any problem, the House bank held the check for 1 day and then paid it on August 13 once the \$600 check was received. We have never been told of any problems with this second check, and there is no way of seeing the problem from the monthly statement alone.

Yet even after the \$600 check was received, a \$100 discrepancy remained, left over from Rebecca's original subtraction error on July 1. This caused a problem with a third and final check. On August 26, Rebecca's check register showed a balance of \$589.60. She wrote a check for \$550 to move money for living expenses into our local bank account. This check was received by the House bank on August 28. Our line-by-line analysis this past weekend of the monthly statement for August, compared to our canceled checks, indicates that there was \$489.60 in the account at the time.

□ 1240

This made for a shortfall of this third check of \$60.40. Once again, without notifying us, without giving us any indication at all that there was a problem, the House bank held the check over the Labor Day weekend and paid it on September 3, after my monthly paycheck was deposited automatically.

We have never been told of any problem with this third check, and there is no way of seeing the problem from the monthly statement alone.

I recall knowing nothing of any of this at the time. I have remained busy this year, working for the people of the 11th Congressional District.

Rebecca says she apparently saw no reason to mention the subtraction error to me because she thought she had corrected it. Neither of us knew there were any problems about the checks presented on July 18, August 12, and August 28 because the House bank did not tell us anything at all about those problems; nor was there anything on our monthly statements for July or August that in any way indicated there had been any problems with any checks.

For this reason, when the news stories first appeared about the shortcomings of the House bank and I asked Rebecca if we had bounced any checks; without hesitation she told me no. She mentioned a subtraction error to me then for what I recall to be the first time but said she had corrected it by making an additional deposit before there were any problems with any checks. And to be doubly certain, she also doublechecked all relevant bank statements we had received and saw nothing to indicate a negative balance at any point along the way.

On this assurance, I have released my public statement that I had not bounced any checks. It was not until last Friday, when Rebecca read of Speaker FOLEY'S discovery that a check of his had been held 1 day without his knowledge before being paid, that Rebecca began to question for the first time the assurance that she had given me.

After she told me of her doubts, I called the Sergeant at Arms office to find out if there was any way to identify problem checks. I was told the checks that had been so held could be identified solely by a red stamp of the receipt date and a blue stamp of the payment date on the face of the check.

I was told that only problem checks were stamped in that way.

So over the weekend Rebecca and I reviewed all our canceled checks, check by check. We found red and blue stamp dates on the three checks that I have discussed. These checks are stamped only with the dates, red and blue.

There is nothing at all on the checks to indicate they were held for insufficient funds. They are not stamped "held for insufficient funds"; only the dates are stamped.

And again there is nothing in our monthly statements that reveals any hint of negative balances.

The Sergeant at Arms office told me Friday that they are so overwhelmed with requests for information that there is no way they can tell me now whether any of our checks have presented a problem. Even now I have not been told officially by the Sergeant at Arms that there are any problems with

any of these checks. Rebecca and I know of those instances only because we have pursued this matter ourselves. And I have told the Sergeant at Arms that I am not entitled to the letter from him that I previously requested.

My son, Joey, is attending a new school this year. During his initial period of adjustment, Joey, a fifth grader, forgot to do several small homework assignments. The teacher made him write a note to Rebecca and me explaining his forgetfulness. She then gave him a choice: He could take the note home to show his parents, or he could simply forget the note and try harder in the future to remember his homework.

Mr. Speaker, he chose to take the note home. Rebecca says that when Joey appeared at the front door after the school bus dropped him off, his first words were, "Mrs. Thompson and I had a talk. Everything will be all right."

And then he handed her the note. Mr. Speaker, I have never been prouder of my son. These are the values that I have taught him. These are the values I live by. I believe fervently that a public office is a public trust. I try to serve accordingly.

I see nothing in any of my actions involving the House bank that in any way violates the public trust. I believe that any fair consideration of my actions will lead to the inescapable conclusion that I have done absolutely nothing wrong. But I do not believe things would ever again be completely all right in my public service if I did not tell my constituents what Rebecca and I discovered over the weekend. I regret my initial statement that I had not bounced any checks. Yet that statement was made in the belief that it was true, and I still believe it to be true had Rebecca and I not decided, out of a sense of duty and obligation, to delve more deeply than many others have into the practices of the House bank as they have affected us. My guess is that many other Members of the House will be making similar unhappy discoveries in the coming weeks.

I am a victim of a very common and very human mistake, an innocent and inadvertent subtraction error made in my wife's checkbook. I am a victim as well of the House bank that has perpetuated a system of special privilege I did not create, did not desire, and did not even know existed.

I am glad I voted last week for a resolution that will abolish the House bank. I look forward to the ethics investigation that will exonerate innocent victims such as me and will end the rule of special privilege.

I am today tendering to the House bank \$55 in cash, \$15 for each of the three inconsistent checks, and \$10 for stopping payment on a lost check that Rebecca reported to the House bank in August.

I am told that these are the prevailing penalty fees at the Congressional Credit Union.

Rebecca and I both are prepared to answer any questions that anyone may have about these payments or about any of our transactions with the House bank or any other banks.

Certainly these circumstances underscore the need for the kind of full financial disclosure that I have already made and that I have proposed in legislation for all congressional candidates and all Members of Congress. That proposed legislation is pending before this Congress. If the people know what we own, what we owe, what we make and how we make it, they are less likely to overreact when one of us makes a subtraction error in our checkbook.

It was a long, long weekend for Rebecca and me. It would have been much easier to pretend that we had not discovered these inconsistencies. In all likelihood, no one else would ever have known. But we would have known. And in telling everyone all I know today, I am doing my best to be the kind of Congressman I promised to be.

I know my constituents, they know me. As Joey would say, "Everything will be all right."

□ 1250

CONFERENCE REPORT ON H.R. 2942

Mr. LEHMAN of Florida submitted the following conference report and statement on the bill (H.R. 2942) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1992, and for other purposes:

CONFERENCE REPORT (H. REPT. 102-243)

The Committee of Conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 2942) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1992, and for other purposes," having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 4, 18, 20, 26, 27, 30, 36, 40, 43, 63, 65, 74, 76, 77, 79, 90, 94, 95, 96, 97, 98, 100, 101, 102, 107, 108, 109, 118, 119, 122, 126, 127, 129, 130, 131, 132, 137, 151, 155, and 162.

That the House recede from its disagreement to the amendments of the Senate numbered 9, 12, 19, 37, 41, 42, 66, 80, 89, 106, 110, 111, 117, and 123, and agree to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$7,000,000; and the Senate agree to the same.

Amendment numbered 3:

That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$1,300,000; and the Senate agree to the same.

Amendment numbered 5:

That the House recede from its disagreement to the amendment of the Senate numbered 5, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$4,275,000; and the Senate agree to the same.

Amendment numbered 6:

That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$88,000,000; and the Senate agree to the same.

Amendment numbered 8:

That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: \$2,320,272,000; and the Senate agree to the same.

Amendment numbered 11:

That the House recede from its disagreement to the amendment of the Senate numbered 11, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$390,000,000; and the Senate agree to the same.

Amendment numbered 13:

That the House recede from its disagreement to the amendment of the Senate numbered 13, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$144,150,000; and the Senate agree to the same.

Amendment numbered 14:

That the House recede from its disagreement to the amendment of the Senate numbered 14, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$60,350,000; and the Senate agree to the same.

Amendment numbered 15:

That the House recede from its disagreement to the amendment of the Senate numbered 15, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$48,750,000; and the Senate agree to the same.

Amendment numbered 16:

That the House recede from its disagreement to the amendment of the Senate numbered 16, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$102,750,000; and the Senate agree to the same.

Amendment numbered 17:

That the House recede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$34,000,000; and the Senate agree to the same.

Amendment numbered 21:

That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$11,100,000; and the Senate agree to the same.

Amendment numbered 22:

That the House recede from its disagreement to the amendment of the Senate num-

bered 22, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum proposed by said amendment insert: \$25,000,000; and the Senate agree to the same.

Amendment numbered 23:

That the House recede from its disagreement to the amendment of the Senate numbered 23, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$29,150,000; and the Senate agree to the same.

Amendment numbered 25:

That the House recede from its disagreement to the amendment of the Senate numbered 25, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$4,360,000,000; and the Senate agree to the same.

Amendment numbered 33:

That the House recede from its disagreement to the amendment of the Senate numbered 33, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$218,135,000; and the Senate agree to the same.

Amendment numbered 34:

That the House recede from its disagreement to the amendment of the Senate numbered 34, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$419,000,000; and the Senate agree to the same.

Amendment numbered 35:

That the House recede from its disagreement to the amendment of the Senate numbered 35, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$206,800,000; and the Senate agree to the same.

Amendment numbered 38:

That the House recede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION
PROJECTS

For necessary expenses of certain railroad-highway crossing demonstration projects as authorized by section 163 of the Federal-Aid Highway Act of 1973, as amended, to remain available until expended, \$12,005,000, of which \$8,003,333 shall be derived from the Highway Trust Fund.

And the Senate agree to the same.

Amendment numbered 39:

That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$16,800,000,000; and the Senate agree to the same.

Amendment numbered 44:

That the House recede from its disagreement to the amendment of the Senate numbered 44, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: \$47,600,000; and the Senate agree to the same.

Amendment numbered 45:

That the House recede from its disagreement to the amendment of the Senate numbered 45, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$65,000,000; and the Senate agree to the same.

Amendment numbered 46:

That the House recede from its disagreement to the amendment of the Senate numbered 46, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$19,800,000; and the Senate agree to the same.

Amendment numbered 47:

That the House recede from its disagreement to the amendment of the Senate numbered 47, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$9,000,000; and the Senate agree to the same.

Amendment numbered 48:

That the House recede from its disagreement to the amendment of the Senate numbered 48, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$19,800,000; and the Senate agree to the same.

Amendment numbered 49:

That the House recede from its disagreement to the amendment of the Senate numbered 49, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$16,350,000; and the Senate agree to the same.

Amendment numbered 50:

That the House recede from its disagreement to the amendment of the Senate numbered 50, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$4,500,000; and the Senate agree to the same.

Amendment numbered 51:

That the House recede from its disagreement to the amendment of the Senate numbered 51, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$1,800,000; and the Senate agree to the same.

Amendment numbered 52:

That the House recede from its disagreement to the amendment of the Senate numbered 52, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$7,200,000; and the Senate agree to the same.

Amendment numbered 53:

That the House recede from its disagreement to the amendment of the Senate numbered 53, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$6,300,000; and the Senate agree to the same.

Amendment numbered 54:

That the House recede from its disagreement to the amendment of the Senate numbered 54, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$3,600,000; and the Senate agree to the same.

Amendment numbered 55:

That the House recede from its disagreement to the amendment of the Senate numbered 55, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$9,000,000; and the Senate agree to the same.

Amendment numbered 56:

That the House recede from its disagreement to the amendment of the Senate numbered 56, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$4,500,000; and the Senate agree to the same.

Amendment numbered 57:

That the House recede from its disagreement to the amendment of the Senate numbered 57, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$5,400,000; and the Senate agree to the same.

Amendment numbered 58:

That the House recede from its disagreement to the amendment of the Senate numbered 58, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the first sum named by said amendment insert: \$9,630,000.

In lieu of the second sum named by said amendment insert: \$900,000; and the Senate agree to the same.

Amendment numbered 59:

That the House recede from its disagreement to the amendment of the Senate numbered 59, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$9,000,000; and the Senate agree to the same.

Amendment numbered 60:

That the House recede from its disagreement to the amendment of the Senate numbered 60, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$8,100,000; and the Senate agree to the same.

Amendment numbered 61:

That the House recede from its disagreement to the amendment of the Senate numbered 61, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$1,800,000; and the Senate agree to the same.

Amendment numbered 62:

That the House recede from its disagreement to the amendment of the Senate num-

bered 62, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$9,000,000; and the Senate agree to the same.

Amendment numbered 75:

That the House recede from its disagreement to the amendment of the Senate numbered 75, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$44,172,000; and the Senate agree to the same.

Amendment numbered 78:

That the House recede from its disagreement to the amendment of the Senate numbered 78, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$118,000,000; and the Senate agree to the same.

Amendment numbered 81:

That the House recede from its disagreement to the amendment of the Senate numbered 81, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$16,442,000; and the Senate agree to the same.

Amendment numbered 82:

That the House recede from its disagreement to the amendment of the Senate numbered 82, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$11,500,000; and the Senate agree to the same.

Amendment numbered 83:

That the House recede from its disagreement to the amendment of the Senate numbered 83, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$37,706,000; and the Senate agree to the same.

Amendment numbered 87:

That the House recede from its disagreement to the amendment of the Senate numbered 87, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$205,000,000; and the Senate agree to the same.

Amendment numbered 88:

That the House recede from its disagreement to the amendment of the Senate numbered 88, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$506,000,000; and the Senate agree to the same.

Amendment numbered 91:

That the House recede from its disagreement to the amendment of the Senate numbered 91, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

Provided further, That, notwithstanding any other provision of law, the National Railroad Passenger Corporation shall not operate rail passenger service between Atlantic City, New Jersey, and the Northeast Corridor main line unless the Corporation's Board of Directors determines that revenues from such service have covered or exceeded 75 per centum of the short-term avoidable costs of operating such service in the third year of operation; and the Senate agree to the same.

Amendment numbered 93:

That the House recede from its disagreement to the amendment of the Senate num-

bered 93, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: \$13,600,000; and the Senate agree to the same.

Amendment numbered 99:

That the House recede from its disagreement to the amendment of the Senate numbered 99, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$1,520,000,000; and the Senate agree to the same.

Amendment numbered 103:

That the House recede from its disagreement to the amendment of the Senate numbered 103, and agree to the same with an amendment, as follows:

Delete the matter stricken and delete the matter inserted by said amendment; and the Senate agree to the same.

Amendment numbered 105:

That the House recede from its disagreement to the amendment of the Senate numbered 105, and agree to the same with an amendment, as follows:

Delete the matter stricken and delete the matter inserted by said amendment; and the Senate agree to the same.

Amendment numbered 120:

That the House recede from its disagreement to the amendment of the Senate numbered 120, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following: *\$2,940,000: Provided, That, notwithstanding any other provision of law, there may be credited to this appropriation funds received for training expenses; and the Senate agree to the same.*

Amendment numbered 121:

That the House recede from its disagreement to the amendment of the Senate numbered 121, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$34,676,000; and the Senate agree to the same.

Amendment numbered 124:

That the House recede from its disagreement to the amendment of the Senate numbered 124, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$509,500,000; and the Senate agree to the same.

Amendment numbered 135:

That the House recede from its disagreement to the amendment of the Senate numbered 135, and agree to the same with an amendment, as follows:

In lieu of the section number stricken and inserted, insert: 332; and the Senate agree to the same.

Amendment numbered 136:

That the House recede from its disagreement to the amendment of the Senate numbered 136, and agree to the same with an amendment, as follows:

In lieu of the section number stricken and inserted, insert: 333; and the Senate agree to the same.

Amendment numbered 163:

That the House recede from its disagreement to the amendment of the Senate numbered 163, and agree to the same with an amendment, as follows:

In lieu of the Title "IV", insert: V; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 7, 10, 24, 28, 29, 31, 32, 64, 67, 68, 69, 70, 71, 72, 73, 84, 85,

86, 92, 104, 112, 113, 114, 115, 116, 125, 128, 133, 134, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 152, 153, 154, 156, 157, 158, 159, 160, and 161.

WILLIAM LEHMAN,
BOB CARR,
RICHARD J. DURBIN,
MARTIN OLAV SABO,
DAVID E. PRICE,
WILLIAM H. NATCHER,
JAMIE L. WHITTEN,
LAWRENCE COUGHLIN,
FRANK R. WOLF,
TOM DELAY,
JOSEPH M. MCDADE,

Managers on the Part of the House.

FRANK R. LAUTENBERG,
ROBERT C. BYRD,
TOM HARKIN,
JIM SASSER,
B.A. MIKULSKI,
ALFONSE M. D'AMATO,
ROBERT KASTEN,
PETE V. DOMENICI,
MARK O. HATFIELD,

Managers on the Part of the Senate.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on amendments of the Senate to the bill (H.R. 2942) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1992, and for other purposes, submit the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

CONGRESSIONAL DIRECTIVES

The conferees agree that Executive Branch wishes cannot substitute for Congress' own statements as to the best evidence of Congressional intentions—that is, the official reports of the Congress. Report language included by the House that is not changed by the report of the Senate, and Senate report language that is not changed by the conference is approved by the committee of conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 1992 and any year thereafter, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to funds provided for the Department of Transportation and related agencies, the terms "program, project, and activity" shall mean any item for which a dollar amount is contained in an appropriation Act (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. In addition, the reductions made pursuant to any sequestration order to funds appropriated for "Federal Aviation Administration, Facilities and equipment" and for "Coast Guard, Acquisition, construction, and improvements" shall be applied equally to each "budget item" that is listed under said accounts in the budget justifications submitted to the house and Senate Committees on Appropriations as modified by subsequent appropriation Acts and accompanying committee reports, con-

ference reports, or joint explanatory statements of the committee of conference. The conferees recognized that adjustments to the above allocations may be required due to changing program requirements or priorities. The conferees expect any such adjustments, if required, to be accomplished only through the normal reprogramming process.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

OFFICE OF THE GENERAL COUNSEL

Amendment No. 1: Appropriates \$7,000,000 for the Office of the General Counsel instead of \$6,904,000 as proposed by the House and \$7,204,000 as proposed by the Senate.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

Amendment No. 2: Appropriates \$2,320,000 for the Office of the Assistant Secretary for Governmental Affairs as proposed by the House instead of \$2,468,000 as proposed by the Senate.

OFFICE OF INTELLIGENCE AND SECURITY

Amendment No. 3: Appropriates \$1,300,000 for the Office of Intelligence and Security instead of \$1,200,000 as proposed by the House and \$1,381,000 as proposed by the Senate.

