

ADJOURNMENT TO TUESDAY,
OCTOBER 24, 1995

The SPEAKER pro tempore. Without objection, when the House adjourns today, it will adjourn to meet at 12:30 p.m. on Tuesday, October 24, 1995, for morning hour debates.

There was no objection.

CONFERENCE REPORT ON H.R. 2002

Mr. WOLF submitted the following conference report and statement on the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes:

CONFERENCE REPORT (H. REPT. 104-286)

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 2002) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, 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, 5, 10, 11, 12, 13, 18, 19, 21, 34, 37, 44, 51, 53, 56, 63, 64, 65, 66, 73, 78, 86, 91, 112, 121, 125, 126, 132, 133, 134, 135, 141, 142, 143, 146, 148, 152, 155, 156, 161, 162, 165, 166, 171, 172, 173, 181, 183, 184, 185, 189, and 190.

That the House recede from its disagreement to the amendments of the Senate numbered 3, 4, 15, 17, 20, 24, 31, 33, 35, 38, 39, 42, 43, 46, 49, 50, 69, 70, 71, 74, 76, 77, 79, 84, 85, 89, 90, 93, 99, 105, 107, 108, 114, 119, 120, 136, 138, 144, 145, 147, 149, 150, 151, 159, 160, 168, 169, 170, and 191, 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: *\$56,189,000*; 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: *\$8,220,000*; and the Senate agree to the same.

Amendment numbered 7:

That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$103,149,000*; 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 sum proposed by said amendment, insert: *\$22,600,000*; and the Senate agree to the same.

Amendment numbered 9:

That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$22,600,000*; 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: *\$16,000,000*; 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: *\$135,200,000*; and the Senate agree to the same.

Amendment numbered 22:

That the House recede from its disagreement to the amendment of the Senate numbered 22, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$2,278,991,000*; 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:

Restore the matter stricken by said amendment, amended to read as follows: ; *and of which \$20,000,000 shall be expended from the Boat Safety Account*; 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: *\$362,375,000*; and on page 8 of the House engrossed bill H.R. 2002 delete line 23; and the Senate agree to the same.

Amendment numbered 26:

That the House recede from its disagreement to the amendment of the Senate numbered 26, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$167,600,000*; and the Senate agree to the same.

Amendment numbered 27:

That the House recede from its disagreement to the amendment of the Senate numbered 27, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$12,000,000*; and the Senate agree to the same.

Amendment numbered 28:

That the House recede from its disagreement to the amendment of the Senate numbered 28, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$49,200,000*; and the Senate agree to the same.

Amendment numbered 29:

That the House recede from its disagreement to the amendment of the Senate numbered 29, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$88,875,000*; and the Senate agree to the same.

Amendment numbered 30:

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$44,700,000*; and the Senate agree to the same.

Amendment numbered 32:

That the House recede from its disagreement to the amendment of the Senate numbered 32, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *Provided further, That the Commandant may dispose of surplus real property by sale or lease and the proceeds of such sale or lease shall be credited to this appropriation*; and the Senate agree to the same.

Amendment numbered 36:

That the House recede from its disagreement to the amendment of the Senate numbered 36, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$18,000,000*; and the Senate agree to the same.

Amendment numbered 40:

That the House recede from its disagreement to the amendment of the Senate numbered 40, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$4,645,712,000*; and the Senate agree to the same.

Amendment numbered 41:

That the House recede from its disagreement to the amendment of the Senate numbered 41, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$2,222,859,100*; 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 matter proposed by said amendment, insert: *: Provided further, That the Secretary may transfer funds to this account, from Coast Guard "Operating expenses", not to exceed \$60,000,000 in total for the fiscal year, fifteen days after written notification to the House and Senate Committees on Appropriations, solely for the purpose of providing additional funds for air traffic control operations and maintenance to enhance aviation safety and security*; 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:

In lieu of the sum proposed by said amendment, insert: *\$1,934,883,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$1,718,883,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$185,698,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$1,450,000,000*; 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:

In lieu of the first sum named in said amendment, insert: *\$26,000,000*.

In lieu of the second sum named in said amendment, insert: *\$48,000,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$509,660,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$208,946,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$11,000,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$11,000,000*; 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:

In lieu of the sum proposed by said amendment, insert: *\$17,550,000,000*; and the Senate agree to the same.

Amendment numbered 62:

That the House recede from its disagreement to the amendment of the Senate numbered 62, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$77,225,000*; and the Senate agree to the same.

Amendment numbered 67:

That the House recede from its disagreement to the amendment of the Senate numbered 67, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$51,884,430*; and the Senate agree to the same.

Amendment numbered 68:

That the House recede from its disagreement to the amendment of the Senate numbered 68, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$32,247,000*; and the Senate agree to the same.

Amendment numbered 72:

That the House recede from its disagreement to the amendment of the Senate numbered 72, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$127,700,000*; 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:

Restore the matter stricken by said amendment, amended to read as follows: *Provided further, That none of these funds shall be used for construction, rehabilitation or remodeling costs, or for office furnishing and fixtures for State, local, or private buildings or structures*; and the Senate agree to the same.

Amendment numbered 80:

That the House recede from its disagreement to the amendment of the Senate numbered 80, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$49,919,000*; and the Senate agree to the same.

Amendment numbered 81:

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

bered 81, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$24,550,000*; 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: *\$115,000,000*; 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 matter stricken and inserted by said amendment, insert: *studies, corridor planning, development, demonstration, and implementation, \$19,205,000, to remain available until expended*; and on page 24, line 14 of the House engrossed bill H.R. 2002, delete “\$5,000,000” and in lieu thereof, insert: *\$7,118,000*; 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 first sum named in said amendment, insert: *\$1,000,000*; and in lieu of the second sum named in said amendment, insert: *\$6,000,000*; 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 matter stricken and inserted by said amendment, insert: *\$635,000,000, to remain available until expended*; and the Senate agree to the same.

Amendment numbered 92:

That the House recede from its disagreement to the amendment of the Senate numbered 92, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *That up to \$15,000,000 of the amount made available under this head for capital improvements may, at the discretion of the Corporation, be transferred to the Northeast Corridor Improvement Program: Provided further,*

And the Senate agree to the same.

Amendment numbered 94:

That the House recede from its disagreement to the amendment of the Senate numbered 94, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$942,925,000*; and the Senate agree to the same.

Amendment numbered 95:

That the House recede from its disagreement to the amendment of the Senate numbered 95, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$2,052,925,000*; and the Senate agree to the same.

Amendment numbered 96:

That the House recede from its disagreement to the amendment of the Senate numbered 96, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *: Provided further, That the limitation on operating assistance provided under this heading shall, for urbanized areas of less than 200,000 in population, be no less than seventy-five percent of the amount of operating assistance such areas are eligible to receive under Public Law 103-331*; and the Senate agree to the same.

Amendment numbered 97:

That the House recede from its disagreement to the amendment of the Senate numbered 97, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *: Provided further, That in the distribution of the limitation provided under this heading or urbanized areas that had a population under the 1990 census of 1,000,000 or more, the Secretary shall direct each such area to give priority consideration to the impact of reductions in operating assistance on smaller transit authorities operating within the area and to consider the needs and resources of such transit authorities when the limitation is distributed among all transit authorities operating in the area*; and the Senate agree to the same.

Amendment numbered 98:

That the House recede from its disagreement to the amendment of the Senate numbered 98, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *\$85,500,000 of which \$39,500,000 shall be for activities under 49 U.S.C. 5303, \$4,500,000 for activities under 49 U.S.C. 5311(b)(2), \$8,250,000 for activities under 49 U.S.C. 5313(b), \$22,000,000 for activities under 49 U.S.C. 5314, \$8,250,000 for activities under 49 U.S.C. 5313(a), and \$3,000,000 for activities under 49 U.S.C. 5315*; and the Senate agree to the same.

