

ground level ozone that are achieved within a geographic area as a result of reduced vehicle-miles-traveled in the geographic area.

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

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

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

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

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

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

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

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

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

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

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

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

City of Safford, Arizona, for use by the city for airport purposes: Provided, That no waiver may be made under subsection (a) if the waiver would result in the closure of an airport.

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

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

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

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

And the Senate agree to the same.

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,
RON PACKARD,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
BILL YOUNG,
MARTIN OLAV SABO,
JOHN W. OLVER,
ED PASTOR,
CAROLYN C. KILPATRICK,
JOSE E. SERRANO,
MIKE FORBES,
DAVID OBEY,

Managers on the Part of the House.

RICHARD C. SHELBY,
PETE V. DOMENICI,
ARLEN SPECTER,
C.S. BOND,
SLADE GORTON,
ROBERT F. BENNETT,
BEN NIGHTHORSE
CAMPBELL,
TED STEVENS,
FRANK R. LAUTENBERG,
ROBERT BYRD,
B.A. MIKULSKI,
HARRY REID,
HERB KOHL,
PATTY MURRAY,
D.K. INOUE,

Managers on the Part of the Senate.

When said conference report was considered.

After debate, By unanimous consent, the previous question was ordered on the conference report to its adoption or rejection.

The question being put, viva voce,

Will the House agree to said conference report?

The SPEAKER pro tempore, Mr. EWING, announced that pursuant to clause 10 of rule XX the yeas and nays were ordered.

The SPEAKER pro tempore, Mr. EWING, pursuant to clause 5 of rule I, announced that further proceedings on the conference report were postponed.

¶106.7 H.R. 2084—UNFINISHED BUSINESS

The SPEAKER pro tempore, Mr. EWING, pursuant to clause 8, rule XX, announced the unfinished business to be the question on agreeing to the conference report of the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes.

The question being put,

Will the House agree to said conference report?

The SPEAKER pro tempore, Mr. EWING, announced that pursuant to clause 10 of rule XX the yeas and nays were ordered.

The vote was taken by electronic device.

It was decided in the affirmative	Yeas	304
	Nays	91
	Answered present	1

¶106.8 [Roll No. 466] YEAS—304

Abercrombie	Danner	Hayas
Aderholt	Davis (FL)	Hayworth
Allen	Davis (VA)	Hill (IN)
Andrews	Deal	Hill (MT)
Archer	DeGette	Hilleary
Armey	DeLauro	Hilliard
Bachus	DeLay	Hobson
Ballenger	DeMint	Hoeckstra
Barr	Deutsch	Holt
Barrett (NE)	Diaz-Balart	Houghton
Bartlett	Dickey	Hoyer
Becerra	Dicks	Hulshof
Bentsen	Dixon	Hunter
Biggert	Dooley	Hyde
Bilbray	Doyle	Insee
Bilirakis	Dreier	Isakson
Bishop	Dunn	Istook
Bliley	Edwards	Jackson (IL)
Blunt	Ehlers	Jackson-Lee
Boehner	Emerson	(TX)
Bonilla	Engel	Jenkins
Bonior	English	Kanjorski
Bono	Eshoo	Kaptur
Boucher	Etheridge	Kennedy
Boyd	Evans	Kilpatrick
Brady (TX)	Everett	King (NY)
Brown (OH)	Ewing	Kingston
Bryant	Farr	Knollenberg
Burr	Fletcher	Kolbe
Buyer	Foley	Kuykendall
Callahan	Forbes	LaFalce
Calvert	Fowler	Lantos
Camp	Frank (MA)	Largent
Campbell	Franks (NJ)	Larson
Canady	Frelinghuysen	Latham
Cannon	Galleghy	Lazio
Capps	Ganske	Leach
Capuano	Gekas	Lee
Carson	Gephardt	Lewis (CA)
Castle	Gibbons	Lewis (GA)
Chabot	Gillmor	Lewis (KY)
Chambliss	Gilman	Linder
Clayton	Gonzalez	LoBiondo
Clement	Goode	Lofgren
Clyburn	Goodlatte	Lowey
Coburn	Gordon	Lucas (KY)
Collins	Goss	Lucas (OK)
Combest	Graham	Luther
Costello	Granger	Maloney (CT)
Cox	Green (WI)	Markey
Coyne	Greenwood	Martinez
Cramer	Gutknecht	Mascara
Crane	Hall (OH)	Matsui
Crowley	Hansen	McCarthy (MO)
Cunningham	Hastings (WA)	McCarthy (NY)