OFFICE OF DRUG ENFORCEMENT AND PROGRAM COMPLIANCE

Amendment No. 4: Deletes appropriation of \$706,000 for the Office of Drug Enforcement and Program Compliance proposed by the Senate. The House bill contained no similar appropriation.

OFFICE OF COMMERCIAL SPACE TRANSPORTATION

OPERATIONS AND RESEARCH

Amendment No. 5: Appropriates \$4,275,000 for Office of Commercial Space Transportation, Operations and Research instead of \$4,245,000 as proposed by the House and \$4,300,000 as proposed by the Senate.

WORKING CAPITAL FUND

Amendment No. 6: Limits obligations to \$88,000,000 instead of \$85,509,000 as proposed by the House and \$98,472,000 as proposed by the Senate.

The conference agreement includes all of the reductions proposed by the House except for the reduction in transportation computer activities.

PAYMENTS TO AIR CARRIERS

(LIQUIDATION OF CONTRACT AUTHORIZATION) (AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 7: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate, with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows: *Provided further, That none of the funds in this Act shall be available for service to communities not receiving such service during fiscal year 1991, unless such communities are otherwise eligible for new service, provide the required local match and are no more than 200 miles from a large hub airport: Provided further, That none of the funds in this Act shall be available to increase the service levels to communities receiving service unless the Secretary of Transportation certifies in writing that such increased service levels are estimated to result in self-sufficiency within three years of initiation of the increased level of service*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

COAST GUARD

OPERATING EXPENSES

Amendment No. 8: Appropriates \$2,320,272,000 instead of \$2,483,800,000 as proposed by the House and \$2,222,000,000 as proposed by the Senate.

The conference agreement includes the following program changes to the House bill:

Decommission seagoing buoy tenders	- \$1,626,000
Slip Operations—FRAM	- 1,100,000
Slip operations—MMA	- 550,000
FRAM recredwing	- 1,600,000
Sea-based aerostat surplus	- 7,980,000
General detail—decommissioned units	- 262,000
Termination of one-time costs	- 240,000
Land-based aerostats (transferred to DOD)	- 650,000
Sea-based aerostats (transferred to DOD)	- 21,200,000
Overseas loran-C (financed by DOD)	- 10,000,000
E-2C aircraft (transferred to DOD)	- 13,200,000
Defense readiness program costs (financed by DOD)	- 125,100,000
Defense Logistics Agency (stock price increases)	+ 14,400,000
Health care costs	+ 4,000,000
Marine inspection program	+ 1,425,000
HH-60J operations and maintenance follow-on ...	+ 155,000

Amendment No. 9: Provides that \$31,876,000 shall be derived from the oil spill liability trust fund as proposed by the Senate instead of \$30,379,000 as proposed by the House.

Amendment No. 10: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following: "Provided further, That none of the funds provided in this Act shall be available for the operation, maintenance or manning of land-based and sea-based aerostationary balloons, or E2C aircraft"

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 11: Appropriates \$390,000,000 for Acquisition, Construction, and Improvements instead of \$365,031,000 as proposed by the House and \$407,470,000 as proposed by the Senate.

Amendment No. 12: Provides that \$33,822,000 shall be derived from the oil spill liability trust fund as proposed by the Senate instead of \$26,377,000 as proposed by the House.

Amendment No. 13: Provides \$144,150,000 to acquire, repair, renovate or improve vessels, small boats and related equipment instead of \$132,700,000 as proposed by the House and \$152,250,000 as proposed by the Senate.

Amendment No. 14: Provides \$60,350,000 to acquire new aircraft and increase aviation capability instead of \$86,950,000 as proposed by the House and \$58,900,000 as proposed by the Senate.

Amendment No. 15: Provides \$48,750,000 for other equipment instead of \$50,331,000 as proposed by the House and \$47,025,000 as proposed by the Senate.

Amendment No. 16: Provides \$102,750,000 for shore facilities and aids to navigation facilities instead of \$62,550,000 as proposed by the House and \$110,225,000 as proposed by the Senate.

Amendment No. 17: Provides \$34,000,000 for personnel compensation and benefits and related costs instead of \$32,500,000 as proposed by the House and \$39,070,000 as proposed by the Senate.

Amendment No. 18: Provides a personnel ceiling of 621 full time equivalent staff years as proposed by the House instead of 691 as proposed by the Senate.

Amendment No. 19: Deletes a provision proposed by the House which would have required that of the 35 new staff years provided in this appropriation, at least 25 were to be filled by civilian personnel. The Senate bill contained no similar provision.

The conference agreement includes the following adjustments to the President's budget request:

Vessels:	
WLB replacement	- \$2,300,000
Motor lifeboat replacement	- 250,000
Polar icebreaker	- 3,700,000
Shipboard command and control	- 1,800,000
378-foot cutter weapon systems modernization	- 9,600,000
Mackinaw renovation	+ 1,000,000
Heritage patrol boat prototype slippage	- 3,300,000
Aircraft:	
OPBAT helicopters	+ 4,500,000
HH-65 provisioning	- 2,400,000
Aircraft packup kits	- 2,100,000
Long range command and control aircraft upgrade	- 2,000,000
Night vision goggles	- 2,200,000
RG-8 improvements	+ 450,000
Other Equipment:	
Vessel identification system	- 2,600,000
Defense logistics modernization	- 1,700,000
National strike force equipment	+ 4,000,000
Buoy replenishment	- 2,000,000
VTS improvements	+ 2,250,000
Shore Facilities/Aids to Navigation Facilities:	
Minor AC&I shore construction	- 4,000,000
Survey and design—shore facilities	- 950,000
Intelligence coordination center relocation	- 1,900,000
Coast Guard Yard portal crane	+ 1,850,000
Public family housing (Fiscal year 1991 reprogramming)	+ 1,250,000
Cape May, NJ training facility	+ 5,000,000
Newport, OR aircraft hanger	+ 2,500,000
Montauk, NY erosion control	+ 625,000
Maryland lighthouse surveys	+ 200,000
Prior year slippage (Vessel support, Key West, FL)	- 4,375,000
(Station Lake Worth Inlet, FL)	- 3,175,000
Personnel, Compensation and Benefits and Related Costs:	
Personnel and related	- 6,928,000

OPBAT medium range helicopter program.—The conferees agree to provide an additional \$4,500,000 to the budget request of \$34,000,000 for this program. It is the conferees' understanding that the \$38,500,000 provided, to-

gether with projected savings from the recently negotiated contract, is sufficient to acquire a third airframe, without associated spares, in fiscal year 1992. In addition, the government furnished equipment (GFE) normally provided in the budget will be taken from spares in the current inventory. All of these aircraft will be assigned to the Clearwater Coast Guard Air Station and be utilized for the OPBAT drug interdiction mission.

VC-11 replacement aircraft.—The conferees agree to provide no funds for this program as proposed by the Senate instead of \$20,000,000 as proposed by the House. However, the conferees recognize the need to replace this aircraft at some time in the future. Should the Department determine that such an expenditure is desirable during fiscal year 1992, the Committees on Appropriations will entertain a reprogramming request, but only if such funds are derived from project savings or contract underruns that will not be necessary to recoup at a later time. Should that reprogramming request be made, it is expected to fully address the tradeoffs in cost and mission performance among various replacement alternatives, including lease of a new or used aircraft, lease with purchase option, acquisition of used aircraft, and acquisition of new aircraft. The conferees further agree that the House directives concerning this program are in effect should funds for acquisition be requested.

Public family housing.—The conferees agree to provide the budget request of \$30,600,000 for this program, including \$1,250,000 to be reprogrammed from fiscal year 1991 funds as recommended by the Senate.

Survey and design-shore facilities.—The conferees do not agree with House direction earmarking \$200,000 of funds in this program for underwater surveys of lighthouses in the State of Maryland. Instead, \$200,000 is provided as a separate budget item.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

Amendment No. 20: Appropriates \$21,500,000 as proposed by the House instead of \$25,100,000 as proposed by the Senate.

ALTERATION OF BRIDGES

Amendment No. 21: Appropriates \$11,100,000 instead of \$11,000,000 as proposed by the House of \$11,200,000 as proposed by the Senate.

The conference agreement includes the following amounts:

E. Pascagoula River, Pascagoula, MS, CSX-L&N Railroad	\$6,200,000
Mississippi River, Burlington, IA, Burlington-Northern Railroad	4,000,000
Sidney Lanier Bridge, Brunswick, GA	900,000

RESERVE TRAINING

Amendment No. 22: Appropriates \$25,000,000 instead of \$77,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

The conference agreement assumes that at least \$50,000,000 will be provided for reserve training in the Department of Defense Appropriations Act, 1992.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Amendment No. 23: Appropriates \$29,150,000 instead of \$27,800,000 as proposed by the House and \$29,500,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Search and rescue	\$2,025,000
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Aids to navigation	765,000
Marine safety	1,400,000
Marine environmental protection	6,535,000
Enforcement of laws and treaties	1,700,000
National security
Mission capabilities assessment	3,580,000
Multi-mission	4,395,000
Administrative support	8,750,000

The conference agreement includes the following projects:

SAR hovercraft demonstration in Upper Cook Inlet, Alaska	\$75,000
Grant to New Jersey marine sciences consortium to develop instructional curriculum and educational materials on fishing vessel safety	300,000
South Florida oil spill research center	1,000,000
Assessment, test and evaluation of national strike force (NSF) equipment/system	200,000
Test and evaluation of temporary storage systems	100,000
Tank quick plugging/patching study	80,000
Cargo tank integrity verification	120,000
Operator information system on ship characteristics	120,000
Test and evaluation of environment Canada oil spill sensor	75,000
Full-scale tests to verify vessel maneuvering model	30,000
Aireye equipment improvements	250,000

FEDERAL AVIATION ADMINISTRATION OPERATIONS

Amendment No. 24: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that authorizes the reimbursement of training expenses for non-federal domestic and foreign security personnel. The conferees have authorized these reimbursements for fiscal year 1992 to allow sufficient time for the appropriate authorizing committees to address this issue.

Amendment No. 25: Appropriates \$4,360,000,000 instead of \$4,342,000,000 as proposed by the House and \$4,382,058,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Operations of air traffic control system	\$1,986,533,000
(Positions)	(28,070)
NAS logistics support	197,240,000
(Positions)	(1,624)
Maintenance of air traffic control system	788,618,000
(Positions)	(10,848)
Leased telecommunications services	345,000,000
Aviation regulation and standards	458,703,000
(Positions)	(6,893)
Aviation security	65,683,000
(Positions)	(1,026)
NAS design and management	23,980,000
(Positions)	(301)
Administration of airports program	41,536,000

Funding by Project

(in thousands of dollars)

	<u>Fiscal year</u> <u>1992 budget</u>	<u>House</u> <u>Recommended</u>	<u>Senate</u> <u>Recommended</u>	<u>Conference</u> <u>Agreement</u>
<u>Budget Activity 1</u>				
<u>Air Route Traffic Control Centers</u>				
1. Long Range Radar	\$85,417	\$ 115,500	\$ 85,417	\$80,000
2. Radar Microwave Link	16,500	11,000	11,500	6,000
3. NEXRAD Radar	23,700	-----	23,700	21,000
4. Aviation Weather Services	23,400	23,400	-----	18,400
5. Improve En Route Facilities	28,041	24,540	25,540	24,540
6. Advanced Automation System (AAS)	557,800	411,226	478,080	445,000
7. En Route Software Development	10,950	9,500	13,500	10,000
8. Central Weather Processor	11,500	6,500	8,300	6,500
9. Aeronautical Data Link	17,600	-----	9,600	9,600
10. Automatic Dependent Surveillance	6,800	6,800	6,800	6,800
11. Improve En Route Automation	4,000	2,800	4,000	2,800
12. ARTCC Imp/Plant Modernization	50,400	50,400	50,400	36,700
13. Provide NADIN II	5,900	5,900	5,900	5,900
14. Voice Switching/Control (VSCS)	159,100	159,100	159,100	159,100
15. Comm Facilities Consolidation	2,000	-----	-----	-----
16. High Capacity Voice Recorders	4,800	-----	-----	-----
17. Air-Ground RFI Elimination	3,000	3,000	3,000	3,000
18. Expand/Relocate RCFs	5,000	5,000	5,000	5,000
19. Upgrade Traffic Mgmt System	15,000	13,000	15,000	13,000
20. Data Multiplexing Network	7,400	7,400	7,400	7,400
21. Critical Comms Support	11,000	9,000	9,000	6,000
22. SATCOM Circuit Backup	2,565	2,565	2,565	2,565
23. Relocate Central Flow Control	17,700	-----	2,000	500
24. Alaskan NAS Comm System	13,500	13,500	13,500	13,500
25. ARTCC Operational Support Space	9,000	-----	9,000	-----
26. Improve En Route Communications	12,092	6,300	6,300	6,300
Subtotal	\$ 1,104,165	\$ 886,431	\$ 954,602	\$ 889,605

Budget Activity 2**Airport Traffic Control Towers**

1. Airport Surveillance Radar	\$ 17,600	\$ 41,600	\$57,600	\$ 31,600
2. Terminal Doppler Weather Radar	21,000	31,000	21,000	21,000
3. Mode S	47,800	47,800	47,800	45,000
4. D-BRITE	3,000	3,000	3,000	3,000
5. Precision Runway Monitors	15,000	35,000	35,000	35,000
6. AMASS	13,000	-----	-----	-----
7. Converging Runway Display Aid	2,800	2,800	2,800	2,800
8. Terminal Radar System Improvement	3,007	14,007	28,007	28,000
9. ARTS III-A in MCI	38,900	38,900	30,910	38,900

(in thousands of dollars)

	<u>Fiscal year</u> <u>1992 budget</u>	<u>House</u> <u>Recommended</u>	<u>Senate</u> <u>Recommended</u>	<u>Conference</u> <u>Agreement</u>
10. Southern Cal Facility Consol	18,800	17,200	17,200	15,200
11. Dallas/Fort Worth Airport	53,500	53,500	53,500	31,500
12. Terminal Software Dev Support	10,900	3,545	7,090	5,500
13. ARTS Radar Position Displays	7,000	7,000	7,000	7,000
14. New Airport Facility Planning	3,000	-----	-----	-----
15. Chicago TRACON Relocation	48,100	48,100	48,100	48,100
16. Terminal Automation Improvement	2,800	2,800	2,800	2,800
17. ATC/AF Simulation (SARTS)	10,000	10,000	10,000	10,000
18. Remote Maintenance Monitoring	30,200	19,000	19,000	19,000
19. Replace Terminal ATC Facilities	70,273	84,000	87,000	87,000
20. ATCT Establishment	3,204	3,204	3,204	3,204
21. ATCT/TRACON Modernization	18,864	18,864	21,114	18,864
22. Emergency Transceivers	9,000	-----	9,000	-----
23. New Denver Airport (F&E)	45,000	41,700	41,700	41,700
24. Terminal Voice Switch Replacement	20,000	-----	20,000	15,000
25. Interim Support Plan (ISP)	136,000	102,000	102,000	102,000
26. ATCT Intra-Connectivity Program	4,700	4,700	4,700	4,700
27. Radio Control Equipment	15,000	6,000	2,900	6,000
28. DOD/FAA ATC Facilities Consol	7,800	7,800	7,800	7,800
29. ICSS	10,600	10,600	10,600	10,600
30. Terminal Comms Improvement	14,902	14,902	14,902	14,900
31. ASDE Radar System	-----	8,000	8,000	8,000
Subtotal	\$ 701,750	\$ 677,022	\$ 723,727	\$ 664,168
<u>Budget Activity 3</u>				
<u>Flight Service Facilities</u>				
1. FSS Modernization	\$36,800	24,200	24,200	19,200
2. WMSC Replacement	1,000	1,000	1,000	1,000
3. VHF Direction Finder Network	8,000	-----	-----	-----
4. ASOS - Flight Service Facilities	27,000	27,000	27,000	27,000
5. Flight Service Facility Imp	4,254	5,554	4,254	5,554
Subtotal	\$77,054	\$ 57,754	56,454	\$ 52,754
<u>Budget Activity 4</u>				
<u>Air Navigation Facilities</u>				
1. VOR/DME	\$30,381	\$22,000	\$22,000	\$22,000
2. Loran-C Monitor System	3,200	3,200	3,200	3,200
3. Global Positioning System (GPS)	2,900	2,900	2,900	2,900
4. Loran-C Flight Following	1,200	1,200	1,200	1,200
5. Microwave Landing System (MLS)	55,000	55,000	55,000	55,000
6. Approach Lighting Imp (ALSIP)	15,700	15,700	15,700	15,700
7. ILS Replacement	29,900	35,465	37,965	36,500

(in thousands of dollars)

	<u>Fiscal year</u> <u>1992 budget</u>	<u>House</u> <u>Recommended</u>	<u>Senate</u> <u>Recommended</u>	<u>Conference</u> <u>Agreement</u>
8. ILS Category I Establishment	9,971	15,000	18,000	19,300
9. Visual Nav aids	16,498	16,498	16,498	16,498
10. LLWAS Enhancement	4,100	4,100	4,100	4,100
11. Runway/Visual Range	3,300	4,630	5,300	4,630
12. ILS/Visual Nav aids Eng	4,000	4,000	4,000	4,000
13. Auto Flt Procedures Dev	1,500	1,500	1,500	1,500
14. Takeover of Non-Federal ILS's	2,000	2,000	2,000	2,000
Subtotal	\$ 179,650	\$ 183,193	\$ 189,363	\$ 188,528