Amendment numbered 100:

That the House recede from its disagreement to the amendment of the Senate numbered 100, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *, notwithstanding any other provision of law, except for fixed guideway modernization projects, \$21,631,250 made available under Public Law 102-388 under “Federal Transit Administration, Discretionary Grants” for projects specified in that Act or identified in reports accompanying that Act, not obligated by September 30, 1995, shall be made available for new fixed guideway systems together with the \$666,000,000 made available for new fixed guideway systems in this Act, to be available as follows*; and the Senate agree to the same.

Amendment numbered 101:

That the House recede from its disagreement to the amendment of the Senate numbered 101, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$20,060,000*; and the Senate agree to the same.

Amendment numbered 102:

That the House recede from its disagreement to the amendment of the Senate numbered 102, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$4,250,000 for the Canton-Akron-Cleveland commuter rail project*; ; 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:

Restore the matter stricken by said amendment, amended to read as follows: *\$1,000,000 for the Cincinnati Northeast/Northern Kentucky rail line project*; ; and the Senate agree to the same.

Amendment numbered 104:

That the House recede from its disagreement to the amendment of the Senate numbered 104, and agree to the same with an amendment, as follows:

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

Amendment numbered 106:

That the House recede from its disagreement to the amendment of the Senate numbered 106, and agree to the same with an amendment, as follows:

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

Amendment numbered 109:

That the House recede from its disagreement to the amendment of the Senate numbered 109, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$9,720,625 for the Jacksonville ASE extension project*; ; and the Senate agree to the same.

Amendment numbered 110:

That the House recede from its disagreement to the amendment of the Senate numbered 110, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$85,000,000*; and the Senate agree to the same.

Amendment numbered 111:

That the House recede from its disagreement to the amendment of the Senate numbered 111, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$8,500,000 for the Los Angeles-San Diego commuter rail project*; ; and the Senate agree to the same.

Amendment numbered 113:

That the House recede from its disagreement to the amendment of the Senate numbered 113, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$15,315,000*; and the Senate agree to the same.

Amendment numbered 115:

That the House recede from its disagreement to the amendment of the Senate numbered 115, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$1,250,000 for the Memphis, Tennessee Regional Rail Plan*; ; and the Senate agree to the same.

Amendment numbered 116:

That the House recede from its disagreement to the amendment of the Senate numbered 116, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$80,250,000*; and the Senate agree to the same.

Amendment numbered 117:

That the House recede from its disagreement to the amendment of the Senate numbered 117, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$5,000,000 for the New Orleans Canal Street Corridor project*; ; and the Senate agree to the same.

Amendment numbered 118:

That the House recede from its disagreement to the amendment of the Senate numbered 118, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$126,725,125*; and the Senate agree to the same.

Amendment numbered 122:

That the House recede from its disagreement to the amendment of the Senate numbered 122, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$12,500,000*; and the Senate agree to the same.

Amendment numbered 123:

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

bered 123, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$9,759,500*; 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:

Restore the matter stricken by said amendment, amended to read as follows: *, of which not more than \$5,000,000 may be available for high-occupancy vehicle lane and intermodal corridor design costs*; and the Senate agree to the same.

Amendment numbered 127:

That the House recede from its disagreement to the amendment of the Senate numbered 127, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$7,500,000 for the San Juan, Puerto Rico Tren Urbano project*;

And the Senate agree to the same.

Amendment numbered 128:

That the House recede from its disagreement to the amendment of the Senate numbered 128, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$500,000 for the Tampa to Lakeland commuter rail project*;

And the Senate agree to the same.

Amendment numbered 129:

That the House recede from its disagreement to the amendment of the Senate numbered 129, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$2,500,000 for the Whitehall ferry terminal, New York, New York*;

And the Senate agree to the same.

Amendment numbered 130:

That the House recede from its disagreement to the amendment of the Senate numbered 130, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *; and*; the Senate agree to the same.

Amendment numbered 131:

That the House recede from its disagreement to the amendment of the Senate numbered 131, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *\$5,650,000 for the Burlington-Charlotte, Vermont commuter rail project*.

And the Senate agree to the same.

Amendment numbered 137:

That the House recede from its disagreement to the amendment of the Senate numbered 137, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$23,937,000*; and the Senate agree to the same.

Amendment numbered 139:

That the House recede from its disagreement to the amendment of the Senate numbered 139, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$31,448,000*; and the Senate agree to the same.

Amendment numbered 140:

That the House recede from its disagreement to the amendment of the Senate numbered 140, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$23,750,000*; and the Senate agree to the same.

Amendment numbered 153:

That the House recede from its disagreement to the amendment of the Senate numbered 153, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$7,500,000*; and the Senate agree to the same.

Amendment numbered 154:

That the House recede from its disagreement to the amendment of the Senate numbered 154, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$95,649,000*; and the Senate agree to the same.

Amendment numbered 157:

That the House recede from its disagreement to the amendment of the Senate numbered 157, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *collocate and consolidate*; and the Senate agree to the same.

Amendment numbered 158:

That the House recede from its disagreement to the amendment of the Senate numbered 158, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *surface transportation field offices and administrative activities*; 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 matter proposed by said amendment, insert the following:

SEC. 339. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a Member of Congress, to favor or oppose, by vote or otherwise, any legislation or appropriation by Congress, whether before or after the introduction of any bill or resolution proposing such legislation or appropriation: Provided, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress on the request of any Member or to Congress, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of the public business.

And, on page 53 of the House engrossed bill H.R. 2002, delete lines 1-13.

And the Senate agree to the same.

Amendment numbered 164:

That the House recede from its disagreement to the amendment of the Senate numbered 164, and agree to the same with an amendment, as follows:

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

SEC. 340. None of the funds in this Act shall be available to pay the salaries and expenses of any individual to arrange tours of scientists or engineers employed by or working for the People's Republic of China, to hire citizens of the People's Republic of China to participate in research fellowships sponsored by the modal administrations of the Department of Transportation, or to provide training or any form of technology transfer to scientists or engineers employed by or working for the People's Republic of China: Provided, That this provision shall not apply to the Federal Aviation Administration or the joint Federal Aviation Administration, Department of Defense and Department of Commerce initiative designed to modernize the air traffic control system of the People's Republic of China.

And the Senate agree to the same.

Amendment numbered 167:

That the House recede from its disagreement to the amendment of the Senate numbered 167, and agree to the same with an amendment, as follows:

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

SEC. 343. None of the funds made available in this Act may be used for improvements to the Miller Highway in New York City, New York.

And the Senate agree to the same.

Amendment numbered 174:

That the House recede from its disagreement to the amendment of the Senate numbered 174, and agree to the same with an amendment, as follows:

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

SEC. 347. (a) In consultation with the employees of the Federal Aviation Administration and such non-governmental experts in personnel management systems as he may employ, and notwithstanding the provisions of title 5, United States Code, and other Federal personnel laws, the Administrator of the Federal Aviation Administration shall develop and implement, not later than January 1, 1996, a personnel management system for the Federal Aviation Administration that addresses the unique demands on the agency's workforce. Such a new system shall, at a minimum, provide for greater flexibility in the hiring, training, compensation, and location of personnel.

(b) The provisions of title 5, United States Code, shall not apply to the new personnel management system developed and implemented pursuant to subsection (a), with the exception of:

(1) Section 2302(b), relating to whistleblower protection;

(2) Sections 3308-3320, relating to veterans' preference;

(3) Section 7116(b)(7), relating to limitations on the right to strike;

(4) Section 7204, relating to antidiscrimination;

(5) Chapter 73, relating to suitability, security, and conduct;

(6) Chapter 81, relating to compensation for work injury; and

(7) Chapters 83-85, 87, and 89, relating to retirement, unemployment compensation, and insurance coverage.

(c) This section shall take effect on April 1, 1996.

And the Senate agree to the same.