Budget Activity 5**Housing, Utilities, and Miscellaneous Facilities**

1. FAA Housing	\$ 5,500	\$4,000	\$ 4,000	\$ 4,000
2. ADP Facilities Mgmt (CORN)	25,000	28,300	25,000	27,000
3. Buildings and Equipment	22,000	22,000	22,000	19,000
4. Electrical Power Systems	14,000	11,680	11,680	11,680
5. Employee Safety for ATCTs	10,800	15,000	10,800	12,000
6. Fuel Storage Tank Program	11,000	11,000	11,000	11,000
7. Auto Doc Dev & Maint (ADDM)	8,800	3,000	5,800	3,000
8. Land/Easement Purchase	8,000	5,000	5,000	5,000
9. Airport Datum Monument	1,500	1,500	1,500	1,500
10. CAEG System	2,200	2,200	2,200	2,200
11. NAS Mgmt Automation	5,000	5,000	5,000	5,000
12. Test Equipment Replacement	4,300	15,000	4,300	7,500
13. NAS Recovery Communications	6,645	-----	6,645	6,645
14. Explosive Detection Systems	4,790	4,790	6,790	4,790
15. System Engineering & Support	125,600	112,000	120,000	114,000
16. Air Nav/ATC System Support	3,500	3,500	3,500	3,500
17. Air Navaid/ATC Facilities Imp	8,250	8,250	8,250	8,250
18. Frequency/Spectrum Engineering	2,200	2,200	2,200	2,200
19. Independent OT&E Support	5,900	7,000	5,900	5,900
20. Contract Support Services	4,800	4,800	4,800	4,800
21. HAZMAT Management	20,000	20,000	20,000	20,000
22. Airmen/Aircraft Registry System	10,300	10,300	2,000	8,000
23. Human Resource Mgmt Plan	1,500	1,500	1,500	1,500
24. Implementation of NAS Modernization	8,000	7,000	8,000	4,000
25. Aviation Safety Analysis System	15,000	15,000	15,000	12,000
26. Computer-Based Instruction	7,000	3,200	5,000	3,200
27. Dynamic Ocean Track System	312	312	312	312
28. NAILS	8,000	12,000	8,000	9,500
29. Controller Chairs	2,700	5,500	2,700	2,700
30. Logistics Support Services	6,700	6,700	6,700	6,700
31. National Simulator Laboratory	2,000	-----	-----	-----
32. Aeronautical Center Facilities	3,500	3,500	3,500	3,500

(in thousands of dollars)

	<u>Fiscal year</u> <u>1992 budget</u>	<u>House</u> <u>Recommended</u>	<u>Senate</u> <u>Recommended</u>	<u>Conference</u> <u>Agreement</u>
33. Monroney Aeronautical Ctr Lease	10,300	10,300	10,300	10,300
34. Airway Science Program	3,000	10,000	25,000	20,000
35. Acquisition Oversight	----	4,000	----	1,000
36. Software Development	----	4,000	----	2,000
Subtotal	\$378,097	\$ 379,532	\$ 374,377	\$ 363,677

Budget Activity 6Aircraft and Related Equipment

1. Procure Flight Inspection A/C	\$ 26,000	\$ 78,000	\$ 26,000	\$ 26,000
2. Flight Inspection CV-580	6,300	6,300	6,300	6,300
3. Voice/Flight Data Recorders	1,800	1,800	1,800	1,800
4. Aircraft Items	8,285	8,285	8,285	5,985
5. Maintenance TACAN Simulator	1,300	1,300	1,300	1,300
6. Aircraft Windshear Warning Systems	500	500	500	500
7. Aircraft Turboprop Simulator Ph II	12,800	12,800	12,800	12,800
8. Aircraft Training Devices	235	235	235	235
9. S-76 Helicopter Upgrade	600	600	600	600
10. EFIS	1,900	1,900	1,900	1,900
Subtotal	\$ 59,720	\$ 111,720	\$ 59,720	\$ 57,420

Budget Activity 7Development, Test and Evaluation

1. FAA Tech Center - Lease	\$ 5,290	\$5,290	\$5,290	\$ 5,290
2. Utility Plant Modernization	3,400	3,400	3,400	3,400
3. General Airport Improvements	1,700	1,700	1,700	1,700
4. Fuels Research Facility	1,810	1,810	1,810	1,810
5. Nondestructive Evaluation Lab	2,000	2,000	2,000	2,000
6. System Support Lab Modernization	4,000	4,000	4,000	4,000
7. Tech Ctr R&D Lab Establishment	2,000	2,000	2,000	2,000
8. Technical Center Facilities	7,700	7,700	7,700	7,700
Subtotal	\$ 27,900	\$ 27,900	\$ 27,900	\$ 27,900

Budget Activity 8Personnel Compensation, Benefits, and Travel

1. Facility Establish/Improve	\$156,716	\$ 131,000	\$ 156,716	\$ 135,000
2. Flight Inspection	1,808	1,808	1,808	1,808
3. Factory Inspection/Acquisition	8,595	8,595	8,595	8,595
4. Aeronautical Center	4,545	4,545	4,545	4,545
Subtotal	\$171,664	\$ 145,948	\$ 171,664	\$ 149,948
Total Appropriation	\$ 2,700,000	\$2,469,500	\$2,557,807	\$2,394,000

Budget restructuring.—The conferees have agreed to maintain the existing budget structure for the facilities and equipment (F&E) appropriation, as proposed by the Senate, on the understanding that a revised structure will be submitted as part of the fiscal year 1993 President's budget, and that this new structure will address the concerns raised by the House. Preliminary agreements have been reached on this new structure, and the conferees agree that the basic elements of this proposal would be a significant improvement over the current situation. However, the conferees do not support the concept of transitioning funds for all new engineering development projects into the research, engineering and development (RE&D) appropriation. These funds should instead be maintained in F&E under a separate engineering development, test and evaluation subaccount. This latter arrangement is preferred since it would satisfy the present issues without raising significant and far-reaching new concerns over moving these funds into the RE&D account. The conferees also note that the current proposal does not recognize the distinction in OMB Circular A-109 between limited production and full production. The Department is encouraged to consider that distinction in its final restructuring position.

Airport surveillance radar.—The conferees agree to provide \$31,600,000 for this program, including \$10,000,000 specifically for an ASR-9 radar system at Grand Junction, Colorado as proposed by the House.

Replacement of terminal air traffic control facilities.—The conferees agree to provide \$87,000,000 for this program, as proposed by the Senate, and agree that within this total, locations specified in either the House or Senate reports are to be funded at the level recommended in those reports, and at the higher level if mentioned in both reports.

Establishment of instrument landing systems.—The conferees agree to provide \$19,300,000 for this program. Locations funded are as follows:

Location	Runway
FAA Academy, OK	
Richmond, VA	2
Grand Rapids, MN	34
Boston, MA	4L
Louisville, KY	16L
Albuquerque, NM	35
St. Louis, MO	12L
Sacramento, CA	16L
Birmingham, AL	23
Connorsville, IN	
Nashville, TN	2c/20C
Nacogdoches, TX (glideslope/ markers)	18
Corinth, MS (Roscoe Turner Air- port)	
Des Moines, IA	
Olive Branch, MS (localizer)	
Keokuk, IA (localizer)	
Dublin, GA (glideslope indicator)	

Replacement of instrument landing systems.—The conferees agree to provide \$36,500,000 for this program instead of \$35,465,000 as proposed by the House and \$37,965,000 as proposed by the Senate. Within the amount provided, instrument landing systems are to be provided for each of the locations specified in either the House or Senate reports, except that the runway designations for landing systems at Chicago O'Hare Airport are amended to read "4R" and "9R".

Runway/visual range equipment.—The conferees agree that RVR locations specified in the House report are to be included in this program out of the funds provided.

Aircraft situation display (ASD) data.—The conferees agree with Senate direction requiring a plan for the provision of aircraft situation display (ASD) data by November 15, 1991, and provision of the data by February 15, 1992. The House proposed the submission of a plan by January 1, 1992.

Precision runway monitor/microwave landing system.—The conferees do not agree with House direction which would prevent the awarding of a contract for the microwave landing system until the FAA Administrator certifies that the electronic-scan precision runway monitor (PRM) at Raleigh-Durham International Airport will be commissioned by March 31, 1992. The conferees do not believe these to events should be linked, but do expect the FAA Administrator to take all necessary actions to ensure that the Raleigh-Durham PRM is commissioned no later than December 31, 1992.

Weather graphics systems.—The conferees agree to House direction requiring the FAA to keep their current weather graphics systems in place until the FAA can demonstrate that a new system will significantly improve capability. However, the conferees agree that this should not prevent the FAA from updating or making improvements to the existing systems.

Airway science program.—The conferees agree to provide \$20,000,000 for this program instead of \$10,000,000 as proposed by the House and \$25,000,000 as proposed by the Senate. Within the amount provided, the following allocations are to be made:

Middle Tennessee State University	\$250,000
Dowling College	3,000,000
North Dakota-Grand Forks North Dakota State University	2,000,000
Northeast Louisiana University	989,000
Southern University	4,000,000
Daniel Webster College (priority consideration) ..	3,000,000

Voice switching/control system.—The conferees direct that none of the funds provided in fiscal year 1992 for this program are to be obligated until six weeks after submission of a report to the House and Senate Committees on Appropriations on the results of VSCS contractor testing.

Tower/TRACON modernization.—The conferees agree to provide \$1,750,000 for a terminal radar approach in the tower cab at the Redmond municipal Airport as proposed by the Senate, but make the obligation of these funds contingent upon a written assurance from the FAA that such equipment can be utilized effectively without the construction at federal expense of additional facilities.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 33: Appropriates \$218,135,000 instead of \$218,000,000 as proposed by the House and \$225,120,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Air traffic control	\$104,214,000
Advanced computer	21,051,000
Navigation	1,209,000
Aviation weather	5,169,000
Aviation medicine	11,069,000
Aircraft safety and security	71,423,000
Environment	4,000,000

Centers of Excellence for Aviation Research.—The conference agreement includes \$3,000,000

to implement a centers of excellence for aviation research program as authorized by Public Law 101-508. Of this amount, the conferees direct that \$1,500,000 be available for a joint center administered by Rutgers University and The Georgia Institute of Technology.

Wichita State University.—The conferees have included \$1,414,000 for the advancement of aviation safety research at the National Institute for Aviation Research at Wichita State University, Wichita, Kansas.

Aircraft safety.—The conference agreement includes \$635,000 for research into alternative fuels for use in high-powered, low-weight aircraft engines that currently use leaded aviation gasoline, \$500,000 for continued high intensity radiated fields testing and \$1,500,000 for the Center for Aviation Systems Reliability laboratory expansion.

Aviation security.—The conference agreement includes \$565,000 for a 90-day test at an airport of mass spectrometer technology in combination with an X-ray machine and other selected security equipment.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Amendment No. 34: Limits general operating expenses to \$419,000,000 instead of \$326,400,000 as proposed by the House and \$479,050,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Administrative expenses	\$212,200,000
GSA rental payments	
Highway research, development and technology	28,500,000
Intelligent vehicle/highway systems research	20,000,000
Congested corridors	119,800,000
Technology assessment and deployment	8,000,000
Long-term pavement performance	10,000,000
National Highway Institute	3,000,000
Rural technical assistance	3,750,000
International transportation	100,000
Multimodal studies	4,000,000
Minority business enterprise	8,000,000
Highway use tax evasion ...	1,000,000
Feasibility, design, environmental studies	650,000
(Port of St. Bernard, LA, intermodal facility site engineering and feasibility study)	(450,000)
(Aroostook County, ME, study)	(200,000)

Highway research, development and technology.—The conference agreement includes the following:

Constructed Facilities Center, West Virginia University	\$1,000,000
Highway safety information system	1,000,000
North Carolina geographic information system	1,000,000
Minnesota Humphrey Institute	750,000
Truck driver fatigue research	2,000,000

The conference agreement does not include any funds for production, broadcast, and dissemination of documentary materials regarding the state of the nation's infrastructure.

The conferees direct the Federal Highway Administration to establish a Bureau of

Transportation Statistics to collect information on the performance of the nation's transportation systems, and to provide annual reports to Congress on the use, productivity, safety, durability, environmental, and economic effects of the transportation systems.

Congested corridors.—The conference agreement distributes funds for congested corridors as follows:

Advantage I-75	\$1,000,000
IVHS, Oakland County, MI	10,000,000
Chicago (ADVANCE)	7,500,000
Crescent	2,000,000
Detroit	500,000
FLAMINGO, Florida	5,000,000
Guidestar, Minnesota	10,000,000
Houston	2,000,000
Philadelphia	2,000,000
Electric vehicle, California	1,500,000
Smart corridor, California	1,000,000
Transcom, New York/New Jersey	3,000,000
MAGIC, New York/New Jersey	4,000,000
Toll road ETTM, New Jersey	25,000,000
Integrated corridor management, New Jersey/Philadelphia	6,000,000
Signal computerization, New Jersey	6,000,000
Southern State Parkway, New York	20,000,000
Baltimore-Washington Parkway, Maryland	300,000
Maryland arterials	2,200,000
Unallocated	10,800,000

Amendment No. 35: Provides that \$206,800,000 of general operating expenses shall remain available until expended instead of \$114,200,000 as proposed by the House and \$266,850,000 as proposed by the Senate.

UNIVERSITY TRANSPORTATION CENTERS
(HIGHWAY TRUST FUND)

Amendment No. 36: Appropriates \$5,000,000 as proposed by the House instead of \$7,000,000 as proposed by the Senate.

HIGHWAY-RELATED SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Amendment No. 37: Appropriates \$20,000,000 as proposed by the Senate instead of \$10,000,000 as proposed by the House.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Amendment No. 38: Appropriates \$12,005,000, of which \$8,003,333 shall be derived from the highway trust fund, instead of \$13,270,000, of which \$8,846,667 shall be derived from the highway trust fund, as proposed by the House. The Senate bill contained no similar appropriation.

The conference agreement includes the following amounts:

Augusta, Georgia	\$2,475,000
Brownsville, Texas	4,320,000
Lafayette, Indiana	4,590,000
Springfield, Illinois	620,000

FEDERAL-AID HIGHWAYS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Amendment No. 39: Limits obligations for Federal-aid highways and highway safety construction programs to \$16,800,000,000 instead of \$16,200,000,000 as proposed by the House and \$17,092,610,000 as proposed by the Senate.

The conference agreement assumes continuation of current law regarding exempt programs as specified in the House report.

Interstate Transfer-highways.—The conference agreement includes the following allocations of interstate transfer-highways discretionary funds:

California	28,913,591
Maryland	18,257,335
Oregon	5,345,138

The conferees recognize that delays in some regions' projects might necessitate adjustments to the above allocations. The conferees expect these adjustments, if required, to be accomplished through the normal reprogramming process.

The conference agreement includes those projects specified under I-4R discretionary, interstate discretionary, Federal lands highways, parkways and park highways, and discretionary bridges in the House and Senate reports. In addition, the conferees direct that priority consideration be given to the following discretionary bridge projects:

- Portland-South Portland, Maine
 - Port Vue Bridge, Pennsylvania
 - 34th Street Bridge, Philadelphia, Pennsylvania
 - Falls Bridge, Pennsylvania
 - Loop Bridge, Long Beach, New York
- Amendment No. 40: Deletes Senate provision that limits obligations for section 157 of title 23, United States Code, to \$1,100,000,000. The House bill contained no similar provision.

The conferees acknowledge that the minimum allocation program exists to reduce the negative impact of highway allocation formulas on the donor states but are, nevertheless, concerned about the growth in outlays associated with the program. These outlays are charged against the House and Senate transportation Appropriations Subcommittees' domestic discretionary outlay allocations but are presently exempt from any controls or limitations. The conferees direct that the Federal Highway Administration provide a report on the amount of contract authority and outlays associated with the minimum allocation program for each of the past eight years and include recommendations on how to control the outlays associated with the program.

FEDERAL-AID HIGHWAYS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Amendment No. 41: Appropriates \$15,400,000,000 as proposed by the Senate instead of \$15,100,000,000 as proposed by the House.

RIGHT-OF-WAY REVOLVING FUND
(LIMITATION ON DIRECT LOANS)
(HIGHWAY TRUST FUND)

Amendment No. 42: Limits obligations for direct loans to \$42,500,000 as proposed by the Senate instead of \$70,000,000 as proposed by the House.

MOTOR CARRIER SAFETY

Amendment No. 43: Deletes the head proposed by the Senate. The House bill contained no similar head.

Amendment No. 44: Appropriates \$47,600,000 instead of \$48,417,000 as proposed by the House and \$46,000,000 to be derived from the highway trust fund as proposed by the Senate.

The conference agreement includes the following reductions from the budget request:

GSA rental payments	-\$100,000
Travel	-500,000
ADP support and equipment	-500,000
Staffing reduction	-200,000

Report on uniform hazardous materials registration and permitting procedures	-100,000
Contract research	-317,000

The conference agreement provides for the following staff increases over fiscal year 1991:

Hazardous Materials Transportation Uniform Safety Act	+30
Sanitary Food Transportation Act	+4
Motor Carrier Safety Act	+2
Motor Carrier Safety Assistance Program	+2

MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Amendment No. 45: Limits obligations to \$65,000,000 instead of \$60,000,000 as proposed by the House and \$65,500,000 as proposed by the Senate.

BALTIMORE-WASHINGTON PARKWAY
(HIGHWAY TRUST FUND)

Amendment No. 46: Appropriates \$19,800,000 instead of \$22,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

INTERMODAL URBAN DEMONSTRATION PROJECT
(HIGHWAY TRUST FUND)

Amendment No. 47: Appropriates \$9,000,000 instead of \$10,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY SAFETY AND ECONOMIC DEVELOPMENT DEMONSTRATION PROJECTS
(HIGHWAY TRUST FUND)

Amendment No. 48: Appropriates \$19,800,000 instead of \$22,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY SAFETY IMPROVEMENT DEMONSTRATION PROJECT

Amendment No. 49: Appropriates \$16,350,000 instead of \$18,700,000 as proposed by the House. The Senate bill contained no similar appropriation.

The conferees direct that \$800,000 shall be made available for the improvement of Saginaw Street in East Lansing, Michigan.

HIGHWAY-RAILROAD GRADE CROSSING SAFETY DEMONSTRATION PROJECT
(HIGHWAY TRUST FUND)

Amendment No. 50: Appropriates \$4,500,000 instead of \$5,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY WIDENING DEMONSTRATION PROJECT

Amendment No. 51: Appropriates \$1,800,000 instead of \$2,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY WIDENING AND IMPROVEMENT DEMONSTRATION PROJECT

Amendment No. 52: Appropriates \$7,200,000 instead of \$8,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

CLIMBING LANE AND HIGHWAY SAFETY DEMONSTRATION PROJECT

Amendment No. 53: Appropriates \$6,300,000 instead of \$7,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

INDIANA INDUSTRIAL CORRIDOR SAFETY DEMONSTRATION PROJECT

Amendment No. 54: Appropriates \$3,600,000 instead of \$4,000,000 as proposed by the

House. The Senate bill contained no similar appropriation.

ALABAMA HIGHWAY BYPASS DEMONSTRATION PROJECT

Amendment No. 55: Appropriates \$9,000,000 instead of \$10,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

KENTUCKY BRIDGE DEMONSTRATION PROJECT

Amendment No. 56: Appropriates \$4,500,000 instead of \$5,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

VIRGINIA HOV SAFETY DEMONSTRATION PROJECT

Amendment No. 57: Appropriates \$5,400,000 instead of \$6,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

URBAN HIGHWAY CORRIDOR AND BICYCLE TRANSPORTATION DEMONSTRATION PROJECTS

Amendment No. 58: Appropriates \$9,630,000 for the M-59 urban highway corridor and \$900,000 for a bicycle transportation project instead of \$10,700,000 and \$1,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

The conferees direct that \$2,500,000 shall be made available for surfacing of White Lake Road in White Lake Township between Andersonville Road and Teggerdine Road.

URBAN AIRPORT ACCESS SAFETY DEMONSTRATION PROJECT

Amendment No. 59: Appropriates \$9,000,000 instead of \$10,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

PENNSYLVANIA RECONSTRUCTION DEMONSTRATION PROJECT

Amendment No. 60: Appropriates \$8,100,000 instead of \$9,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

PENNSYLVANIA TOLL ROAD DEMONSTRATION PROJECT

Amendment No. 61: Appropriates \$1,800,000 instead of \$2,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY BYPASS DEMONSTRATION PROJECT

Amendment No. 62: Appropriates \$9,000,000 instead of \$10,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY DEMONSTRATION PROJECTS (INCLUDING TRANSFER OF FUNDS)

Amendment No. 63: Restores the head as proposed by the House. The Senate bill contained no similar head.

Amendment No. 64: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following:

\$249,146,000, together with \$4,628,000 to be derived by transfer from the "Nuclear Waste Transportation Safety Demonstration project"

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following allocations for highway demonstration projects:

Bridge construction (Hillsboro, IL)	\$850,000
Florida U.S. 27 (Palm Beach County)	6,050,000
U.S. Route 89 (Farmington to Ogden, UT)	4,050,000

Columbus, IN, I-65 and State Road 46 interchange	3,150,000	North Carolina: U.S. 64	2,560,000
Florida causeway (17th Street) tunnel project (Fort Lauderdale)	5,225,000	Pennsylvania: North Philadelphia intermodal facility	4,800,000
Hubbard Expressway project (Youngstown, OH)	3,600,000	Pennsylvania: Center Avenue extension	3,200,000
Indiana East Chicago Marina/rerouting of Route 12	756,000	Pennsylvania: Interstate highway 81 (vicinity of Wilkes-Barre)	4,000,000
Interstate 680 access ramps project (Youngstown, OH)	2,250,000	Pennsylvania: Quakertown congestion relief (Bucks County)	1,000,000
Michigan Bristol Road relocation project (Flint and Genesee County)	4,500,000	Pennsylvania: U.S. Route 6 bypass/widening (Wysox, Towanda, and Tunkhannock Boroughs)	4,000,000
Michigan M-84 expansion (Saginaw and Bay Counties)	450,000	Pennsylvania: U.S. Route 202 (King of Prussia and Montgomeryville)	400,000
Michigan U.S. 31 (City of Niles and City of Benton Harbor)	450,000	Ohio Railroad-highway corridor studies (6)	240,000
Muncie, IN, State Road 67 (I-69 to Muncie By-Pass)	6,300,000	Texas: City of Laredo (FM 3464 from Mines Road (FM 1472) to Interstate 35)	1,600,000
New York Exit 26 bridge project (Schenectady County)	3,600,000	U.S. Route 24 (from Fort Wayne, IN to Toledo, OH)	240,000
Pennsylvania State Route 711 bypass (Ligonier)	900,000	Utah: West Valley City-widen 5600 West	1,600,000
Highway 101 (tri-state) feasibility study	270,000	Virginia I-495 interchanges (Capital Beltway)	1,600,000
Alabama-Florida (connect I-65 to I-10 in Pensacola, FL)	1,842,000	Virgin Islands: Christiansted Bypass	1,600,000
Bridge between Niobrara, NE and Springfield, SD ..	3,200,000	Washington: Marysville/Tulalip Tribes I-5 interchange	2,720,000
California: Highway 152 (Interstate 5 in Central Valley with U.S. 101 and CA Hwy 1)	1,600,000	Washington: Snohomish County HOV lanes/park and ride project	800,000
Florida: Northeast Dade bikepaths:		Fifth/Sixth Street improvements, Waterloo, IA	4,500,000
City of North Miami	800,000	Des Moines inner loop, IA Highway 71, Fayetteville, AR	12,600,000
City of North Miami Beach	865,000	Interstate 90 interchange, Bozeman, MT	675,000
Dade County for Aventura and Sunny Isles	850,000	Airport access road, Albuquerque, NM	4,320,000
Illinois: U.S. Highway 20 between Freeport and Galena	2,113,000	Lock and dam, 4, Pine Bluff, AR	3,600,000
Illinois: Springfield Eleventh Street extension	700,000	U.S. 212 bridge, Forest City, SD	2,560,000
Indiana: Indianapolis to Evansville	3,200,000	Crossing project, Provo, UT	3,150,000
Iowa Highway 2	360,000	Eighth Street bridge crossing, Sheboygan, WI	6,560,000
Iowa: Black Hawk County-Rainbow Drive and 18th St/Cedar Falls	3,200,000	Bridge safety repair, VT	990,000
Michigan: Grand Rapids I-96 By-pass	2,400,000	Alaska-Canada highway	9,600,000
Minnesota: 77th Street reconstruction	9,240,000	Southeast Kansas corridor Pearl River bridge, Jackson, MS	1,600,000
Missouri: Telegraph Avenue/I-255 interchange	40,000	Maricopa Road, AZ	3,600,000
Montana: U.S. Highway 93 (Native American religious site)	100,000	Interstate 35 interchange, Salina, KS	2,584,000
Nevada: I-15/Sahara Avenue interchange	1,600,000	Pond Creek, Grant County, OK	800,000
Nevada: U.S. 395 extension from South Virginia Avenue to Mount Rose Highway	2,800,000	Highway beautification, Grand Forks, ND	800,000
New Mexico: Santa Fe Relief Route (bypass)	4,800,000	FBI complex, Harrison County, WV	9,840,000
(By transfer)	(4,628,000)	Route 21 widening, Newark, NJ	5,000,000
New York: Miller highway from 59th Street to 72nd Street (west side of Manhattan)	2,800,000	I-280 downtown connector interim improvements, Newark, NJ	3,000,000
New York: Mount Vernon parking facility	320,000	I-78 downtown connector, Newark, NJ	4,000,000
		Raymond Plaza/Penn Station, Newark, NJ	1,500,000
		Interstate emergency call-box system, NJ	3,500,000
		Routes 70/38 circle elimination, NJ	6,000,000
		Sky Harbor access road, AZ	5,040,000

Route 4 bridge replacement, NJ	2,000,000
Chief Joseph Highway, WY Right-of-way, El Santo and related roads, Taos, NM .	4,800,000
I-87 Tappan Zee moveable median barrier, NY	480,000
Gowanus Expressway, NY .	4,800,000
Meadowbrook State Parkway, NY	1,200,000
Belgrade overpass, MT	3,600,000
Pine Creek, McCurtain County, OK	1,200,000
Rail crossing, Caliente, NV	1,440,000
Highway 30, Clinton, IA	1,600,000
Ports-of-entry, Columbus/Sunland Park, NM	1,440,000
Maple Road extension, Walled Lake, MI	2,400,000
Bryden Canyon Bridge access, Clarkston, WA	2,400,000
Overland Park interchange, KS	3,600,000

Amendment No. 65: Deletes Senate provision that exempts funds appropriated from any limitation on obligations for Federal-aid highways and highway safety construction programs. The House bill contained no similar provision.

HIGHWAY STUDIES

FEASIBILITY, DESIGN, ENVIRONMENTAL, ENGINEERING

Amendment No. 66: Inserts the head as proposed by the Senate.

Amendment No. 67: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

FEASIBILITY, DESIGN, ENVIRONMENTAL, ENGINEERING

For necessary expenses to carry out feasibility, design, environmental, and preliminary engineering studies, \$18,448,000, to remain available until expended.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following allocations for highway studies:

Route No. 9, WV	\$1,040,000
Route No. 2, WV	2,080,000
U.S. Route No. 52, WV	800,000
FBI complex	480,000
Madison County, MS	192,000
Vermillion-Newcastle Bridge, SD & NE	32,000
National Park System	240,000
Tacoma Narrows Bridge, WA	480,000
Bridge study, Greenville, MS	204,000
Tonto National Forest, AZ	720,000
Kihel-Heleakala Highway, HI	1,200,000
Interchange, Johnson City, TN	280,000
Route 21 viaduct, NJ	2,700,000
Route 17/Route 4 interchange, NJ	4,000,000
Route 208/Route 4 interchange, NJ	4,000,000

CORRIDOR G IMPROVEMENT PROGRAM

Amendment No. 68: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: \$148,500,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

CORNING BY-PASS SAFETY DEMONSTRATION PROJECT

Amendment No. 69: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert \$12,600,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

TURQUOISE TRAIL PROJECT

Amendment No. 70: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert \$2,700,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

OTTUMWA ROAD EXTENSION PROJECT

Amendment No. 71: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert \$7,200,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

NORTH CAROLINA CONNECTOR PROJECT

Amendment No. 72: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert \$4,800,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

Amendment No. 73: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows:

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under the Motor Vehicle Information and Cost Savings Act (Public Law 92-513, as amended) and the National Traffic and Motor Vehicle Safety Act, \$78,528,000, to remain available until September 30, 1994.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)

Amendment No. 74: Deletes language proposed by the Senate which would have allowed funding for activities authorized by the Motor Vehicle Information and Cost Savings Act and the National Traffic and Motor Vehicle Safety Act to be derived from the Highway trust fund. The House bill contained no similar language.

Amendment No. 75: Appropriates \$44,172,000 from the highway trust fund for operations

and research instead of \$42,357,000 as proposed by the House and \$121,986,000 as proposed by the Senate.

The conference agreement for operations and research includes the following adjustments to the President's budget request:

Rulemaking:	
Rulemaking-related contracts	-\$1,145,000
Fuel economy staffing	-112,000
CAFE-related environmental impact statement	-1,400,000
New car assessment program	+290,000
Enforcement. Compliance activities	+300,000
Highway Safety:	
Alcohol/drug contracts ...	-700,000
Delete DEC/NIDA position	-65,000
Highway safety literature review	-35,000
Section 402 grants administration	-200,000
Police traffic services	-345,000
TEAM program	+170,000
Research and Analysis:	
Biomechanics research ...	+3,000,000
Jackson Memorial Hospital	+2,000,000
IVHS research	-500,000
National accident sampling system	-675,000
National advanced driving simulator	-1,500,000
NCSA positions	-62,000
Youth awareness initiatives	+150,000
Truck tire test procedures	+360,000
Lightweight automotive component research	+350,000
Underage drinking reduction	+225,000
Trauma research-passenger compartment intrusions	+500,000
Office of the Administrator:	
Office of the Director, Intergovernmental Affairs	-173,000
Public/consumer affairs position	+35,000
Accountwide	-40,000
General Administration Evaluations	-270,000
Accountwide Adjustments:	
Rental payment consolidation	-4,157,000
Training	-57,000
Computer support	-250,000
SES bonuses	-20,000
Travel	-125,000
Printing and reproduction	-23,000
Supplies and materials ...	-33,000

New car assessment program.—The conferees direct NHTSA to provide a study to the House and Senate Committees on Appropriations comparing the results of new car assessment program (NCAP) data from previous model years to determine the validity of these tests in predicting actual on-the-road injuries and fatalities over the lifetime of the models. The study shall also address the efficacy of allowing automobile manufacturers to choose between the "high tech" and "low tech" dummies for the purposes of NCAP testing. Separately, NHTSA shall proceed to fully implement the NCAP initiative cited in the Senate report.

Motor vehicle theft prevention study.—The conferees direct that the report on motor ve-

hicle theft prevention called for by the Senate be expanded to include actions by others who have a significant role in reducing such thefts, including law enforcement agencies at all levels of government, and an assessment of the effectiveness of state automobile theft prevention programs.

Office of the Administrator staffing.—The conferees have agreed with the proposal of the House to eliminate all funding for the office of the director of intergovernmental affairs. The funding for clerical and administrative support for this office has been reallocated to the Office of Public and Consumer Affairs. The conferees agree that NHTSA needs to take actions to improve its Congressional affairs activities, and once those solutions are found, the House and Senate Committees on Appropriations will entertain a prior approval reprogramming request which could allow continuation of this important activity. Funding for the deputy administrator's position, which was deleted under the House proposal, has been restored.

Travel funds.—The conferees do not agree with Senate direction restricting the use of travel funds to certain activities.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

Amendment No. 76: Deletes Senate language which would have allowed liquidating cash in this appropriation to be utilized for carrying out the provisions of section 153 of title 23, United States Code. The House bill did not include section 153.

Amendment No. 77: Appropriates \$130,000,000 for highway traffic safety grants as proposed by the House instead of \$150,000,000 as proposed by the Senate.

Amendment No. 78: Limits obligations to \$118,000,000 for state and community highway safety grants instead of \$115,000,000 as proposed by the House and \$120,000,000 as proposed by the Senate.

Amendment No. 79: Deletes language proposed by the Senate which limits obligations for state grants authorized under 23 U.S.C. 153 to \$20,000,000. The House bill contained no similar provision.

Amendment No. 80: Limits obligations to \$5,153,000 for administration of the section 402 grants program as proposed by the Senate instead of \$5,353,000 as proposed by the House.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

Amendment No. 81: Appropriates \$16,442,000 for the Office of the Administrator instead of \$16,077,000 as proposed by the House and \$16,962,000 as proposed by the Senate.

The conference agreement includes the following adjustments to the President's budget request:

Salaries and expenses:	
Office of administrator staffing (-1 FTE)	-100,000
Merit pay	-16,000
Office of general counsel staffing (-FTE)	-54,000
Contractual support:	
Enhanced rail network ...	-50,000
Alaska-Railroad:	
Environmental cleanup ..	-300,000
Accountwide adjustments:	
Rental payment consolidation	-1,256,000

MX rail garrison reimbursable positions.—The conferees agree that no reimbursable full time equivalent positions are to be allocated to the Air Force MX rail garrison program,

due to the recent Presidential decision to terminate that program. The budget request assumes 4 such positions.

LOCAL RAIL FREIGHT ASSISTANCE

Amendment No. 82: Appropriates \$11,500,000 instead of \$10,000,000 as proposed by the House and \$14,000,000 as proposed by the Senate.

RAILROAD SAFETY

Amendment No. 83: Appropriates \$37,706,000 instead of \$37,136,000 as proposed by the House and \$38,921,000 as proposed by the Senate.

The conference agreement includes the following adjustments to the President's budget request:

Federal enforcement:	
Sanitary food transportation act implementation	-1,076,000
HMTUSA implementation	-250,000
Inspector training	-235,000
Inspector trainees	-100,000
Automated Track Inspection	-90,000
Regulation and administration:	
Data management	-80,000
Accountwide adjustments:	
Rental payment consolidation	-1,487,000

Inspector training facility.—The conferees agree with House direction regarding a university-based inspector training facility.

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 84: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$22,331,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 85: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which provides \$150,000 for railroad metallurgical and welding studies at the Oregon Graduate Institute.

The conference agreement includes the following adjustments to the President's budget request:

Equipment, operations and hazardous materials:	
Human factors research ..	+200,000
Nuclear materials routing study	-110,000
Shortline railroad database development ..	+125,000
Track safety research:	
Track research	-447,000
Magnetic levitation/high speed rail	-3,550,000
Administration:	
Delete maglev position ...	-70,000
TRB general support	-50,000
Accountwide adjustments:	
Rental payment consolidation	-65,000

Magnetic levitation/high speed rail.—The conference agreement provides \$12,000,000 for magnetic levitation/high speed rail, of which \$800,000 is for national laboratories managed by the Department of Energy. Also included in the total amount provided is \$500,000 for each of the following state planning grants: Baltimore-Washington (Maryland DOT) New York City-Albany-Boston (New York DOT)

Milwaukee-Chicago (Wisconsin DOT) Allegheny County, Pennsylvania (Pennsylvania DOT)

Clark County/Las Vegas, Nevada (Nevada DOT)

With regard to the New York-Albany-Boston project, the conferees note that this is a cooperative venture between the State of New York and the Commonwealth of Massachusetts and that, in addition, the alignment includes Springfield, Worcester, and Pittsfield, Massachusetts. The conferees direct the United States Department of Transportation to favorably consider all non-Federal sources of matching funds and to credit grant recipients with the value of relevant portions of all locally funded maglev or advanced steel wheel studies which are either planned or underway.

Shortline/regional railroad database development.—The conferees direct that \$125,000 of the amount made available for research and development shall be used for the Shortline Railroad Reporting Database Development Project at the Upper Great Plains Transportation Institute at North Dakota State University.