Amendment numbered 175:

That the House recede from its disagreement to the amendment of the Senate numbered 175, and agree to the same with an amendment, as follows:

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

SEC. 348. (a) In consultation with such non-governmental experts in acquisition management systems as he may employ, and notwithstanding provisions of Federal acquisition law, the Administrator of the Federal Aviation Administration shall develop and implement, not later than January 1, 1996, an acquisition management system for the Federal Aviation Administration that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost-effective acquisitions of equipment and materials.

(b) The following provisions of Federal acquisition law shall not apply to the new acquisition management system developed and implemented pursuant to subsection (a):

(1) Title III of the Federal Property and Administrative Services Act of 1949 (41 U.S.C. 252-266).

(2) The Office of Federal Procurement Policy Act (41 U.S.C. 401 et seq.);

(3) The Federal Acquisition Streamlining Act of 1994 (Public Law 103-355);

(4) The Small Business Act (15 U.S.C. 631 et seq.), except that all reasonable opportunities to

be awarded contracts shall be provided to small business concerns and small business concerns owned and controlled by socially and economically disadvantaged individuals;

(5) The Competition in Contracting Act;

(6) Subchapter V of Chapter 35 of title 31, relating to the procurement protest system;

(7) The Brooks Automatic Data Processing Act (40 U.S.C. 759); and

(8) The Federal Acquisition Regulation and any laws not listed in (a) through (e) of this section providing authority to promulgate regulations in the Federal Acquisition Regulation.

(c) This section shall take effect on April 1, 1996.

And the Senate agree to the same.

Amendment numbered 176:

That the House recede from its disagreement to the amendment of the Senate numbered 176, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 349.

And the Senate agree to the same.

Amendment numbered 177:

That the House recede from its disagreement to the amendment of the Senate numbered 177, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 350.

And the Senate agree to the same.

Amendment numbered 178:

That the House recede from its disagreement to the amendment of the Senate numbered 178, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 351.

And the Senate agree to the same.

Amendment numbered 179:

That the House recede from its disagreement to the amendment of the Senate numbered 179, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 352.

And the Senate agree to the same.

Amendment numbered 180:

That the House recede from its disagreement to the amendment of the Senate numbered 180, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 353.

And the Senate agree to the same.

Amendment numbered 182:

That the House recede from its disagreement to the amendment of the Senate numbered 182, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 354.

And the Senate agree to the same.

Amendment numbered 186:

That the House recede from its disagreement to the amendment of the Senate numbered 186, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 355.

And the Senate agree to the same.

Amendment numbered 187:

That the House recede from its disagreement to the amendment of the Senate numbered 187, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. .

And the Senate agree to the same.

Amendment numbered 188:

That the House recede from its disagreement to the amendment of the Senate numbered 188, and agree to the same with an amendment, as follows:

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

SEC. 357. AUTHORITY TO USE FUNDS FOR SIDING AND INTERMODAL FACILITY IN RICHLAND COUNTY, NORTH DAKOTA.

Notwithstanding section 22101(a)(3) of title 49, United States Code, the State of North Dakota may use funds available to the State under section 22106(b) of such title for the building of a siding and intermodal facility proposed by the State in Sections 7 and 8, Township 133 North, Range 47 West, Richland County, North Dakota.

And the Senate agree to the same.

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,
JIM LIGHTFOOT,
RON PACKARD,
SONNY CALLAHAN,
JAY DICKEY,
BOB LIVINGSTON,
MARTIN OLAV SABO (except amendment 174 and amendment 190)
RICHARD J. DURBIN (except amendment 132, amendment 174, and amendment 190)
RONALD D. COLEMAN (except amendment 174)
THOMAS M. FOGLIETTA (except amendment 174)
DAVID R. OBEY (except amendment 174)

Managers on the Part of the House.

MARK O. HATFIELD,
PETE V. DOMENICI,
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
RICHARD C. SHELBY,
FRANK R. LAUTENBERG,
TOM HARKIN,
BARBARA A. MIKULSKI,

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. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, 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 propensities cannot substitute for Congress' own statements concerning 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 1996, 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 appropriations 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, conference reports, or joint explanatory statements of the committee of conference. The conferees recognize that adjustments to the above allocations may be required due to changing program requirements or priorities. The conferees expect any such adjustment, if required, to be accomplished only through the normal reprogramming process.

STAFFING INCREASES PROVIDED BY CONGRESS

The conferees direct the Department of Transportation to fill expeditiously any positions added in this bill, without regard to agency-specific staffing targets which may have been previously established to meet the mandated government-wide staffing reductions. The conferees support the overall staffing reductions, and have made reductions in the bill which more than offset staffing increases provided for a small number of specific activities.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY SALARIES AND EXPENSES

Amendment No. 1: Appropriates \$56,189,000 for salaries and expenses of the Office of the Secretary, instead of \$55,011,500 as proposed by the House and \$56,500,000 as proposed by the Senate. Within these funds, the conferees have provided \$91,000 and 1 full-time equivalent staff year for aviation information management.

The conference agreement includes the following changes to the budget request for this office:

Reductions in staff, —8 FTEs	—\$600,000
Hold reception and representation costs to 1995 levels	—20,000
Hold travel to \$365,000	—150,000
Reduce contractual services for acquisition, maintenance and repair of ADP equipment and commercial online data information systems, and other reductions	—500,000
Delete funds for residual functions of the Interstate Commerce Commission	—4,705,000

Reductions in staff, —8 FTEs.—The conference agreement reduces the number of full time equivalent staff of the Office of the Secretary by 8 full-time equivalent staff years and \$600,000. Though the conferees believe that reductions in the number of attorney advisors, public affairs specialists and congressional affairs officers will not undermine the ability of the Department to conduct its core duties and responsibilities, the conference agreement affords the Secretary the flexibility to determine the specific reduc-

tions in staff. The Secretary is directed to allocate the reduction in staff and notify the House and Senate Committees on Appropriations within fifteen days after the enactment of this Act.

Travel, office of the assistant secretary for budget and programs.—The conference agreement includes \$5,000 for the travel of the office of the assistant secretary for budget and programs, which is the same level imposed upon the office in fiscal year 1995. The conferees are concerned that travel for this office in fiscal year 1995 may have exceeded last year's directive and that this directive may have been circumvented by using funds from the operating administrations. The conferees reiterate that Congressional directives in this area need to be followed explicitly by this office in the future and direct that no funds be used from other sources to supplement travel by this office.

Reprogramming procedures.—Over the past year, the conferees have become aware of numerous instances in which various modal administrations of the department have either misinterpreted or disregarded the existing departmental reprogramming procedures, which limit reprogrammings among programs, projects and activities to no more than ten percent unless Congressional approval is granted. The conferees reiterate that the department shall not take any action that would contravene an instruction included in the conference agreement unless such action is in accord with the established reprogramming guidelines and for which previous Congressional approval is provided.

Office of intermodalism.—The conferees note that in 1991, the Intermodal Surface Transportation Efficiency Act created the Office of Intermodalism within the Department of Transportation to initiate and promote efficient intermodal transportation. The conferees express their support for the assistance the office has given the Department of Defense in exploring joint-use, civilian/military transportation infrastructure improvements at Biggs Army Airfield located at Fort Bliss, Texas. In consultation and cooperation with Santa Teresa, New Mexico and its proposed intermodal transportation facility, the conferees urge the Department to consider to support actively this venture.

Amendment No. 2: Provides \$40,000 for official reception and representation expenses as proposed by the House instead of \$60,000 as proposed by the Senate.

Amendment No. 3: Includes language that prohibits funds from being used to maintain "custody" of airline tariffs as proposed by the Senate, instead of language that prohibits funds to maintain "duplicate physical copies" of airline tariffs as proposed by the House.

Amendment No. 4: Includes the words "and open" as proposed by the Senate, instead of "or open them" as proposed by the House.

OFFICE OF CIVIL RIGHTS

Amendment No. 5: Appropriates \$6,554,000 for the Office of Civil Rights as proposed by the House instead of \$12,083,000 as proposed by the Senate. The conference agreement disallows the transfer of 65 FTEs and \$5,158,000 to consolidate external civil rights functions in the office of the secretary. The conferees are concerned that the proposal to consolidate the various modal offices of civil rights into one office under the guidance of the secretary may dilute the power and flexibility of those offices to respond to the needs of small and minority businesses participating in the various programs of the modal administrations.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Amendment No. 6: Appropriates \$8,220,000 for transportation planning, research, and

development instead of \$3,309,000 as proposed by the House and \$9,710,000 as proposed by the Senate. The conference agreement provides \$3,900,000 for the integrated personnel/payroll system; \$2,809,000 for transportation planning studies; \$1,000,000 for aviation management systems; and \$500,000 for the docket management system. Funding of \$6,195,000 for the automated procurement system is deferred.

Railroad Safety Institute.—The conferees urge the Department to consider providing funds to establish the Railroad Safety Institute. This relates to a Senate provision in amendment numbered 185.

WORKING CAPITAL FUND

Amendment No. 7: Limits expenses of the working capital fund to \$103,149,000, instead of \$102,231,000 as proposed by the House and \$104,364,000 as proposed by the Senate. The conference agreement includes the following reductions to the budget request:

Disallowance of transfer from OST of intermodal data network	—\$453,000
Hold non-pay inflationary increases to 1.5 percent ..	—262,000
Reduction in WCF-funded travel	—300,000
Reduction in executive training and development programs	—200,000

PAYMENTS TO AIR CARRIERS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING RESCISSION OF CONTRACT AUTHORIZATION)

Amendment No. 8: Appropriates \$22,600,000 to liquidate contract authority obligations for payments to air carriers instead of \$15,000,000 as proposed by the House and \$26,738,536 as proposed by the Senate.

Amendment No. 9: Limits obligations for payments to air carriers to \$22,600,000, instead of \$15,000,000 as proposed by the House and \$26,738,536 as proposed by the Senate.

The conferees fully intend that all essential air service communities that are participating in the program in fiscal year 1995 will continue to be eligible for participation in the essential air service program in fiscal year 1996, albeit at reduced levels. The conferees expect that the Department may be required to make pro-rata reductions in the subsidy or daily/weekly service levels to manage the funding reductions included in the conference report.

Amendment No. 10: Includes language proposed by the House that prohibits payments to air carriers in communities fewer than seventy highway miles from the nearest large or medium hub airport instead of seventy-five highway miles as proposed by the Senate.

Amendment No. 11: Deletes "or small" proposed by the Senate. The program mileage criteria retained in the conference agreement pertain only to distances from the nearest "large or medium" hub airport as proposed by the House.

Amendment No. 12: Deletes exception to essential air service program mileage criteria for communities having certain airline maintenance facilities proposed by the Senate. The House bill contained no similar exception.

Amendment No. 13: Includes language proposed by the House that allows essential air service subsidies to communities located greater than two hundred and ten miles from the nearest large or medium hub airport instead of two hundred miles as proposed by the Senate.

Amendment No. 14: Rescinds \$16,000,000 in contract authority from the payments to air

carriers program instead of \$23,600,000 as proposed by the House and \$11,861,464 as proposed by the Senate. The conference agreement rescinds contract authority that is not available for obligation due to annual limits on obligations.

Amendment No. 15: Deletes House language that would require the state, local government, or other non-Federal entity to pay at least fifty percent of the cost of providing essential air service. The conferees recognize that many states' legislatures are not in session at this time and would have difficulty responding to the cost sharing requirements contained in the House bill. The conferees note, however, that states, local governments and non-Federal entities should begin pursuing cost sharing mechanisms in anticipation of a fifty percent cost share requirement in fiscal year 1997.

RENTAL PAYMENTS

Amendment No. 16: Appropriates \$135,200,000 for rental payments instead of

\$130,803,000 as proposed by the House and \$139,689,000 as proposed by the Senate.

Amendment No. 17: Provides \$17,685,000 in rental payments from "Federal-aid highways, Limitation on general operating expenses" as proposed by the Senate instead of \$17,099,000 as proposed by the House.

MINORITY BUSINESS OUTREACH

Amendment No. 18: Appropriates \$2,900,000 for minority business outreach activities as proposed by the House instead of \$2,100,000 as proposed by the Senate.

Amendment No. 19: Provides that of the funds appropriated for minority business outreach activities, \$2,642,000 shall be available until September 30, 1997, as proposed by the House instead of \$1,842,000 as proposed by the Senate.

Amendment No. 20: Provides that funds appropriated for minority business outreach activities may be used for business opportunities related to any mode of transportation as proposed by the Senate. The House bill contained no similar provision.

INTERSTATE COMMERCE COMMISSION SUNSET

Amendment No. 21: Deletes appropriation of \$4,705,000 for the Interstate Commerce Commission Sunset activities proposed by the Senate. The House bill contained no similar appropriation. Funding for these activities is included under amendment numbered 166.

COAST GUARD

OPERATING EXPENSES

Amendment No. 22: Appropriates \$2,278,991,000 for Coast Guard operating expenses instead of \$2,565,607,000 as proposed by the House and \$2,286,000,000 as proposed by the Senate. The conference agreement assumes that additional funding of \$300,000,000 will be provided in the Department of Defense Appropriations Act, 1996.

The following table shows detailed adjustments to the budget estimate in the House and Senate recommendations and the conference agreement by budget activity:

	House bill	Senate bill	Conference
Pay and allowances:			
Budget estimate	\$1,591,835,000	\$1,591,835,000	\$1,591,835,000
Adjustments to budget estimate:			
Military pay and benefits:			
Military pay raise (2.2%)	-1,401,000	0	0
Military essentiality	-1,000,000	0	-1,000,000
General detail	-3,000,000	-3,000,000	-3,000,000
Leased housing (transfer)	-14,900,000	-14,900,000	-14,900,000
Civilian pay and benefits:			
SES staffing	+1,000,000	0	0
Youth opportunity staffing	-825,000	-825,000	-825,000
Medical care and equipment: Hold costs to fiscal year 1995 level	-6,300,000	0	-2,835,000
Leased housing (by transfer)	+14,900,000	+14,900,000	+14,900,000
Budget activity-wide:			
Accelerate existing streamlining	-4,850,000	0	-4,850,000
Accelerate fiscal year 1997 restructuring	-5,000,000	0	0
Undistributed	+175,000	-8,000,000	0
Amount recommended	1,570,634,000	1,580,010,000	1,579,325,000
Depot level maintenance:			
Aircraft	139,041,000	139,041,000	138,124,000
Electronics	31,549,000	31,549,000	31,549,000
Shore facilities	95,645,000	94,126,000	93,963,000
Vessels	99,081,000	99,081,000	98,465,000
Amount recommended	365,316,000	363,797,000	362,101,000
Operations and support:			
Budget estimate	400,496,000	400,496,000	400,496,000
Adjustments to budget estimate:			
Area operations and support:			
Cutters—high endurance	0	-263,000	-263,000
Area offices	0	-823,000	-823,000
Maintenance and logistics commands	0	-12,734,000	-2,734,000
Communications stations	0	-155,000	0
District operations and support:			
District offices	-5,600,000	0	-2,800,000
Groups and bases	0	-577,000	-577,000
Combined group/air stations	0	-359,000	-359,000
Marine safety offices	0	-1,285,000	-1,285,000
LORAN stations	0	-237,000	-237,000
Amount recommended	394,896,000	394,063,000	391,418,000
Recruiting and training:			
Budget estimate	70,943,000	70,943,000	70,943,000
Adjustments to budget estimate: Graduate school tuition	-1,000,000	0	0
Amount recommended	69,943,000	70,943,000	70,943,000
Coast Guard-wide centralized services and support:			
Budget estimate	189,726,000	189,726,000	189,726,000
Adjustments to budget estimate:			
Headquarters-managed units:			
TISCOM	0	-19,000	-19,000
Military personnel center	-150,000	0	-150,000
Activities Europe	0	-1,372,000	-1,372,000
Headquarters administration:			
Hold to 1.7 percent increase	-2,000,000	0	-2,000,000
Reduce by three-tenths of 1 percent	0	-325,000	0
Centralized bill paying:			
FTS 2000	-1,434,000	-560,000	-900,000
FEC	-647,000	0	-647,000
Unemployment compensation	-115,000	-115,000	-115,000
Amount recommended	185,380,000	187,335,000	184,523,000
Account-wide adjustments:			
Recreational equipment	-146,000	-146,000	-146,000
Non-pay inflation	-5,842,000	-5,842,000	-5,842,000
Non-operational travel	-1,831,000	-1,831,000	-1,831,000
MPPC contracting out	-500,000	0	0
Undistributed	-10,243,000	-2,329,000	0
VTS contracting out	-1,000,000	0	-1,000,000
Studies and analysis	-1,000,000	0	-500,000
Defense bill—offset	0	-300,000,000	-300,000,000