MAGNETIC LEVITATION TRANSPORTATION (LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS) (HIGHWAY TRUST FUND)

Amendment No. 86: Report in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

Of the funds provided under this head, \$2,500,000 is available until expended for grants to specific states to conduct detailed market analysis of potential maglev and/or high speed rail ridership and determine the availability of rights-of-way for maglev and/or high speed rail use: Provided, that any such grant shall be matched on a dollar for dollar basis by a State, local, or other non-Federal concern.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Amendment No. 87: Appropriates \$205,000,000 instead of \$36,000,000 as proposed by the House and \$260,000,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Routine Capital Expenses of the Northeast Corridor	
Washington-New York:	
Bridge upgrades	\$5,500,000
Penn Station/tunnel safety improvements	12,600,000
New Jersey CETC	5,300,000
Sunnyside yard track/platform renewal	7,100,000
Undercutting	2,000,000
Interlocking reconfiguration/turnout rehabilitation	5,500,000
Electric traction upgrades	7,000,000
Communication/signal system upgrades	5,000,000
New York-Boston:	
Bridge upgrades	2,200,000
High level platform	2,700,000
Total	54,900,000
New York-Boston High Speed Rail Improvements	
Electrification	110,000,000

New York-Boston High Speed Rail Improvements—Continued

High-speed interlocking	5,000,000
Electrification compatible signal system	17,800,000
Stamford center island platforms design	3,300,000
Bridge clearance	8,500,000
Project management	5,500,000

Total 150,100,000

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 88: Appropriates \$506,000,000 in total funding for grants to the National Railroad Passenger Corporation (Amtrak) instead of \$503,900,000 as proposed by the House and \$511,000,000 as proposed by the Senate.

Amendment No. 89: Provides \$331,000,000 for operating losses and labor protection costs as proposed by the Senate instead of \$328,900,000 as proposed by the House.

Within the amount provided, up to \$700,000 is available for necessary expenses for the additional section 403(b) train described in the House report and \$500,000 is for the high speed rail study described in the House report.

Service to Maine.—The conferees expect that upon completion of improvements to upgrade the rail line between Boston, Massachusetts and Portland, Maine, Amtrak will provide the passenger equipment and locomotives needed to operate three daily round trips at no cost to the states, provided that the other capital costs associated with new service for upgrade of facilities and right-of-way are funded from non-Amtrak sources. Upon the completion of improvements to the Boston-to-Portland rail line, Maine will become the ninth state to operate a section 403(b) rail service, based on a shared Amtrak-state operating budget.

Amendment No. 90: Provides \$175,000,000 for capital improvements as proposed by the House instead of \$180,000,000 as proposed by the Senate.

Thirtieth Street Station demonstration project.—The conferees agree that, of the amount provided, \$7,000,000 is available only for the Thirtieth Street Station demonstration project described in the House report.

Amtrak stations.—The conferees agree with House report language regarding Amtrak station facilities in Toledo, Ohio and Willimantic, Connecticut and with Senate report language regarding parking problems at the Amtrak station in Charleston, West Virginia.

Noise barriers.—The conferees agree that \$500,000 of the amount provided is to address Amtrak-related noise problems between Readville and Forest Hills, Massachusetts, as described in the House report.

Amendment No. 91: Provides that rail passenger service between Atlantic City, New Jersey and the Northeast Corridor main line be discontinued if revenues from that service are not at least 75 percent of the short-term avoidable costs of operating such service in the third year of operation. The House bill required revenues to cover 80 percent of costs in the third year and 100 percent for each year thereafter. The Senate bill contained no similar provision.

Amendment No. 92: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which prohibits funding for acquisition, construction, or rehabilitation of the rail line between Spuyten Duyvil, New York and the Northeast Corridor main line unless 40 per-

cent or more of the costs of such improvements are derived from non-Amtrak sources.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Amendment No. 93: Appropriates \$13,600,000 instead of \$27,200,000 as proposed by the House. The Senate bill contained no similar appropriation. The conference agreement distributes the funds as follows: Manayunk Bridge (rehabilitation or the first part of replacement), \$10,000,000; Cresson Street trestle/station repair work in Manayunk, \$3,600,000.

AMTRAK CORRIDOR IMPROVEMENT LOANS

Amendment No. 94: Provides \$3,500,000 in loans as proposed by the House. The Senate bill contained no similar provision.

URBAN MASS TRANSPORTATION ADMINISTRATION

ADMINISTRATIVE EXPENSES

Amendment No. 95: Appropriates \$37,000,000 as proposed by the House instead of \$19,566,419 as proposed by the Senate.

RESEARCH, TRAINING AND HUMAN RESOURCES

Amendment No. 96: Inserts heading as proposed by the House.

Amendment No. 97: Deletes the word "planning" proposed by the Senate.

Amendment No. 98: Appropriates \$26,000,000, of which \$5,000,000 shall be available to carry out the provisions of section 18(h) of the Urban Mass Transportation Act of 1964, as amended, as proposed by the House instead of \$58,347,073 as proposed by the Senate.

The conference agreement includes the following amendments:

Project ACTION	\$2,000,000
Fuel cell bus	1,000,000
Photovoltaic feasibility study	50,000
Center for Suburban Mobility	750,000
Inner-city youth job-transit training program (Newark, N.J.)	500,000

FORMULA GRANTS

Amendment No. 99: Appropriates \$1,520,000,000 instead of \$1,600,000,000 as proposed by the House and \$1,058,043,440 as proposed by the Senate.

Amendment No. 100: Deletes language proposed by the Senate providing that \$177,822,231 shall be derived from the mass transit account of the highway trust fund.

TRUST FUNDED PROGRAMS

(LIMITATION ON OBLIGATIONS)

Amendment No. 101: Deletes language proposed by the Senate establishing limitations on obligations for administrative expenses, formula grants, interstate transfer grants-transit, university transportation centers, and transit planning and research.

DISCRETIONARY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Amendment No. 102: Limits obligations to \$1,900,000,000 as proposed by the House instead of \$535,000,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Bus and bus facilities	\$230,000,000
Existing rail modernization and extensions	550,000,000
New systems and new extensions	565,000,000
(Los Angeles)	(135,000,000)
(Atlanta)	(20,000,000)
(St. Louis)	(35,000,000)

(San Francisco)	(55,000,000)
(Honolulu)	(40,000,000)
(Houston)	(30,000,000)
(Dallas)	(40,000,000)
(Baltimore)	(5,000,000)
(Jacksonville)	(10,000,000)
(Cleveland)	(1,000,000)
(New Jersey Urban Core)	(70,000,000)
(Chicago)	(21,000,000)
(Miami)	(11,000,000)
(Salt Lake City)	(5,000,000)
(San Diego)	(1,000,000)
(Pittsburgh)	(15,000,000)
(Portland)	(26,000,000)
(New York)	(11,000,000)
(Boston)	(21,000,000)
(Kansas City)	(1,000,000)
(Philadelphia cross-country)	(1,000,000)
(Seattle-Tacoma)	(10,000,000)
(Orlando)	(1,000,000)
Planning	45,000,000
Elderly and Handicapped ...	55,000,000
University transportation centers	5,000,000
Section 9B formula grants .	450,000,000

The conferees have approved the specific bus, rail modernization, and planning projects identified in the House and Senate reports with the following modifications:

Kansas City, Missouri Area Transit Authority is added to the listing of bus projects;

Houston, Texas is deleted from the listing of bus projects;

Brazos Transit System, Texas is included on the listing of bus projects at a funding level of \$10,000,000; and

Tucson, Arizona dial-a-ride is added to the listing of bus projects at a funding level of \$4,000,000.

Houston.—The conferees recommend \$30,000,000 for Houston transit new start projects. The conferees agree that no money should be obligated specifically for Houston monorail without a strong consensus within the public, along with local, state and federal representatives consistent with UMTA rules and regulations applicable to new start projects. The conferees also direct UMTA to keep previously earmarked funds for transit projects in the City of Houston unobligated.

Buffalo.—The conferees agree with the position of the House regarding the NFTA's bus improvement program, and further direct that the \$5,000,000 be supplemented with an amount equal to the \$2,343,744 in cost savings realized by the NFTA from funds previously provided for the construction of the Cold Springs bus facility.

Chattanooga.—The conferees have included \$1,000,000 for the Chattanooga downtown circulator from the bus and bus facilities account rather than \$1,000,000 from the new systems account. In addition, the conferees direct UMTA to reprogram \$1,000,000 provided in the fiscal year 1991 UMTA new systems account for Chattanooga to the bus and bus facilities account for the Chattanooga downtown circulator.

Planning.—The conferees concur in the House language and further expect that the funding of transit studies conducted by regional transit authorities encompassing more than one metropolitan planning organization (MPO) should be a priority for UMTA. The conferees direct the administrator to fund such studies as part of a national program to address such issues as accessibility for the disabled, air quality and traffic congestion.

Amendment No. 103: Deletes language inserted by the House and deletes language inserted by the Senate.

DISCRETIONARY GRANTS

Amendment No. 104: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

DISCRETIONARY GRANTS

None of the funds provided in fiscal year 1992 to carry out the provisions of section 3 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.) shall be used for the study, design, engineering, construction or other activities related to the monorail segment of the Houston metro program.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

MASS TRANSIT CAPITAL FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Amendment No. 105: Deletes language inserted by the House and deletes language inserted by the Senate.

Amendment No. 106: Appropriates \$1,500,000,000 as proposed by the Senate instead of \$1,400,000,000 as proposed by the House.

UNIVERSITY TRANSPORTATION CENTERS

Amendment No. 107: Deletes appropriation of \$2,632,159 proposed by the Senate.

The conferees agree that the conference agreement includes \$5,000,000 for university transportation centers under amendment numbered 102.

INTERSTATE TRANSFER GRANTS—TRANSIT

Amendment No. 108: Appropriates \$160,000,000 as proposed by the House instead of \$51,410,087 as proposed by the Senate. The conferees have approved the discretionary allocations contained in the Senate report.

Amendment No. 109: Deletes Senate language providing that \$8,640,341 shall be derived from the mass transit account of the highway trust fund.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE
(HARBOR MAINTENANCE TRUST FUND)

Amendment No. 110: Appropriates \$10,550,000 as proposed by the Senate instead of \$10,600,000 as proposed by the House.

RESEARCH AND SPECIAL PROGRAMS
ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

Amendment No. 111: Provides no appropriation as proposed by the Senate instead of \$21,582,000 as proposed by the House. Funding for these activities has been provided in separate appropriations as described in amendments numbered 112 through 116.

HAZARDOUS MATERIALS SAFETY

Amendment No. 112: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: \$12,000,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees agree that the following adjustments to the President's budget request:

Re-estimate of PC&B costs	+\$322,000
Sanitary food transportation act implementation	-200,000
Sanitary food transportation act flow study	-100,000

Sanitary food transportation act positions (-2)	-105,000
HMTUSA mode and route study	-250,000
HMTUSA training curriculum development	-150,000
HMTUSA positions (-1)	-60,000
HAZMAT regulatory mode and route study	-83,000
Hazardous materials specialists program	-36,000
Rulemaking	-60,000
Emergency response support	-200,000
R&D: information systems	-80,000
R&D: other adjustments	-54,000
User fee offsets	+1,900,000

A breakdown of the funding and positions provided and a comparison to the budget request are as follows:

	Fiscal year 1992 estimate	Conference agreement
Personnel, compensation and benefits	\$5,130,000	\$5,300,000
Operating expenses	463,000	450,000
Program activities	4,181,000	5,002,000
Research and development	1,382,000	1,248,000
Total	11,156,000	12,000,000
Positions (FTP)	115	112

HMTUSA start-up costs.—The conferees direct that, of the funds provided, \$1,900,000 is provided only for start-up costs related to the hazardous materials registration program established in the Hazardous Materials Transportation and Uniform Safety Act of 1990 (HMTUSA). These costs are fully offset by registration fees as required in the Senate bill and agreed to by the conferees.

AVIATION INFORMATION MANAGEMENT

Amendment No. 113: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$2,495,000 for aviation information management activities. The House bill included funding for these activities under the Research and special programs appropriation.

A breakdown of the funding and positions provided and a comparison to the budget request are as follows:

	Fiscal year 1992 estimate	Conference agreement
Personnel, compensation and benefits	\$2,214,000	\$2,114,000
Operating expenses	81,000	81,000
Program activities	791,000	300,000
Total	3,086,000	2,495,000
Positions (FTP)	34	34

EMERGENCY TRANSPORTATION

Amendment No. 114: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: \$927,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees agree that the following adjustments to the President's budget request are as follows:

A breakdown of the funding and positions provided and a comparison to the budget request are as follows:

	Fiscal year 1992 estimate	Conference agreement
Personnel, compensation and benefits	\$3,597,000	\$3,181,000
Operating expenses	3,445,000	2,209,000
Program activities	38,000	38,000

	Fiscal year 1992 estimate	Conference agreement
Personnel, compensation and benefits	\$656,000	\$656,000
Operating expenses	108,000	108,000
Program activities	141,000	90,000
Research and development	110,000	73,000
Total	1,015,000	927,000
Positions (FTP)	7	7

RESEARCH AND TECHNOLOGY

Amendment No. 115: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: \$1,516,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees agree that the conference agreement includes the funding added by the Senate (\$293,000) and the reductions proposed by the House for studies related to the global positioning system and human factors research (\$352,000).

A breakdown of the funding and positions provided and a comparison to the budget request are as follows:

	Fiscal year 1992 estimate	Conference agreement
Personnel, compensation and benefits	\$769,000	\$1,045,000
Operating expenses	104,000	121,000
Research and development	702,000	350,000
Total	1,575,000	1,516,000
Positions (FTP)	10	14

Volpe National Transportation Systems Center staffing.—The conferees agree that the Volpe National Transportation Systems Center may hire up to an additional 20 other than full time equivalent positions during fiscal year 1992. As explained under amendment numbered 155, the Senate recedes from its provision requiring up to 40 additional positions.

PROGRAM AND ADMINISTRATIVE SUPPORT

Amendment No. 116: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: \$5,428,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees agree that the following adjustments to the budget request proposed by the Senate as well as the following additional reductions: Office of chief counsel—reduction of one proposed position (\$50,000) and reduction in budget growth (\$13,000); operating expenses growth containment (\$91,000); office of the administrator—administrative costs (\$5,000); office of civil rights—administrative costs (\$19,000). The conferees wish to make it clear that funding is included for the additional budgeting position contained in the President's budget request.

A breakdown of the funding and positions provided and a comparison to the budget request are as follows:

	Fiscal year 1992 estimate	Conference agreement
Personnel, compensation and benefits	\$3,597,000	\$3,181,000
Operating expenses	3,445,000	2,209,000
Program activities	38,000	38,000

	Fiscal year 1992 esti- mate	Conference agreement
Total	7,080,000	5,428,000
Positions [FTP]		
Executive direction	5	5
Policy and programs	2	3
Research technology and analysis	2	0
Civil rights and special programs	1	2
Management and administration	15	18
Legal services and support	12	14
Transportation Safety Institute	2	0
Total	39	42

Programming guidelines.—The conferees agree with the position of the Senate that reprogramming abuses have occurred in this agency and consequently agree to all of the reprogramming guidelines as proposed by the Senate.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

Amendment No. 117: Appropriates \$13,553,000 as proposed by the Senate instead of \$13,472,000 as proposed by the House.

Amendment No. 118: Deletes comma proposed by the Senate.

A breakdown of the funding and positions provided and a comparison to the budget request are as follows:

	Fiscal year 1992 esti- mate	Conference agreement
Personnel, compensation and benefits	\$3,483,000	\$3,483,000
Operating expenses	1,594,000	1,144,000
Program funds	1,026,000	1,076,000
Research and development	850,000	850,000
State grants	7,000,000	7,000,000
Total	13,953,000	13,553,000
Positions [FTP]	66	66

OFFICE OF THE INSPECTOR GENERAL

SALARIES AND EXPENSES

Amendment No. 119: Appropriates \$37,005,000 as proposed by the House instead of \$36,518,000 as proposed by the Senate.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION

BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Amendment No. 120: Appropriates \$2,940,000 instead of \$2,900,000 as proposed by the House and \$2,980,000 as proposed by the Senate.

The conference agreement also includes the House language providing that there may be credited to this appropriation funds received for training expenses.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Amendment No. 121: Appropriates \$34,676,000 instead of \$34,176,000 as proposed by the House and \$35,676,000 as proposed by the Senate.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Amendment No. 122: Appropriates \$40,923,000 as proposed by the House instead of \$41,373,000 as proposed by the Senate.

ICC staffing.—The conference agreement reflects the office-by-office staffing levels proposed in the budget request with the exception of a total of 3 staff years transferred from the offices of congressional/legislative affairs (-2) and external affairs (-1) to the office of compliance and consumer assistance (OCCA). The House proposed a transfer of 5 staff years.

Amendment No. 123: Inserts language proposed by the Senate limiting to \$5,500,000 the amount of fees collected in fiscal year 1992

that may be credited to this appropriation. The House bill contained no limitation.

**PANAMA CANAL COMMISSION
PANAMA CANAL REVOLVING FUND**

Amendment No. 124: Limits obligations for non-administrative and capital programs to \$509,500,000 instead of \$519,000,000 as proposed by the House and \$500,000,000 as proposed by the Senate.

TITLE III—GENERAL PROVISIONS

Amendment No. 125: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following: *the strategic highway research program, the intelligent vehicle-highway systems program*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 126: Restores House language exempting obligations under section 157 of title 23, United States Code from the limitation on obligations for Federal-aid highways and highway safety construction programs.

Amendment No. 127: Limits funds for Department of Transportation advisory committees to \$800,000 as proposed by the House instead of \$850,000 as proposed by the Senate.

Amendment No. 128: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended as follows:

SEC. 325. Notwithstanding any other provision of law, the Secretary shall, with regard to the Discretionary Grants program of the Urban Mass Transportation Administration, by February 14, 1992, enter into a full funding grant agreement with the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) for the construction of the locally preferred alternative for the Westside Light Rail Project, including systems related costs, as defined in Public Law 101-516. That full funding agreement shall provide for a future amendment under the same terms and conditions set forth above, for the extension known as the Hillsboro project which extends from S.W. 185th Avenue to the Transit Center in the city of Hillsboro, Oregon. Subject to a regional decision documented in the Hillsboro project's preferred alternatives report, the Secretary shall enter into an agreement with the Tri-County Metropolitan Transportation District of Oregon to initiate preliminary engineering on the Hillsboro project, which shall proceed independent of and concurrent with the project between downtown Portland, Oregon and S.W. 185th Avenue.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 129: Conforms section number.