	House bill	Senate bill	Conference
Amount recommended	-20,562,000	-310,148,000	-309,319,000
Total appropriation	2,565,607,000	2,286,000,000	2,278,991,000

Reprogramming procedures.—The House report expressed concern that the Coast Guard has misinterpreted the existing departmental reprogramming procedures, which limit reprogrammings among programs, projects, and activities (PPAs) to a specified percentage unless Congressional notification and approval is granted, and which define PPAs. In response, the Coast Guard stated they are unaware of any such guidelines. The conferees are concerned that the Coast Guard is unaware of the document titled "Reprogramming Guidelines" issued on April 13, 1992 to each of the operating administrations by the Assistant Secretary for Budget and Programs, in which these and other important procedures are specified. Consequently, the conferees direct the Assistant Secretary for Budget and Programs to re-issue this guidance to all operating administrations as soon as possible, and to report to the House and Senate Committees on Appropriations regarding the Coast Guard's compliance with those guidelines under the service's current practices.

Military/civilian staffing ratio.—The conference agreement includes a reduction of \$1,000,000 for conversion of military support positions to civilian positions, as proposed by the House, and no additional senior executive service (SES) positions, as proposed by the Senate. The House believed that a modest increase in the ratio of civilians to military staffing in the Coast Guard and additional SES positions would lead to budget savings, management stability, and stronger "corporate memory" than is presently the case. While supporting the concept of military-to-civilian conversion, the Senate assumed no savings from that conversion and did not agree that additional SES positions were necessary. The conferees agree that

this topic should be more fully explored, and direct the U.S. General Accounting Office to follow up on its past work in this area by conducting a thorough analysis of the Coast Guard's military/civilian staffing ratio to determine the benefits of greater military-to-civilian conversion, including senior civilian management positions such as the senior executive service.

Marine safety resources.—The conferees concur in the initiative of the Senate and have provided adequate funds within the amounts made available for military pay and marine safety office (MSO) operations to restore the marine safety billets slated for termination. The conferees expect funds provided for MSO operations above the fiscal year 1995 level first to be used for annualization of fiscal year 1995 follow-on costs and then to restore the operating costs associated with these 21 billets. The conferees expect the Commandant to submit the report on these restored billets as requested by the Senate.

Military personnel center.—The conference agreement includes a reduction of \$150,000 for recruiting activities. These activities should be funded under "recruiting and training", not under this project.

Vessel traffic service contracting out.—The conference agreement includes a reduction of \$1,000,000 in the operating cost of vessel traffic service (VTS) systems across the country, as proposed by the House. This represents a 5 percent reduction from the budgeted level of \$19,862,000. The conferees believe that VTS system operations are a prime candidate for contract operation, and that such systems could be operated at less cost than is presently the case with government employees. The Coast Guard has a study underway to address the long-term viability of retaining the VTS mission within the Coast Guard

budget, and the conferees await the results of that study next year. However, this interim step is necessary due to budget constraints and to assist in determining the lowest cost method of operating VTS systems within the Coast Guard budget.

Southern Lake Michigan air facility.—The conference report includes funds to maintain a Coast Guard search and rescue air facility located in southern Lake Michigan.

Amendment No. 23: Provides that, of the total funding provided for "Operating expenses", \$20,000,000 shall be expended from the Boat Safety Account of the Aquatic Resources Trust Fund instead of \$25,000,000 as proposed by the House and no funds as proposed by the Senate. Under current law, the Coast Guard is authorized to expend from the trust fund for boating safety activities an amount equal to the amount appropriated for the boat safety grants program.

Amendment No. 24: Deletes House language specifying that no less than \$314,200,000 is available for drug enforcement activities, as proposed by the Senate.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 25: Appropriates \$362,375,000 for "Acquisition, construction, and improvements" instead of \$375,175,000 as proposed by the House and \$366,800,000 as proposed by the Senate. The conferees also approve reprogramming totaling \$38,000,000, resulting in overall program resources of \$400,375,000 for fiscal year 1996.

A table showing the distribution of this appropriation by project as included in the fiscal year 1996 budget estimate, House bill, Senate bill, and the conference agreement follows:

ACQUISITION CONSTRUCTION AND IMPROVEMENTS: CONFERENCE AGREEMENT—FISCAL YEAR 1996

Program name	Fiscal year 1996 estimate	Fiscal year 1996 House	Fiscal year 1996 Senate	Conference agreement
Vessels:				
Survey and design—cutters and boats	\$500,000	\$500,000	\$500,000	\$500,000
Seagoing buoy tender (WLB) replacement	65,000,000	65,000,000	65,000,000	65,000,000
Coastal buoy tender (WLM) replacement	93,000,000	93,000,000	93,000,000	93,000,000
47-foot motor lifeboat (MLB) replacement project	500,000	500,000	500,000	500,000
Buoy boat replacement project (BUSL)	8,500,000	0	8,500,000	0
Polar icebreaker replacement follow-on	4,300,000	4,300,000	0	0
82-foot WPB capability replacement	4,000,000	0	0	0
Norwegian crewing concept development (NORCREW)	2,000,000	2,000,000	0	0
Self propelled barge replacement	900,000	900,000	0	0
Surface search radar replacement project	3,500,000	3,500,000	0	0
210-foot medium endurance cutter MMA	14,500,000	14,500,000	10,500,000	6,000,000
378-foot shipboard command & control	1,300,000	1,300,000	0	0
Configuration management	5,700,000	5,700,000	0	2,600,000
Total vessels	203,700,000	191,200,000	178,000,000	167,600,000
Aircraft:				
Traffic alert & collision avoidance system (TCAS) phase IV	13,000,000	10,000,000	8,000,000	8,000,000
Global positioning system installation phase VI	1,900,000	1,900,000	1,900,000	1,900,000
HH-65 Helicopter main transmission gearbox upgrade phase II	2,500,000	2,500,000	2,500,000	0
HC-130 side looking airborne radar (SLAR) upgrade	2,100,000	2,100,000	2,100,000	2,100,000
Total aircraft	19,500,000	16,500,000	14,500,000	12,000,000
Other equipment:				
Supply center computer replacement	1,000,000	1,000,000	1,000,000	1,000,000
Fleet logistics system	3,000,000	3,000,000	0	3,000,000
Vessel traffic service (VTS) system 2000	5,000,000	5,000,000	2,000,000	3,400,000
VTS equipment replacement	3,000,000	3,000,000	3,000,000	1,900,000
Marine information for safety and law enforcement (MISLE)	11,000,000	11,000,000	11,000,000	11,000,000
Conversion of software applications	11,100,000	6,100,000	9,000,000	8,500,000
Finance center information system replacement	2,600,000	2,600,000	2,500,000	2,500,000
Differential GPS transmitter replacement	1,700,000	0	1,700,000	1,700,000
Differential GPS implementation—second district	2,400,000	0	2,400,000	0
Search and rescue simulation model (SARSIM)	500,000	500,000	500,000	500,000
Communication systems 2000	11,000,000	6,000,000	11,000,000	11,000,000
WLB/WLM support facility	1,500,000	1,500,000	1,000,000	1,000,000
Vessel navigation training simulator	1,500,000	1,500,000	1,500,000	1,500,000
Local notice to mariners automation	500,000	500,000	500,000	500,000
Global maritime distress and safety system	500,000	500,000	500,000	500,000
Operational information system	0	0	0	1,200,000
Total other equipment	56,300,000	42,200,000	47,600,000	49,200,000
Shore facilities and aids to navigation:				
Survey and design—Shore projects	8,000,000	8,000,000	6,000,000	6,000,000