Amendment No. 130: Conforms section number.

Amendment No. 131: Restores House language making available not to exceed \$2,000,000 for the planning of a multimodal transportation center in St. Louis, Missouri.

Amendment No. 132: Conforms section number.

Amendment No. 133: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended as follows:

SEC. 330. SOUTH BOSTON PIERS TRANSITWAY.—Notwithstanding any other provision of law, the Secretary shall, with regard to the Discretionary Grants program of the Urban Mass Transportation Administration—

(a) issue a letter of no prejudice, effective as of or retroactive to October 1, 1991, for preliminary engineering and final design, and enter into a full funding agreement, including system related costs, by June 1, 1992, for the portion of the South Boston Piers Transitway Project between South Station and the portal at D Street in South Boston, Massachusetts. That full funding agreement shall provide for a future amendment under the same terms and conditions set forth above, for the extension of the Transitway from South Station to Boylston Station; and

(b) issue a letter of intent by September 30, 1992, for the extension of the Transitway from South Station to Boylston Station.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 134: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "328", insert: 331

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 135: Conforms section number.

Amendment No. 136: Conforms section number.

Amendment No. 137: Deletes Senate language that directs the Secretary of Transportation to prepare and implement a plan for providing slots at O'Hare International Airport to essential air service providers. The House bill contained no similar language.

Amendment No. 138: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "332", insert: 334

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 139: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 335. Notwithstanding any other provision of law, payments to the City of Atlantic City relating to the transfer of Atlantic City International Airport shall not be considered airport revenues for the purposes of the Airport and Airway Improvement Act of 1982, as amended (49 U.S.C. App. 2201, et seq.).

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement permits the sale of the Atlantic City International Airport in Pomona, New Jersey.

Amendment No. 140: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "334", insert: 336

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 141: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 337. None of the funds contained herein may be used to enforce the series of Airworthiness Directives, commencing with the notice issued on November 28, 1987, regarding cargo fire detection and control in aircraft that (1) are operated solely within the State of Alaska, and (2) operate in a configuration with a passenger and cargo compartment on the main deck, until a thorough safety analysis and an economic impact statement have been completed by the Federal Aviation Administration, and have been submitted to and reviewed by the Committees on Appropriations of the Senate and House of Representatives. However, if the Secretary certifies that clear and convincing evidence exists that such rules should be implemented on an emergency basis to prevent a clear and present threat to passenger safety, such rules may be implemented on a temporary basis pending the outcome of the safety analysis and economic impact statement.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 142: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "336", insert: 338 and

In lieu of "et cet", insert: *et seq.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 143: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "337", insert: 339

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 144: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "338", insert: 340

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 145: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "339", insert: 341

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 146: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "340", insert: 342

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 147: Reported in technical disagreement. The managers on the part of

the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 343. Section 402 of Public Law 97-102 is amended by inserting immediately before the colon a comma and the following: "except that exempt abandonments and discontinuances that are effectuated pursuant to section 1152.50 of title 49 of the Code of Federal Regulations after the date of enactment of the Department of Transportation and Related Agencies Appropriations Act, 1992, shall not apply toward such 350-mile limit".

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 148: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "342", insert: 344

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 149: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "343", insert: 345

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 150: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "344", insert: 346

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 151: Delete Senate language that requires drug and alcohol testing in the transit industry.

Amendment No. 152: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 347. None of the funds provided, or otherwise made available, by this Act shall be used by the Secretary of Transportation or the Federal Aviation Administration to consolidate flight service stations (including changes in flight service station operations such as permanent reductions in staff, hours of operation, airspace, and airport jurisdictions and the disconnection of telephone lines), until after the expiration of the 9-month period following the date of the submission to Congress of the Auxiliary Flight Service Station plan required under section 330 of the Department of Transportation and Related Agencies Appropriations Act, 1991 (Public Law 101-516; 104 Stat. 2184). This section shall not apply to flight service stations in Laramie, Rawlins, and Rock Springs, Wyoming.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 153: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "347", insert: 348

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 154: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 349. (a) Section 9308(d) of Public Law 101-508 is amended by striking the word "This" at the beginning of the first sentence thereof and inserting in lieu thereof the following: "Except for Hawaiian operations described in and provided for in subsection (i), this".

"(b) Section 9308 of Public Law 101-508 is amended by adding a new subsection (i), to read as follows—

"(i) HAWAIIAN OPERATIONS.—

"(1)(A) An air carrier or foreign air carrier may not operate within the State of Hawaii or between a point in the State of Hawaii and a point outside the 48 contiguous States a greater number of State 2 aircraft having a maximum weight of more than 75,000 pounds than it operated within the State of Hawaii and a point outside the 48 contiguous states on November 5, 1990.

"An air carrier that provided turnaround service within the State of Hawaii on November 5, 1990, using Stage 2 aircraft having a maximum weight of more than 75,000 pounds may include within the number of aircraft authorized under subparagraph (A) all such aircraft owned or leased by that carrier on such date, whether or not such aircraft were then operated by that carrier.

"(2) An air carrier may not provide turnaround service within the State of Hawaii using Stage 2 aircraft having a maximum weight of more than 75,000 pounds unless that carrier provided such service on November 5, 1990.

"(3) For the purpose of this subsection, 'turnaround service' means the operation of a flight between two or more points, all of which are within the State of Hawaii."

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 155: Deletes Senate language that authorizes up to 40 other than full-time equivalent positions for the Volpe National Transportation Systems Center. The House bill contained no similar language.

Amendment No. 156: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that modifies the requirements for use of unobligated funds for a highway grade crossing demonstration project in White River Junction, Vermont.

Amendment No. 157: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 351. (a) Notwithstanding any other law, the Secretary of Transportation shall construe all references in this Act to Title 23, the Urban Mass Transportation Assistance Act of 1964 as amended, and the Federal-Aid Highway Acts in a manner which continues to apply such references to the appropriate programs as may be authorized by a subsequent surface transportation assistance act.

(b) Section 329(a) of the Department of Transportation and Related Agencies Appropriations Act, 1988, Public Law 100-102, is amended by striking "and 1991" and inserting "1991, and 1992".

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 158: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that directs the Secretary of Transportation, in consultation with the Secretary of Energy, to conduct a study of the potential costs and benefits of telecommuting to the energy and transportation sectors.

Amendment No. 159: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that permits vehicles in excess of 80,000 pounds gross weight to use interstate highways located in the State of Wyoming. The House bill contained no similar provision.

Amendment No. 160: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that directs the Commandant of the Coast Guard to reexamine policies of the United States regarding restricted use of certain ports of entry by ships of the Union of Soviet Socialist Republics. The House bill contained no similar provision.

Amendment No. 161: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that authorizes certain changes in a compact related to the establishment of a commission to study the feasibility of rapid rail transit

service between certain states. The House bill contained no similar provision.

Amendment No. 162: Restores Title IV, "Aging Aircraft Safety Act of 1991" as proposed by the House. The Senate bill contained no similar language.

The conference agreement gives the Federal Aviation Administration discretion to establish the detailed requirements for inspection of aging aircraft, subject to the minimum levels of inspection required by the statutory provisions. In establishing these detailed requirements, the Administrator should take account of the causes of problems associated with aging. For example, as was pointed out in the House report that accompanied H.R. 172, the hours and cycles of aircraft operation may be more important than chronological age in determining the structural condition of an aircraft. This would be particularly the case if the aircraft has not been exposed to conditions causing corrosion during the hours in which it is not operating. These are factors which the Administrator should take into account in establishing inspection intervals for different categories of aircraft. To cite a specific example, the detailed regulations should take account of the fact that aircraft used for cargo operations generally operate fewer hours a day than aircraft used for passenger service.

Amendment No. 163: Inserts as Title V the "Omnibus Transportation Employee Testing Act of 1991" proposed by Senate. The House bill contained no similar language

The conferees are aware of concerns over the application of the requirements for ran-

dom alcohol testing. The conferees believe that such testing can play an important part in enhancing safety. In developing regulations, the Department of Transportation is encouraged to require random alcohol testing to be performance-related; that is, related closely in time to an employee performing his or her job.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1992 recommended by the Committee of Conference, with comparisons to the fiscal year 1991 amount, the 1992 budget estimates, and the House and Senate bills for 1992 follow:

New budget (obligational) authority, fiscal year 1991	\$13,002,162,569
Budget estimates of new (obligational) authority, fiscal year 1992	15,110,123,569
House bill, fiscal year 1992 .	14,169,377,569
Senate bill, fiscal year 1992	14,439,382,569
Conference agreement, fiscal year 1992	14,301,797,569
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 1991	+1,299,635,000
Budget estimates of new (obligational) authority, fiscal year 1992	-808,326,000
House bill, fiscal year 1992	+132,420,000
Senate bill, fiscal year 1992	-137,585,000

	FY 1991 Enacted	FY 1992 Estimates	House	Senate	Conference	Conference compared with Enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses.....	---	(81,500,000)	---	---	---	---
Immediate Office of the Secretary.....	1,215,000	1,435,000	1,435,000	1,435,000	1,435,000	+220,000
Immediate Office of the Deputy Secretary.....	412,000	573,000	550,000	550,000	550,000	+138,000
Office of the General Counsel.....	6,420,000	7,524,000	6,904,000	7,204,000	7,000,000	+580,000
Office of the Assistant Secretary for Policy and International Affairs.....	8,500,000	9,621,000	8,733,000	8,733,000	8,733,000	+233,000
Office of the Assistant Secretary for Budget and Programs.....	2,390,000	2,719,000	2,726,000	2,726,000	2,726,000	+336,000
Office of the Assistant Secretary for Governmental Affairs.....	2,255,000	2,468,000	2,320,000	2,468,000	2,320,000	+65,000
Office of the Assistant Secretary for Administration.....	26,745,000	45,396,000	30,262,000	30,262,000	30,262,000	+3,517,000
Office of the Assistant Secretary for Public Affairs.....	1,389,000	1,546,000	1,546,000	1,546,000	1,546,000	+157,000
Executive Secretariat.....	918,000	1,007,000	965,000	965,000	965,000	+47,000
Contract Appeals Board.....	508,000	590,000	590,000	590,000	590,000	+82,000
Office of Civil Rights.....	1,353,000	1,462,000	1,462,000	1,462,000	1,462,000	+109,000
Office of Essential Air Service.....	1,500,000	1,545,000	1,545,000	1,545,000	1,545,000	+45,000
Office of Small and Disadvantaged Business Utilization.....	3,465,000	3,527,000	3,527,000	3,527,000	3,527,000	+62,000
Office of Intelligence and Security.....	1,200,000	1,381,000	1,200,000	1,381,000	1,300,000	+100,000
Office of Drug Enforcement and Program Compliance.....	---	706,000	---	706,000	---	---
Subtotal, Salaries and expenses.....	58,270,000	81,500,000	63,765,000	65,100,000	63,961,000	+5,691,000
Transportation planning, research, and development....	2,947,000	4,200,000	3,100,000	3,100,000	3,100,000	+153,000
Office of Commercial Space Transportation						
Operations and Research.....	3,386,000	4,804,000	4,245,000	4,300,000	4,275,000	+889,000
Working capital fund.....	(86,264,000)	(165,600,000)	(85,509,000)	(98,472,000)	(88,000,000)	(+1,736,000)
Payments to air carriers.....	26,600,000	---	---	---	---	-26,600,000
Payments to air carriers (Airport and Airway Trust Fund):						
(Liquidation of contract authorization).....	---	(38,600,000)	(38,600,000)	(38,600,000)	(38,600,000)	(+38,600,000)
(Limitation on obligations).....	---	(38,600,000)	(38,600,000)	(38,600,000)	(38,600,000)	(+38,600,000)
Headquarters facilities.....	---	69,000,000	---	---	---	---
Rental payments.....	107,668,000	---	111,970,000	111,970,000	111,970,000	+4,302,000
Total, Office of the Secretary:						
New budget (obligational) authority.....	198,871,000	159,504,000	183,080,000	184,470,000	183,306,000	-15,565,000
(Limitations on obligations).....	---	(38,600,000)	(38,600,000)	(38,600,000)	(38,600,000)	(+38,600,000)
Total.....	(198,871,000)	(198,104,000)	(221,680,000)	(223,070,000)	(221,906,000)	(+23,035,000)
Coast Guard						
Operating expenses.....	2,039,839,000	2,539,600,000	2,483,800,000	2,222,000,000	2,320,272,000	+280,433,000
Persian Gulf Regional Defense Fund.....	(18,922,000)	---	---	---	---	(-18,922,000)
(By transfer from DoD).....	(295,000,000)	---	---	---	---	(-295,000,000)
Acquisition, construction, and improvements:						
(By transfer from DoD).....	(5,000,000)	---	---	---	---	(-5,000,000)
Vessels.....	157,500,000	164,100,000	132,700,000	152,250,000	144,150,000	-13,350,000
Aircraft.....	90,010,000	64,100,000	86,950,000	58,900,000	60,350,000	-29,660,000

	FY 1991 Enacted	FY 1992 Estimates	House	Senate	Conference	Conference compared with Enacted
Other equipment.....	15,000,000	48,800,000	50,331,000	47,025,000	48,750,000	+33,750,000
Shore and aids to navigation facilities.....	106,885,000	105,050,000	62,550,000	110,225,000	102,750,000	-4,135,000
Personnel, survey and design.....	36,936,000	40,928,000	32,500,000	39,070,000	34,000,000	-2,936,000
Undistributed.....	---	---	---	---	---	---
Subtotal, Acquisition, construction, and improvements.....	406,331,000	422,978,000	365,031,000	407,470,000	390,000,000	-16,331,000
Environmental compliance and restoration.....	21,500,000	25,100,000	21,500,000	25,100,000	21,500,000	---
Alteration of bridges.....	3,747,000	10,200,000	11,000,000	11,200,000	11,100,000	+7,353,000
Retired pay.....	451,800,000	487,700,000	487,700,000	487,700,000	487,700,000	+35,900,000
Reserve training.....	74,306,000	77,300,000	77,000,000	---	25,000,000	-49,306,000
Research, development, test, and evaluation.....	25,000,000	28,800,000	27,800,000	29,500,000	29,150,000	+4,150,000
Boat safety (Aquatic Resources Trust Fund).....	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	---
Total, Coast Guard:						
New budget (obligational) authority.....	3,057,523,000	3,626,678,000	3,508,831,000	3,217,970,000	3,319,722,000	+262,199,000
Federal Aviation Administration						
Operations.....	4,037,000,000	4,457,000,000	4,342,000,000	4,382,058,000	4,360,000,000	+323,000,000
Facilities and equipment (Airport and Airway Trust Fund).....	2,095,407,000	2,700,000,000	2,469,500,000	2,557,807,000	2,394,000,000	+298,593,000
Research, engineering, and development (Airport and Airway Trust Fund).....	205,000,000	210,000,000	218,000,000	225,120,000	218,135,000	+13,135,000
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization).....	(1,400,000,000)	(1,520,000,000)	(1,520,000,000)	(1,520,000,000)	(1,520,000,000)	(+120,000,000)
(Limitation on obligations).....	(1,800,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(+100,000,000)
Rescission of contract authority.....	-200,000,000	---	---	---	---	+200,000,000
Aircraft purchase loan guarantee program.....	---	1,350,000	1,350,000	1,350,000	1,350,000	+1,350,000
Portion applied to debt reduction.....	---	-1,200,000	-1,200,000	-1,200,000	-1,200,000	-1,200,000
(Limitation on borrowing authority).....	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)	---
Total, Federal Aviation Administration:						
New budget (obligational) authority.....	6,137,407,000	7,367,150,000	7,029,650,000	7,165,135,000	6,972,285,000	+834,878,000
(Limitations on obligations).....	(1,800,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(+100,000,000)
Total.....	(7,937,407,000)	(9,267,150,000)	(8,929,650,000)	(9,065,135,000)	(8,872,285,000)	(+934,878,000)
Federal Highway Administration						
(Limitation on general operating expenses).....	(256,415,000)	(352,024,000)	(326,400,000)	(479,050,000)	(419,000,000)	(+162,585,000)
University transportation centers (Highway Trust Fund)	5,000,000	7,000,000	5,000,000	7,000,000	5,000,000	---
Highway safety research and development (Highway Trust Fund).....	5,450,000	---	---	---	---	-5,450,000
Highway-related safety grants (Highway Trust Fund):						
(Liquidation of contract authorization).....	(10,000,000)	(20,000,000)	(10,000,000)	(20,000,000)	(20,000,000)	(+10,000,000)
(Limitation on obligations).....	(10,000,000)	(35,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	---
Railroad-highway crossings demonstration projects.....	14,450,000	---	13,270,000	---	12,005,000	-2,445,000
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations).....	(14,500,000,000)	(15,722,000,000)	(16,200,000,000)	(17,092,610,000)	(16,800,000,000)	(+2,300,000,000)
(Liquidation of contract authorization).....	(14,300,000,000)	(14,900,000,000)	(15,100,000,000)	(15,400,000,000)	(15,400,000,000)	(+1,100,000,000)
Right-of-way Revolving Fund (Highway Trust Fund):						
(Limitation on direct loans).....	(42,500,000)	---	(70,000,000)	(42,500,000)	(42,500,000)	---
(Liquidation of contract authorization).....	---	(40,000,000)	(40,000,000)	(40,000,000)	(40,000,000)	(+40,000,000)
Motor carrier safety.....	40,000,000	---	48,417,000	---	47,600,000	+7,600,000
Motor carrier safety (Highway Trust Fund).....	---	49,317,000	---	46,000,000	---	---

	FY 1991 Enacted	FY 1992 Estimates	House	Senate	Conference	Conference compared with Enacted
Motor carrier safety grants (Highway Trust Fund):						
(Liquidation of contract authorization).....	(63,000,000)	(62,000,000)	(62,000,000)	(62,000,000)	(62,000,000)	(-1,000,000)
(Limitation on obligations).....	(61,500,000)	(60,000,000)	(60,000,000)	(65,500,000)	(65,000,000)	(+3,500,000)
Baltimore-Washington Parkway (Highway Trust Fund).....	8,415,000	---	22,000,000	---	19,800,000	+11,385,000
Intermodal urban demonstration project (Highway Trust Fund).....	8,500,000	---	10,000,000	---	9,000,000	+500,000
Highway safety and economic development demonstration projects (Highway Trust Fund).....	17,000,000	---	22,000,000	---	19,800,000	+2,800,000
Highway safety improvement demonstration project.....	7,650,000	---	18,700,000	---	16,350,000	+8,700,000
Highway-railroad grade crossing safety demonstration project (Highway Trust Fund).....	6,800,000	---	5,000,000	---	4,500,000	-2,300,000
Highway widening demonstration project.....	1,700,000	---	2,000,000	---	1,800,000	+100,000
Highway widening and improvement demonstration project.....	3,400,000	---	8,000,000	---	7,200,000	+3,800,000
Intersection safety demonstration project.....	3,060,000	---	---	---	---	-3,060,000
Climbing lane and highway safety demonstration project	10,200,000	---	7,000,000	---	6,300,000	-3,900,000
Indiana industrial corridor safety demonstration project.....	2,550,000	---	4,000,000	---	3,600,000	+1,050,000
Highway capacity improvement demonstration project....	1,700,000	---	---	---	---	-1,700,000
Alabama highway bypass demonstration project.....	8,500,000	---	10,000,000	---	9,000,000	+500,000
Kentucky bridge demonstration project.....	3,400,000	---	5,000,000	---	4,500,000	+1,100,000
Virginia HOV safety demonstration project.....	7,225,000	---	6,000,000	---	5,400,000	-1,825,000
Urban highway corridor and bicycle transportation demonstration projects.....	9,350,000	---	11,700,000	---	10,530,000	+1,180,000
Urban airport access safety demonstration project....	9,350,000	---	10,000,000	---	9,000,000	-350,000
Pennsylvania reconstruction demonstration project....	17,000,000	---	9,000,000	---	8,100,000	-8,900,000
Pennsylvania toll road demonstration project.....	5,100,000	---	2,000,000	---	1,800,000	-3,300,000
Highway bypass demonstration project.....	---	---	10,000,000	---	9,000,000	+9,000,000
Highway demonstration projects.....	71,365,000	---	137,280,000	168,050,000	249,146,000	+177,781,000
(By transfer).....	---	---	(4,628,000)	---	(4,628,000)	(+4,628,000)
Highway Studies: Feasibility, Design, Environmental Engineering.....	48,293,000	---	---	23,485,000	18,448,000	-29,845,000
Corridor H improvement project.....	51,500,000	---	---	---	---	-51,500,000
Corridor G improvement program.....	33,275,000	---	---	165,000,000	148,500,000	+115,225,000
Corridor D improvement project.....	10,000,000	---	---	---	---	-10,000,000
Bypass construction project.....	42,500,000	---	---	---	---	-42,500,000
Corning bypass safety demonstration project.....	17,000,000	---	---	14,000,000	12,600,000	-4,400,000
Turquoise Trail project.....	4,684,000	---	---	3,000,000	2,700,000	-1,984,000
Trade enhancement demonstration project.....	10,625,000	---	---	---	---	-10,625,000
Ottumwa road extension project.....	8,500,000	---	---	8,000,000	7,200,000	-1,300,000
Iowa connector project.....	1,488,000	---	---	---	---	-1,488,000
Highway 20 realignment project.....	2,550,000	---	---	---	---	-2,550,000
Ramp relocation and reconstruction demonstration project.....	10,200,000	---	---	---	---	-10,200,000
U.S. 54 interchange project.....	9,265,000	---	---	---	---	-9,265,000
North Carolina connector project.....	---	---	---	6,000,000	4,800,000	+4,800,000
Total, Federal Highway Administration:						
New budget (obligational) authority.....	517,045,000	56,317,000	366,367,000	440,535,000	653,679,000	+136,634,000
(Limitations on obligations).....	(14,571,500,000)	(15,817,000,000)	(16,270,000,000)	(17,168,110,000)	(16,875,000,000)	(+2,303,500,000)
Total.....	(15,088,545,000)	(15,873,317,000)	(16,636,367,000)	(17,608,645,000)	(17,528,679,000)	(+2,440,134,000)
National Highway Traffic Safety Administration						
Operations and research.....	76,347,000	---	75,995,000	---	78,528,000	+2,181,000
Operations and research (Highway Trust Fund).....	42,366,000	127,207,000	42,357,000	121,986,000	44,172,000	+1,806,000
Subtotal, Operations and research.....	118,713,000	127,207,000	118,352,000	121,986,000	122,700,000	+3,987,000

	FY 1991 Enacted	FY 1992 Estimates	House	Senate	Conference	Conference compared with Enacted
Highway traffic safety grants (Highway Trust Fund)						
(Liquidation of contract authorization).....	(109,805,000)	(156,000,000)	(130,000,000)	(150,000,000)	(130,000,000)	(+20,195,000)
State and community highway safety grants:						
(Limitation on obligations).....	(114,655,000)	(115,000,000)	(115,000,000)	(120,000,000)	(118,000,000)	(+3,345,000)
Safety bonus grants:						
(Limitation on obligations).....	---	(50,000,000)	---	---	---	---
Alcohol safety incentive grants:						
(Limitation on obligations).....	(19,980,000)	---	(20,000,000)	(20,000,000)	(20,000,000)	(+20,000)
Safety belt and motorcycle helmet grants:						
(Limitation on obligations).....	---	---	---	(20,000,000)	---	---
Education grants (Sec. 209):						
(Cumulative limitation on obligations).....	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	---
Total, National Highway Traffic Safety Administration:						
New budget (obligational) authority.....	118,713,000	127,207,000	118,352,000	121,986,000	122,700,000	+3,987,000
(Limitations on obligations).....	(134,635,000)	(165,000,000)	(135,000,000)	(160,000,000)	(138,000,000)	(+3,365,000)
Total.....	(253,348,000)	(292,207,000)	(253,352,000)	(281,986,000)	(260,700,000)	(+7,352,000)
Federal Railroad Administration						
Office of the Administrator.....	14,433,000	18,218,000	16,077,000	16,962,000	16,442,000	+2,009,000
Local rail freight assistance.....	10,000,000	---	10,000,000	14,000,000	11,500,000	+1,500,000
Railroad safety.....	34,362,000	41,024,000	37,136,000	38,921,000	37,706,000	+3,344,000
Railroad research and development.....	22,147,000	26,298,000	14,713,000	10,526,000	22,331,000	+184,000
Magnetic Levitation Transportation (Highway Trust Fund):						
(Limitation on obligations).....	---	---	---	(30,000,000)	---	---
(Liquidation of contract authorization).....	---	---	---	(30,000,000)	---	---
Settlements of railroad litigation.....	3,362,000	---	---	---	---	-3,362,000
Portion applied to debt reduction.....	-3,097,000	---	---	---	---	+3,097,000
Northeast corridor improvement program.....	179,000,000	---	36,000,000	260,000,000	205,000,000	+26,000,000
Grants to the National Railroad Passenger Corporation:						
Operations.....	343,080,000	180,000,000	328,900,000	331,000,000	331,000,000	-12,080,000
Capital.....	132,000,000	150,000,000	175,000,000	180,000,000	175,000,000	+43,000,000
Total, Grants to the National Railroad Passenger Corporation.....	475,080,000	330,000,000	503,900,000	511,000,000	506,000,000	+30,920,000
Mandatory Passenger Rail Service Payments.....	150,000,000	150,000,000	145,000,000	145,000,000	145,000,000	-5,000,000
Railroad Rehabilitation and Improvement Financing Funds:						
(Railroad credit enhancement).....	(32,000,000)	---	---	---	---	(-32,000,000)
Regional rail reorganization program.....	308,000	---	---	---	---	-308,000
Portion applied to debt reduction.....	-285,000	---	---	---	---	+285,000
Conrail commuter transition assistance.....	5,000,000	---	27,200,000	---	13,600,000	+8,600,000
Amtrak corridor improvement loans.....	3,500,000	---	3,500,000	---	3,500,000	---
(Loan authorization).....	(3,500,000)	---	(3,500,000)	---	(3,500,000)	---
Total, Federal Railroad Administration.....	893,810,000	565,540,000	793,526,000	996,409,000	961,079,000	+67,269,000
Urban Mass Transportation Administration						
Administrative expenses.....	32,583,000	---	37,000,000	---	37,000,000	+4,417,000
Administrative expenses (Highway Trust Fund).....	---	40,365,000	---	---	---	---
Research, training, and human resources.....	8,000,000	---	26,000,000	---	26,000,000	+18,000,000
Formula grants.....	1,605,000,000	---	1,600,000,000	990,000,000	1,520,000,000	-85,000,000

	FY 1991 Enacted	FY 1992 Estimates	House	Senate	Conference	Conference compared with Enacted
Formula grants (Highway Trust Fund).....	---	2,599,908,000	---	200,000,000	---	---
Formula grants (Trust Funded Programs):						
(Limitation on obligations).....	---	---	---	(1,070,500,000)	---	---
Transit planning and research (Highway Trust Fund)....	---	93,226,000	---	---	---	---
University transportation centers (Highway Trust Fund)	---	6,000,000	---	---	---	---
Discretionary grants (Highway Trust Fund):						
(Limitation on obligations).....	(1,400,000,000)	(350,000,000)	(1,900,000,000)	(535,000,000)	(1,900,000,000)	(+500,000,000)
Discretionary grants.....	---	---	---	775,000,000	---	---
Mass transit capital fund (Highway Trust Fund)						
(Liquidation of contract authorization).....	(900,000,000)	(1,100,000,000)	(1,400,000,000)	(1,500,000,000)	(1,500,000,000)	(+600,000,000)
Interstate transfer grants - transit.....	160,000,000	---	160,000,000	---	160,000,000	---
Interstate transfer grants - transit (Highway Trust Fund).....	---	160,000,000	---	---	---	---
Washington Metro.....	64,100,000	80,000,000	124,000,000	124,000,000	124,000,000	+59,900,000
Total, Urban Mass Transportation Administration:						
New budget (obligational) authority.....	1,869,683,000	2,979,499,000	1,947,000,000	2,089,000,000	1,867,000,000	-2,683,000
(Limitations on obligations).....	(1,400,000,000)	(350,000,000)	(1,900,000,000)	(1,605,500,000)	(1,900,000,000)	(+500,000,000)
Total.....	(3,269,683,000)	(3,329,499,000)	(3,847,000,000)	(3,694,500,000)	(3,767,000,000)	(+497,317,000)
Saint Lawrence Seaway Development Corporation						
Operations and maintenance (Harbor Maintenance Trust Fund).....	10,250,000	10,800,000	10,600,000	10,550,000	10,550,000	+300,000
Research and Special Programs Administration						
Hazardous materials safety.....	---	---	---	12,301,000	12,000,000	+12,000,000
Offsetting collections (HAZMAT fees).....	---	---	---	-1,900,000	-1,900,000	-1,900,000
Aviation information management.....	---	---	---	2,495,000	2,495,000	+2,495,000
Emergency transportation.....	---	---	---	944,000	927,000	+927,000
Research and technology.....	---	---	---	1,868,000	1,516,000	+1,516,000
Program and administrative support.....	---	---	---	5,606,000	5,428,000	+5,428,000
Research and special programs.....	15,833,000	23,912,000	21,582,000	---	---	-15,833,000
Pipeline safety (Pipeline Safety Fund).....	11,042,000	13,953,000	13,472,000	13,553,000	13,553,000	+2,511,000
Total, Research and Special Programs Administration.....	26,875,000	37,865,000	35,054,000	34,867,000	34,019,000	+7,144,000
Office of the Inspector General						
Salaries and expenses.....	31,875,000	38,668,000	37,005,000	36,518,000	37,005,000	+5,130,000
Total, title I, Department of Transportation:						
New budget (obligational) authority (net)....	12,862,052,000	14,969,228,000	14,029,465,000	14,297,440,000	14,161,345,000	+1,299,293,000
Appropriations.....	(13,065,434,000)	(14,970,428,000)	(14,030,665,000)	(14,298,640,000)	(14,162,545,000)	(+1,097,111,000)
Appropriations for debt reduction.....	(-3,382,000)	(-1,200,000)	(-1,200,000)	(-1,200,000)	(-1,200,000)	(+2,182,000)
Rescission.....	(-200,000,000)	---	---	---	---	(+200,000,000)
(By transfer).....	(300,000,000)	---	(4,628,000)	---	(4,628,000)	(-295,372,000)
(Limitations on general operating expenses)....	(256,415,000)	(352,024,000)	(326,400,000)	(479,050,000)	(419,000,000)	(+162,585,000)
(Limitations on obligations).....	(17,906,135,000)	(18,270,600,000)	(20,243,600,000)	(20,902,210,000)	(20,851,600,000)	(+2,945,465,000)
(Liquidation of contract authorization).....	(16,782,805,000)	(17,836,600,000)	(18,300,600,000)	(18,760,600,000)	(18,710,600,000)	(+1,927,795,000)
(Cumulative limitation on obligations).....	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	---
(Limitation on working capital fund).....	(86,264,000)	(165,600,000)	(85,509,000)	(98,472,000)	(88,000,000)	(+1,736,000)
(Limitations on direct loans).....	(42,500,000)	---	(70,000,000)	(42,500,000)	(42,500,000)	---
(Railroad credit enhancement).....	(32,000,000)	---	---	---	---	(-32,000,000)

	FY 1991 Enacted	FY 1992 Estimates	House	Senate	Conference	Conference compared with Enacted
Total, title I. New budget (obligational) authority and (limitations on obligations)....	(30,768,187,000)	(33,239,828,000)	(34,273,065,000)	(35,199,650,000)	(35,012,945,000)	(+4,244,758,000)
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses.....	2,700,000	2,980,000	2,900,000	2,980,000	2,940,000	+240,000
National Transportation Safety Board						
Salaries and expenses.....	31,470,000	34,176,000	34,176,000	35,676,000	34,676,000	+3,206,000
Interstate Commerce Commission						
Salaries and expenses.....	43,777,000	41,373,000	40,923,000	41,373,000	40,923,000	-2,854,000
Payments for directed rail service (limitation on obligations).....	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	---
Total, Interstate Commerce Commission.....	(44,252,000)	(41,848,000)	(41,398,000)	(41,848,000)	(41,398,000)	(-2,854,000)
Panama Canal Commission						
Panama Canal Revolving Fund: (Administrative expenses).....	(48,928,000)	(49,503,000)	(49,497,000)	(49,497,000)	(49,497,000)	(+569,000)
(Limitation on operating and capital expenses)....	(519,000,000)	(461,318,000)	(519,000,000)	(500,000,000)	(509,500,000)	(-9,500,000)
Department of the Treasury						
Rebate of Saint Lawrence Seaway Tolls (Harbor Maintenance Trust Fund).....	10,500,000	10,703,000	10,250,000	10,250,000	10,250,000	-250,000
Washington Metropolitan Area Transit Authority						
Interest payments.....	51,663,569	51,663,569	51,663,569	51,663,569	51,663,569	---
Total, title II, Related Agencies: New budget (obligational) authority.....	140,110,569	140,895,569	139,912,569	141,942,569	140,452,569	+342,000
(Limitation on obligations).....	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	---
Total.....	(140,585,569)	(141,370,569)	(140,387,569)	(142,417,569)	(140,927,569)	(+342,000)
Grand total:						
New budget (obligational) authority (net)...	13,002,162,569	15,110,123,569	14,169,377,569	14,439,382,569	14,301,797,569	+1,299,635,000
Appropriations.....	(13,205,544,569)	(15,111,323,569)	(14,170,577,569)	(14,440,582,569)	(14,302,997,569)	(+1,097,453,000)
Appropriations for debt reduction.....	(-3,382,000)	(-1,200,000)	(-1,200,000)	(-1,200,000)	(-1,200,000)	(+2,182,000)
(By transfer).....	(300,000,000)	---	(4,628,000)	---	(4,628,000)	(-295,372,000)
(Limitations on general operating expenses).....	(256,415,000)	(352,024,000)	(326,400,000)	(479,050,000)	(419,000,000)	(+162,585,000)
(Limitations on obligations).....	(17,906,610,000)	(18,271,075,000)	(20,244,075,000)	(20,902,685,000)	(20,852,075,000)	(+2,945,465,000)
(Cumulative limitation on obligations).....	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	---
(Limitation on working capital fund).....	(86,264,000)	(165,600,000)	(85,509,000)	(98,472,000)	(88,000,000)	(+1,736,000)
(Limitations on direct loans).....	(42,500,000)	---	(70,000,000)	(42,500,000)	(42,500,000)	---
(Appropriations to liquidate contract authorizations).....	(16,782,805,000)	(17,836,600,000)	(18,300,600,000)	(18,760,600,000)	(18,710,600,000)	(+1,927,795,000)
Grand total, New budget (obligational) authority and (limitations on obligations)....	(30,908,772,569)	(33,381,198,569)	(34,413,452,569)	(35,342,067,569)	(35,153,872,569)	(+4,245,100,000)

WILLIAM LEHMAN,
BOB CARR,
RICHARD J. DURBIN,
MARTIN OLAV SABO,
DAVID E. PRICE,
WILLIAM H. NATCHER,
JAMIE L. WHITTEN,
LAWRENCE COUGHLIN,
FRANK R. WOLF,
TOM DELAY,
JOSEPH M. MCDADE,

Managers on the Part of the House.

FRANK R. LAUTENBERG,
ROBERT C. BYRD,
TOM HARKIN,
JIM SASSER,
B.A. MIKULSKI,
ALFONSE M. D'AMATO,
ROBERT KASTEN,
PETE V. DOMENICI,
MARK O. HATFIELD,

Managers of the Part on the Senate.

Mr. HAMILTON.