ACQUISITION CONSTRUCTION AND IMPROVEMENTS: CONFERENCE AGREEMENT—FISCAL YEAR 1996—Continued

Program name	Fiscal year 1996 estimate	Fiscal year 1996 House	Fiscal year 1996 Senate	Conference agree- ment
Minor AC&I shore construction projects	5,000,000	5,000,000	4,000,000	4,000,000
Streamlining initiatives	5,000,000	5,000,000	0	0
Air station consolidation	11,000,000	11,000,000	0	0
Coast Guard Yard ship handling facility (phase II)	15,100,000	0	7,000,000	7,000,000
Public family quarters	22,700,000	20,275,000	8,900,000	9,175,000
Station Boothbay Harbor, ME—renovate/expand	2,800,000	2,800,000	2,800,000	2,800,000
Base South Portland, ME—construct station operations bldg.	2,600,000	2,600,000	2,600,000	2,600,000
Base San Juan, PR—reconstruction	3,150,000	3,150,000	0	0
Station Port Isabel, TX—reconstruct/expand waterfront facilities ..	2,650,000	2,650,000	2,650,000	2,650,000
Station Portage, MI—relocate/replace station facilities	4,200,000	4,200,000	4,200,000	2,300,000
Station Chetco River, OR—construct mooring/waterfront	2,000,000	2,000,000	2,000,000	2,000,000
Station Honolulu, HI—replacement	5,000,000	5,000,000	5,000,000	5,000,000
Waterways ATON projects	5,500,000	5,500,000	4,000,000	4,500,000
Overseas LORAN closure	0	0	0	-1,900,000
Streamlining/initiatives:				
New London, CT: Academy (Roland Hall renovation)	5,100,000	5,100,000	0	3,900,000
New London, CT: Academy (CPO & leadership schools)	0	0	2,500,000	2,500,000
New London, CT: Academy (Galley renovation)	0	0	0	5,000,000
Wadsworth, NY: Group/MSO/VTC Center	0	0	9,000,000	9,000,000
Rosebank, NY: Pier and station rehabilitation	0	0	4,000,000	4,000,000
Rosebank, NY: Moorings	0	0	0	3,900,000
Bayonne, NJ: Pier improvements/ANT team facilities	0	0	5,700,000	5,700,000
Sandy Hook, NJ: Construct group engineering building	0	0	2,750,000	2,750,000
Portsmouth, VA: Support center administrative space	0	0	4,000,000	4,000,000
Boston, MA: Support center rehabilitation	0	0	2,000,000	2,000,000
Yorktown, VA: Reserve training center yeoman school mods	0	0	1,100,000	0
Total shore facilities and aids to navigation	99,800,000	82,200,000	80,200,000	88,875,000
Personnel and related support:				
Direct personnel costs	48,200,000	42,500,000	46,000,000	44,200,000
Core acquisition costs	700,000	500,000	500,000	500,000
Total personnel and related	48,900,000	43,000,000	46,500,000	44,700,000
Total appropriations	428,200,000	375,175,000	366,800,000	362,375,000

Amendment No. 26: Provides \$167,600,000 to acquire, repair, renovate or improve vessels, small boats and related equipment instead of \$191,200,000 as proposed by the House and \$178,000,000 as proposed by the Senate. In addition, the conference agreement includes the reprogramming of \$14,000,000 from the seagoing and coastal buoy tender (WLB/WLM) programs, to be reallocated to the following programs:

Polar icebreaker replacement	\$4,300,000
NORCREW search and rescue boat	2,000,000
Self-propelled barge	900,000
Surface search radar replacement	3,500,000
378-foot shipboard command and control	1,300,000
210-foot cutter MMA	2,000,000

Stern loading buoy boat (BUSL) replacement.—The conference agreement provides no funding for this project, as proposed by the House, instead of \$8,500,000 as proposed by the Senate. This should be interpreted as a deferral of additional funding, and not Congressional desire to terminate the project. Due to project delays, prior year funding is available to continue this effort through fiscal year 1996 without additional appropriation.

Amendment No. 27: Provides \$12,000,000 to acquire new aircraft and increase aviation capability instead of \$16,500,000 as proposed by the House and \$14,500,000 as proposed by the Senate.

RU-38A wing assembly upgrade.—The conferees understand the Coast Guard has identified a particular upgrade to the center wing assembly of the RU-38A surveillance aircraft which could significantly enhance

the aircraft's service life, range and endurance on operational missions. The conferees understand that additional funding may be required to conduct this upgrade, and encourage the Coast Guard to submit a reprogramming proposal to the Congress for this work if the Coast Guard determines the project to be of sufficient priority.

Amendment No. 28: Provides \$49,200,000 for other equipment instead of \$42,200,000 as proposed by the House and \$47,600,000 as proposed by the Senate.

Operational information system.—The conference agreement includes \$1,200,000 for procurement and evaluation of prototypes of the operational information system (OIS), proposed by the House under the "Research, development, test and evaluation" (RDT&E) appropriation. In its appeal to the conferees, the Coast Guard suggested that RDT&E was not the appropriate account for this project. Consequently, the conference agreement includes funding under this appropriation.

Amendment No. 29: Provides \$88,875,000 for shore facilities and aids to navigation facilities instead of \$82,275,000 as proposed by the House and \$80,200,000 as proposed by the Senate. In addition, the conference agreement includes the reprogramming of \$24,000,000 from various shore facilities as listed in the Senate report (—\$22,100,000) and from the overseas Loran-C closure program (—\$1,900,000), to be reallocated to the following programs:

Air station consolidation ..	\$11,000,000
Public family quarters	11,100,000
Station Portage, MI	1,900,000

Amendment No. 30: Provides \$44,700,000 for acquisition-related personnel compensation, benefits and related costs instead of

\$43,000,000 as proposed by the House and \$46,500,000 as proposed by the Senate.

Amendment No. 31: Deletes House language that would have allowed the Secretary to transfer up to \$50,000,000 within the AC&I appropriation for implementation costs associated with Coast Guard streamlining plans. The Senate bill provided funding for specific streamlining projects rather than transfer authority for unspecified projects. The conference agreement adopts the Senate approach, providing \$42,750,000 for ten streamlining projects. This compares to \$31,050,000 in the Senate bill. The budget request included \$5,000,000 for unspecified projects. The conferees are very supportive of the Coast Guard's streamlining efforts and look forward to reviewing specific proposals next year in detail.

Amendment No. 32: Provides that the Commandant may dispose of surplus real property by sale or lease and the proceeds shall be credited to this appropriation. The Senate bill required disposal by sale or lease. The House bill contained no similar provision.

PORT SAFETY DEVELOPMENT

Amendment No. 33: Appropriates \$15,000,000 for debt retirement of the Port of Portland, Oregon, to remain available until expended, as proposed by the Senate. The House bill contained no similar appropriation.

ALTERATION OF BRIDGES

Amendment No. 34: Appropriates \$16,000,000 for the alteration or removal of obstructive bridges as proposed by the House instead of \$2,000,000 as proposed by the Senate.