SENATE BILLS AND JOINT RESOLUTION REFERRED

Bills and joint resolution of the Senate of the following titles were taken from the Speaker's table and, under the rule, referred as follows:

S. 1415. An act to provide for additional membership on the Library of Congress Trust Fund Board, and for other purposes; to the Committee on House Administration.

S. 1563. An act to authorize appropriations to carry out the National Sea Grant College Program Act, and for other purposes; to the Committee on Merchant Marine and Fisheries.

S.J. Res. 184. Joint resolution designating the month of November 1991, as "National Accessible Housing Month"; to the Committee on Post Office and Civil Service.

BILL AND JOINT RESOLUTION PRESENTED TO THE PRESIDENT

Mr. ROSE, from the Committee on House Administration, reported that that committee did on this day present to the President, for his approval, a bill and joint resolution of the House of the following titles:

On October 4, 1991:

H.R. 2935. An act to designate the building located at 6600 Lorain Avenue in Cleveland, Ohio, as the "Patrick J. Patton United States Post Office Building," and

H.J. Res. 305. Joint resolution to designate the month of October 1991, as "Country Music Month."

ADJOURNMENT

Mr. BACCHUS. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 12 o'clock and 50 minutes p.m.), the House adjourned until tomorrow, Tuesday, October 8, 1991, at 12 noon.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

2173. A letter from the Comptroller General, the General Accounting Office, transmitting a report of a deferral of budget authority in the Department of Veterans Affairs major construction appropriation, pursuant to 2 U.S.C. 686(a) (H. Doc. No. 102-145); to the Committee on Appropriations and ordered to be printed.

2174. A letter from the Secretary of the Army, transmitting his determination that the current procurement unit cost baseline has been exceeded by 25 percent or more for the Multiple Launch Rocket System, pursuant to 10 U.S.C. 2433(e)(1); to the Committee on Armed Services.

2175. A letter from the Assistant Secretary for Legislative Affairs, Department of State, transmitting on behalf of the President, the initial report on missile proliferation, pursuant to Public Law 101-510, section 1704; to the Committee on Armed Services.

2176. A letter from the President and Chairman, Export-Import Bank of the United States, transmitting a report involving United States exports to the Czech and Slovak Federative Republic, pursuant to 12 U.S.C. 635(b)(3)(i); to the Committee on Banking, Finance and Urban Affairs.

2177. A letter from the Secretary of Housing and Urban Development, transmitting a report on the effects of rent control on low-income and homeless individuals, pursuant to Public Law 100-628, section 483(a); to the Committee on Banking, Finance and Urban Affairs.

2178. A letter from the Secretary of Education, transmitting a notice of final funding priorities for fiscal year 1992—National Assessment of Educational Progress Data Reporting Program, pursuant to 20 U.S.C. 1232(d)(1); to the Committee on Education and Labor.

2179. A letter from the Assistant Secretary for Legislative Affairs, Department of State, transmitting the annual report on the extent to which significant progress has been made toward ending apartheid in South Africa, pursuant to 22 U.S.C. 5091(b); to the Committee on Foreign Affairs.

2180. A letter from the Assistant Secretary of State for Legislative Affairs, transmitting copies of the original report of political contributions of Michael G. Kozak, of Virginia, to be Ambassador to the Republic of El Salvador, and members of his family, pursuant to 22 U.S.C. 3944(b)(2); to the Committee on Foreign Affairs.

2181. A letter from the Director, Office of Management and Budget, transmitting as report for pay-as-you-go calculations for Public Law 102-110, pursuant to Public Law 101-508, section 13101(a) (104 Stat. 1388-582); to the Committee on Government Operations.

2182. A letter from the Deputy Associate Director for Collection and Disbursement, Department of the Interior, transmitting notice of proposed refunds of excess royalty payments in OCS areas, pursuant to 43 U.S.C. 1339(b); to the Committee on Interior and Insular Affairs.

2183. A letter from the Assistant Secretary for Legislative Affairs, Department of State, transmitting a report concerning the establishment of an international criminal court, pursuant to Public Law 101-513, section 599E(c) (104 Stat. 2067); jointly, to the Committees on Appropriations and Foreign Affairs.

2184. A letter from the Chairman, Railroad Retirement Board, transmitting a draft of proposed legislation to amend the Railroad Retirement Act of 1974 to clarify the conditions of entitlement to certain annuity amounts and for other purposes; jointly, to the Committees on Energy and Commerce and Ways and Means.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

[Pursuant to the order of the House on October 3, 1991, the following reports were filed on October 4, 1991]

Mr. DE LA GARZA: Committee on Agriculture. H.R. 6. A bill to reform the deposit insurance system to enforce the congressionally established limits on the amounts of deposit insurance, and for other purposes; with amendments (Rept. 102-157, Pt. 3). Ordered to be printed.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mrs. COLLINS of Illinois (at the request of Mr. GEPHARDT), for today through October 11.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. MAZZOLI) to revise and extend their remarks and include extraneous material:)

Mr. BONIOR, for 5 minutes, today.
Mr. SKAGGS, for 5 minutes, today.
Mr. COYNE, for 5 minutes, today.
Mr. ANNUNZIO, for 5 minutes, today.
Mr. BACCHUS, for 60 minutes, today.
Mr. BONIOR, for 60 minutes, on October 10.

(The following Member (at the request of Mr. BACCHUS) to revise and extend her remarks and include extraneous material:)

Mrs. MINK, for 60 minutes, on October 8.

EXTENSION OF REMARKS

By unanimous consent, permission to revise and extend remarks was granted to:

(The following Members (at the request of Mr. WOLF) and to include extraneous matter:)

Mr. MACHTLEY.
Mr. BROOMFIELD.
The following Members (at the request of Mr. MAZZOLI) and to include extraneous matter:

Mr. ANDERSON, in 10 instances.
Mr. GONZALEZ, in 10 instances.
Mr. BROWN, in 10 instances.
Mr. ANNUNZIO, in six instances.
Mr. ROE.
Mr. MORAN.
Mr. PENNY.
Mr. DONNELLY.

Mr. DINGELL: Committee on Energy and Commerce. H.R. 6. A bill to reform the deposit insurance system to enforce the congressionally established limits on the amounts of deposit insurance, and for other purposes; with amendments (Rept. 102-157, Pt. 4). Ordered to be printed.

[Submitted October 7, 1991]

Mr. BROOKS: Committee on the Judiciary. H.R. 6. A bill to reform the deposit insurance system to enforce the congressionally established limits on the amounts of deposit insurance, and for other purposes; with amendments (Rept. 102-157, Pt. 5). Ordered to be printed.

Mr. DINGELL: Committee on Energy and Commerce. Supplemental report on H.R. 6 (Rept. 102-157, Pt. 6). Ordered to be printed.

Mr. FORD of Michigan: Committee on Education and Labor. H.R. 3033. A bill to amend the Job Training Partnership Act to improve the delivery of services to hard-to-serve youth and adults, and for other purposes; with an amendment (Rept. 102-240). Referred to the Committee of the Whole House on the State of the Union.

Mr. MILLER of California: Committee on Interior and Insular Affairs. H.R. 2637. A bill to withdraw lands for the waste isolation pilot plant, and for other purposes; with amendments (Rept. 102-241, Pt. 1). Ordered to be printed.

Mr. LEHMAN of Florida: Committee of Conference. Conference report on H.R. 2942 (Rept. 102-243). Ordered to be printed.

SUBSEQUENT ACTION ON BILLS SEQUENTIALLY REFERRED

Under clause 5 of rule X:

[Submitted October 4, 1991]

H.R. 6. Referral to the Committee on the Judiciary extended for a period ending not later than October 7, 1991.

H.R. 3300. Referral to the Committee on Banking, Finance and Urban Affairs extended for a period ending not later than October 8, 1991.

REPORTED BILLS SEQUENTIALLY REFERRED

Under clause 5 of rule X, bills and reports were delivered to the Clerk for printing, and bills referred as follows:

Mr. BROOKS: Committee on the Judiciary. H.R. 3371. A bill to control and prevent crime; with an amendment; referred to the Committees on Banking, Finance and Urban Affairs, Education and Labor, Energy and Commerce, Merchant Marine and Fisheries, Public Works and Transportation, and Ways and Means for a period ending not later than October 9, 1991 for consideration of such provisions of the bill and amendment as fall within the jurisdiction of those committees pursuant to clause 1, rule X, respectively (Rept. 102-242, Pt. 1). Ordered to be printed.

PUBLIC BILLS AND RESOLUTIONS

Under clause 5 of rule X and clause 4 of rule XXII, public bills and resolutions

were introduced and severally referred as follows:

By Mr. WILLIAMS (for himself, Mr. AUCCOIN, Mr. CONYERS, Mr. ECKART, Mr. KOSTMAYER, Mr. PERKINS, Mr. SIKORSKI, and Mr. VENTO):

H.R. 3511. A bill to provide extended unemployment benefits during periods of high unemployment to railroad employees who have less than 10 years of service; to the Committee on Energy and Commerce.

By Mr. LEACH:

H.J. Res. 344. Joint resolution to encourage the negotiation of a multilateral regime, under the aegis of the U.S. Security Council, to control, and halt if possible, the proliferation of weapons of mass destruction and delivery systems associated with such weapons; to the Committee on Foreign Affairs.

ADDITIONAL SPONSORS

Under clause 4 of rule XXII, sponsors were added to public bills and resolutions as follows:

- H.R. 371: Mr. TAYLOR of North Carolina.
- H.R. 461: Mr. REED, Mr. SMITH of Texas, Mr. BENNETT, Mr. TAYLOR of North Carolina, Mr. HAYES of Louisiana, Mr. GILCHREST, Mr. LUKEN, Mr. PALLONE, and Mr. TRAFICANT.
- H.R. 645: Mr. TOWNS.
- H.R. 784: Mr. NUSSLE, Mr. ACKERMAN, Mr. ALLARD, Mr. BORSKI, Mr. MARLENEE, Mr. PARKER, Mr. ARMEY, and Mr. ROGERS.
- H.R. 853: Mr. BUSTAMANTE.
- H.R. 1130: Mr. ROWLAND, Mrs. PATTERSON, Mr. DELLUMS, Mr. PALLONE, and Ms. LONG.
- H.R. 1300: Mr. FLAKE.
- H.R. 1445: Mr. JEFFERSON.
- H.R. 1472: Mr. KASICH, Mr. MAVROULES, Ms. MOLINARI, and Mr. POSHARD.
- H.R. 1524: Mr. SERRANO.
- H.R. 1558: Mr. CONDIT.
- H.R. 1860: Mr. SCHEUER and Mr. RAHALL.
- H.R. 2083: Mr. FAWELL and Mr. SIKORSKI.
- H.R. 2342: Mr. SHAYS.
- H.R. 2675: Mrs. MORELLA.
- H.R. 2872: Mr. MCCRERY.
- H.R. 2889: Mr. KOLTER, Mr. JOHNSON of South Dakota, Mr. CAMPBELL of Colorado, Mr. HUGHES, Mr. TAYLOR of Mississippi, Mr. OWENS of New York, Mr. JONTZ, Mrs. LLOYD, Mr. KILDEE, Mr. MCCLOSKEY, and Mr. LANCASTER.
- H.R. 2898: Mr. MANTON.
- H.R. 2966: Mr. MCEWEN, Mr. TRAFICANT, Ms. KAPTUR, Mr. FRANKS of Connecticut, Mr. TRAXLER, and Mr. MINETA.
- H.R. 3048: Mr. SCHEUER.
- H.R. 3209: Mr. JONTZ, Mr. DE LUGO, Mr. BLAZ, Mr. NEAL of Massachusetts, and Mr. RANGEL.
- H.R. 3371: Mr. MAZZOLI, Mr. HUGHES, Mr. SYNAR, Mr. FEIGHAN, Mr. BERMAN, Mr. BRYANT, Mr. HOAGLAND, and Mr. LEVINE of California.
- H.R. 3461: Mr. TOWNS, Mrs. JOHNSON of Connecticut, Mr. WEISS, Mr. CRAMER, Mr. SERRANO, and Mr. ROE.
- H.J. Res. 123: Mr. KILDEE, Mr. DINGELL, Mr. RUSSO, Mr. NOWAK, and Mr. KOLTER.
- H.J. Res. 228: Mr. KLECZKA, Mr. KLUG, Mr. JOHNSTON of Florida, Mr. OLVER, Mr. EWING, Ms. HORN, Mr. BORSKI, Mrs. BYRON, Mr. GALLO, Mr. HOCHBRUECKNER, Mr. ATKINS, Mr. MCHUGH, Mr. PETRI, Mr. LAROCO, Mr.

FAZIO, Mr. YOUNG of Florida, Mr. FEIGHAN, Ms. WATERS, Ms. SLAUGHTER of New York, Mr. ZIMMER, Mr. CONYERS, Mr. SMITH of New Jersey, Mr. PALLONE, Mr. GUNDERSON, Mr. VANDER JAGT, Mr. ARCHER, Mr. LANTOS, Mr. BROWDER, Mr. MACHTLEY, Mr. SHAYS, Mr. ANNUNZIO, Mr. OWENS of New York, Mr. OWENS of Utah, Mr. RINALDO, Mr. SLATTERY, Mr. SANDERS, Mr. DE LUGO, and Mr. NOWAK.

H.J. Res. 238: Mr. MCMILLAN of North Carolina, Mr. ORTON, Mr. GORDON, Mr. ASPIN, Mr. FISH, Ms. OAKAR, Mr. ROE, Mrs. MORELLA, Mr. HYDE, Mr. LIPINSKI, Mr. PRICE, Mr. THOMAS of Wyoming, Mr. ENGEL, Mr. ROTH, Mr. EMERSON, Mr. HUGHES, Mr. MARTINEZ, Mr. FASCELL, Mr. JONTZ, Mr. SMITH of Oregon, and Mr. JEFFERSON.

H.J. Res. 260: Ms. SLAUGHTER of New York, Mr. PAYNE of Virginia, Mr. MOAKLEY, Mr. WASHINGTON, Mr. BURTON of Indiana, Mr. CONYERS, Mr. DICKS, Mr. DONNELLY, Mr. HEFNER, Mr. HOUGHTON, Mr. LEVIN of Michigan, Ms. LONG, Mr. SMITH of New Jersey, Mr. MARTIN, Mrs. KENNELLY, Mr. HAMMERSCHMIDT, Mr. PARKER, Mr. RITTER, Mrs. ROUKEMA, Mr. SCHUMER, Mr. TANNER, Mr. TAYLOR of Mississippi, Mrs. UNSOELD, Mr. WISE, Mr. WYLIE, Mr. YATRON, Mr. WOLPE, Mr. SMITH of Florida, Mr. ROSE, Mr. GREEN of New York, Mr. MCCLOSKEY, Mr. DARDEN, Mr. KILDEE, Mr. TAUZIN, Mr. VALENTINE, Mr. FRANK of Massachusetts, Mr. DE LA GARZA, Mr. SAWYER, Mr. LENT, Mr. OWENS of New York, Mr. GILMAN, Mr. BOEHLERT, Mr. PAYNE of New Jersey, Mr. PAXON, Mr. NOWAK, Mr. SOLOMON, Mr. OWENS of Utah, Mr. BOUCHER, Ms. DELAURO, Mr. SLAUGHTER of VIRGINIA, Mr. WHEAT, Mr. DURBIN, Mr. ROEMER, Mr. HOAGLAND, Mr. GEREN of Texas, Mr. HUBBARD, Mr. WILSON, Mr. MONTGOMERY, Mr. BROWDER, Mr. SPRATT, Mr. RICHARDSON, Mr. JONES of Georgia, Mr. BORSKI, Mr. HATCHER, Mr. BROWN, Mr. BLILEY, Mr. HOCHBRUECKNER, Mr. KANJORSKI, Mr. MCHUGH, Mr. FLAKE, Mr. MAZZOLI, Mr. LAROCO, Mr. COSTELLO, Mr. BACCHUS, Mr. ANDREWS of Maine, Mr. DINGELL, Mr. JOHNSTON of Florida, Mr. ANDERSON, Mr. AUCCOIN, Mr. BATEMAN, Mr. BERMAN, Mr. DELLUMS, Mr. EVANS, Mr. ANDREWS of New Jersey, Mr. KOSTMAYER, Mr. MCCRERY, Mr. MARKEY, Mr. MORAN, Mr. RAVENEL, Mr. FRANKS of Connecticut, Mr. SUNDSITT, Mrs. VUCANOVICH, Mr. LAUGHLIN, Mr. COLEMAN of Texas, Mr. COOPER, Mr. SAXTON, Mr. NATCHER, Mrs. COLLINS of Illinois, Mr. WYDEN, Mr. SARPALIUS, Mr. SLATTERY, Mr. CAMPBELL of Colorado, Mr. OLIN, Mr. SWETT, Mr. PETERSON of Florida, Mr. GALLEGLY, Mr. ROHRBACHER, Mr. COX of California, Mr. MILLER of Washington, Mr. HOBSON, Mr. RIGGS, Mr. CUNNINGHAM, Mr. ROYBAL, Mr. NAGLE, and Mr. BUNNING.

H.J. Res. 326: Mr. COX of California, Mr. WALSH, Mr. PORTER, Mr. ROHRBACHER, Mr. KOPETSKI, Mr. CLEMENT, Mr. DIXON, Mr. DWYER of New Jersey, Mr. FORD of Michigan, Mr. JONTZ, Mr. MCMILLEN of Maryland, Mr. McNULTY, Mr. RANGEL, Mr. REED, Mr. SMITH of Florida, Mr. VENTO, Mr. DICKINSON, Mr. SMITH of Texas, Mr. KLUG, Mr. BORSKI, and Mr. SCHUMER.

H. Con. Res. 211: Mr. STALLINGS, Mr. TRAFICANT, Mr. MAVROULES, Mr. DURBIN, Mrs. SCHROEDER, Mr. DELLUMS, Mr. GORDON, Mr. PALLONE, and Mrs. BYRON.

H. Res. 152: Mr. BATEMAN and Mr. NICHOLS.