A table comparing the fiscal year 1996 estimate, House bill, Senate bill, and conference agreement by bridge and location follows:

Bridge and location:	Fiscal year 1996 estimate	House bill	Senate bill	Conference agreement
Burlington, IA, Burlington Northern RR Bridge	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
New Orleans, LA, Florida Avenue RR/HW Bridge .....	.....	2,000,000	.....	2,000,000
Brunswick, GA, Sidney Lanier HW Bridge .....	.....	8,000,000	.....	8,000,000
Chelsea St. Bridge, Boston, MA .....	.....	2,000,000	.....	2,000,000
Limehouse HW Bridge, St. John's Island, SC .....	.....	2,000,000	.....	2,000,000
Total	2,000,000	16,000,000	2,000,000	16,000,000

RESERVE TRAINING

Amendment No. 35: Appropriates \$62,000,000 for reserve training as proposed by the Senate instead of \$61,859,000 as proposed by the House.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Amendment No. 36: Appropriates \$18,000,000 for research, development, test, and evaluation instead of \$18,500,000 as proposed by the

House and \$20,000,000 as proposed by the Senate.

The following table summarizes the fiscal year 1996 budget estimate, House and Senate recommendations, and the conference agreement by program, project and activity:

Program area	Fiscal year 1996 estimate	House bill	Senate bill	Conference agreement
Improve search and rescue capability:				
Search planning	\$100,000	\$100,000		100,000
Search process, platforms and sensors	400,000	400,000		400,000
Personnel	432,000	432,000		432,000
Total	932,000	932,000	500,000	932,000
Waterways safety and management:				
Waterways management	500,000	500,000		400,000
Advanced vessel traffic systems/services	600,000	100,000		275,000
Integrated navigation systems	450,000	450,000		450,000
Short range aids to navigation	400,000	200,000		200,000
Advanced GPS development	0	0		0
Personnel	864,000	864,000		864,000
Total	2,814,000	2,114,000	1,325,000	2,189,000
Marine safety:				
Marine safety research	530,000	200,000		200,000
Human factors analysis	1,685,000	700,000		1,050,000
Fire safety for commercial vessels	960,000	750,000		750,000
Personnel	972,000	700,000		700,000
Total	4,147,000	2,350,000	2,000,000	2,700,000
Ship structure committee:				
Support for Committee	250,000	0	0	0
Personnel	36,000	0	0	0
Total	286,000	0	0	0
Marine environmental protection:				
Planning, management and training	150,000	150,000		150,000
Detection/surveillance systems	0	0		0
Oil pollution response	850,000	500,000		625,000
Personnel health and safety	75,000	75,000		75,000
Port demonstration project	0	0		0
OPA90 regional grant program	0	0		0
HazChem countermeasures and safety	0	0		0
Personnel	504,000	504,000		504,000
Total	1,579,000	1,229,000	1,075,00	1,354,000
Maritime law enforcement:				
Surveillance	725,000	725,000		725,000
Vessel search	0	0		0
Sensor integration information	0	0		0
Personnel	504,000	504,000		504,000
Total	1,229,000	1,229,000	725,000	1,229,000
Safety and environmental compliance:				
Cutter fire safety technology	600,000	586,000	0	586,000
Pollution prevention	500,000	500,000	0	500,000
Aviation engineering support	75,000	0	0	0
Vessel loss exposure and risk analysis methodology	620,000	620,000	0	620,000
Personnel	612,000	612,000		612,000
Total	2,407,000	2,318,000	0	2,318,000
Human resource management effectiveness:				
Training techniques and technologies	300,000	0	0	100,000
Staffing standards development	0	0	0	0
Personnel	144,000	0	0	0
Total	444,000	0	0	100,000
Command, control, computers and intelligence:				
Information systems	280,000	1,780,000	0	280,000
Advanced communications systems	0	0	0	0
Personnel	648,000	648,000	0	648,000
Total	928,000	2,428,000	0	928,000
Technology base:				
Future technology assessment	300,000	0	0	0
Modeling	150,000	0	0	0
Select projects	450,000	300,000	0	300,000
Personnel	684,000	200,000	0	200,000
Total	1,584,000	500,000	0	500,000
R&D personnel, program support and operations				
Admin/support personnel and related costs	3,100,000	2,600,000	0	2,850,000
Support and operations	1,700,000	1,500,000	0	1,600,000
R&D management info system development	500,000	450,000	0	450,000
Modernization of F&STD test facilities	850,000	850,000	0	850,000
Total	6,150,000	5,400,000	0	5,750,000
Mission capabilities assessment	0	0	1,780,000	0
Multimission/administrative support	0	0	12,595,000	0
Other projects:				
South Florida oil spill research center	0	0	0	0
Maritime Fire and Research Assoc.	0	0	0	0
Total	0	0	0	0
Total appropriations	22,500,000	18,500,000	20,000,000	18,000,000

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Amendment No. 37: Appropriations \$20,000,000 for boat safety grants as proposed by the House instead of no funding as proposed by the Senate. The budget proposal and the Senate recommendation assumed this program would be fully funded as a mandatory appropriation beginning in fiscal year 1996. When combined with an estimated \$10,000,000 in mandatory spending authorized by the Clean Vessel Act of 1992, total program resources are \$30,000,000 for fiscal year 1996, which compares to \$32,500,000 for fiscal year 1995.

Notwithstanding the difficult budget constraints faced by the Congress, the conferees believe that to convert discretionary grant programs such as this one to mandatory funding—avoiding annual budget review and competition with other programs in the appropriations process—would undermine fiscal constraint and lessen Congressional oversight in an area which has the country's sec-

ond highest number of transportation-related fatalities and is currently on the National Transportation Safety Board's list of "most wanted" safety improvements. Rather than put this program on an automatic spending status and lessen oversight, the conferees believe the Coast Guard and the department could more effectively use these grant funds to target states with poor boat safety records, and provide leveraged funding for safety improvements.

The conferees also note the Coast Guard is in error when it assumes that funding for this and other maritime programs comes at the expense of its operating budget. The conferees wish to make clear to the Coast Guard and the department that, while funding for boating safety grants is clearly a portion of the overall allocation of budgetary resources in this bill, it should not be assumed that reductions have been made in Coast Guard operating expenses to accommodate this or any other important maritime programs in the bill.

EMERGENCY FUND

(LIMITATION ON PERMANENT APPROPRIATIONS)

(OIL SPILL LIABILITY TRUST FUND)

Amendment No. 38: Deletes limitation of \$3,000,000 on the permanent appropriation authorized in section 1012(a)(4) of the Oil Pollution Act of 1990 proposed by the House. The Senate bill contained no similar limitation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

(INCLUDING TRANSFER OF FUNDS)

Amendment No. 39: Inserts heading "including transfer of funds" as proposed by the Senate. This is necessary due to the disposition of amendment numbered 46.

Amendment No. 40: Appropriates \$4,645,712,000 for FAA operations instead of \$4,600,000,000 as proposed by the House and \$4,550,000,000 as proposed by the Senate.

The following table summarizes adjustments to the budget estimate in the House and Senate bills and the conference agreement, by budget activity:

FAA OPERATIONS

	House bill	Senate bill	Conference agreement
Operation of the ATC system:			
Budget estimate	2,228,634,000	2,228,634,000	2,228,634,000
Adjustments to budget estimate:			
Contract tower streamlining	- 6,520,000	0	0
"Quality through partnership"	- 1,790,000	0	- 1,790,000
General reduction	0	- 28,310,000	0
Accelerated promotion	0	0	- 4,300,000
Amount recommended	2,220,324,000	2,200,324,000	2,222,544,000
NAS logistics support:			
Budget estimate	185,158,000	185,158,000	185,158,000
Adjustments to budget estimate:			
Motor fleet, FAALC	- 3,100,000	0	0
Depot spares	+ 4,000,000	0	0
General reduction	0	+ 4,493,000	0
Amount recommended	186,058,000	180,665,000	185,158,000
Maintenance of ATC system:			
Budget estimate	868,297,000	868,297,000	868,297,000
Adjustments to budget estimate:			
AMASS maintenance	- 2,000,000	0	- 2,000,000
OASIS maintenance	- 100,000	0	- 100,000
Undefined inflation	0	- 3,602,000	- 3,602,000
Amount recommended	866,197,000	864,695,000	862,595,000
Leased telecommunications:			
Budget estimate	328,423,000	328,423,000	328,423,000
Adjustments to budget estimate:			
Administrative communications	- 4,680,000	0	- 1,500,000
WECO switch offset	- 2,000,000	0	- 2,000,000
General reduction	0	- 2,078,000	0
Amount recommended	321,743,000	326,345,000	324,923,000
Aviation regulation/certification:			
Budget estimate	399,711,000	399,711,000	399,711,000
Adjustments to budget estimate:			
Flight standards staff increase	- 4,954,000	- 4,954,000	0
New data systems	- 1,634,000	- 1,634,000	- 1,634,000
PCS moves	- 617,000	- 617,000	- 617,000
OMEGA navigation system	- 8,556,000	- 2,056,000	- 1,840,000
Amount recommended	383,950,000	390,450,000	395,620,000
Aviation standards:			
Budget estimate	111,395,000	111,395,000	111,395,000
Adjustments to budget estimate:			
Hold costs to fiscal year 1995 level	- 2,644,000	- 2,644,000	- 2,644,000
Amount recommended	108,751,000	108,751,000	108,751,000
Aviation security:			
Budget estimate	65,769,000	65,769,000	65,769,000
Adjustments to budget estimate:			
Hold costs to fiscal year 1995 level	- 920,000	0	0
General reduction	0	- 769,000	0
Amount recommended	64,849,000	65,000,000	65,769,000
NAS Design and management			
Budget estimate	53,277,000	53,277,000	53,277,000
Adjustments to budget estimate:			
General reduction	- 8,277,000	- 277,000	- 3,000,000
Amount recommended	45,000,000	53,000,000	50,277,000
Administration of airports:			
Budget estimate	42,173,000	42,173,000	42,173,000
Adjustments to budget estimate:			
Staffing increase	- 643,000	- 673,000	- 650,000
Amount recommended	41,530,000	41,500,000	41,523,000

FAA OPERATIONS—Continued

	House bill	Senate bill	Conference agree- ment
Commercial space transportation:			
Budget estimate	6,541,000	6,541,000	6,541,000
Adjustments to budget estimate:			
Hold travel to fiscal year 1995 level	— 45,000	— 45,000	— 45,000
Contract programs	— 666,000	— 666,000	— 666,000
Delete industry support	— 60,000	— 60,000	— 60,000
Amount recommended	5,770,000	5,770,000	5,770,000
Human resource management:			
Budget estimate	231,947,000	231,947,000	231,947,000
Adjustments to budget estimate:			
Labor, personnel and human relations	— 22,142,000	0	— 17,197,000
Centralized training	— 10,050,000	0	— 8,000,000
MARC	+ 250,000	0	+ 250,000
General reduction	0	— 23,447,000	0
Amount recommended	200,005,000	208,500,000	207,000,000
Executive direction and management:			
Budget estimate	189,216,000	189,216,000	189,216,000
Adjustments to budget estimate:			
Staffing reductions	— 5,390,000	0	— 3,169,000
Regional public affairs staffing	— 2,047,000	0	— 2,047,000
General reduction	— 6,779,000	— 9,216,000	0
Amount recommended	175,000,000	180,000,000	184,000,000
Account-wide adjustments:			
Administration aircraft	— 3,600,000	0	— 1,500,000
Adjustments to budget estimate:			
SAE grant	— 105,000	0	0
Overseas personnel assignments	— 500,000	0	— 500,000
Non-pay inflation	— 4,824,000	0	— 4,824,000
Workers' compensation	— 1,394,000	0	— 1,394,000
Undistributed	— 8,754,000	— 15,000,000	0
Operational pay differential	0	— 45,000,000	0
Non-pay inflation, administrative aircraft, and GSA vehicles	0	— 5,000,000	0
Amount recommended	— 19,177,000	— 65,000,000	— 8,218,000
Offsetting receipts: Amount recommended	0	— 10,000,000	0
Total appropriation	4,600,000,000	4,550,000,000	4,645,712,000
Transfer from Coast Guard			60,000,000
Total funding	4,600,000,000	4,550,000,000	4,705,712,000

Contract tower streamlining program.—The conferees agree to restore the reduction of \$6,520,000 proposed by the House for this program, but agree with the House's observation that in past years, funds for this important program have not been spent as intended, but reprogrammed to other activities. The conferees believe these delays have been at least partly due to wage determinations required administratively by the Department of Labor. Since the conferees agree with the Senate language amending and streamlining the wage determination process, it is hoped the contract tower program will move forward without further delay and achieve the promised budgetary savings. The FAA is directed not to reprogram any of the \$6,520,000 appropriated for this program.

"Quality through partnership" program.—The conference agreement deletes the \$1,790,000 budgeted for this program, as proposed by the House. The conferees direct that no funds be reprogrammed for this activity during fiscal year 1996.

Accelerated promotion.—Since completion of House and Senate action on this bill, program savings of \$4,300,000 have been found resulting from discontinuation of the accelerated promotion program for air traffic controllers. When the Training Agreement for Accelerated Promotions expired on July 15, 1995 and the administration made a decision not to renew the program, these funds became excess to budgetary requirements. This program allowed controllers to receive grade-to-grade promotions without fulfilling the time-in-grade requirements applicable to other federal employees. The conferees have used these savings to restore funding for additional FAA safety and certification inspectors, in order to provide the highest level of aviation safety possible.

Aviation safety inspectors.—The conference agreement fully funds the administration's request for 233 additional aviation safety inspectors, including an additional 117 general aviation inspectors. This is in addition to

the increase in staffing provided for fiscal year 1995. Between fiscal year 1994 and 1996, end-of-year staffing in this area has risen from 4,051 to a funded level of 4,606, a two-year increase of almost 14 percent. Despite difficult budget constraints, the conferees believe this is a high priority safety area worthy of additional funding.

Flight service stations.—The conferees do not intend for FAA to close flight service stations not in the currently approved plan, and believe funding in the conference agreement is sufficient for the FAA to continue to operate and maintain its existing network of flight service stations around the country.

Allocation of budget reductions.—The conferees reiterate to FAA and departmental officials that the funding allocations and reductions specified in the bill, as detailed and explained in this joint explanatory statement of the committee of conference, are the best expressions of Congressional intentions regarding the proper uses of appropriated funds. Should the department decide to reduce activities below the levels specified or implied herein, and in particular if activities are to be substantially reduced or terminated by agency action which is not specifically addressed in this statement, the department shall receive prior Congressional approval through the reprogramming process.

Mid America Aviation Resource Consortium.—The conferees agree to provide \$250,000 for continued support of the Mid-America Aviation Resource Consortium, as proposed by the House, but intend that this be the final year of federal support for this facility unless requested in the President's budget.

Loran-C automatic blink system.—The conferees agree with the House's direction to expedite implementation of the automatic blink system for the Loran-C navigation system.

Aurora, IL en route center.—The conferees recognize the urgency of solving the problems causing computer outages at the FAA's air traffic control center in Aurora, Illinois.

The Aurora center is one of the busiest in the world and a critical link in our nation's air traffic control system. Years of delay in updating the present equipment have resulted in an obsolete, aged, and failure-prone system in the Aurora center. FAA has worked diligently to develop an interim solution to this problem as quickly as is technologically feasible, pending installation of a new air traffic control system for the nation. The conferees deem maintenance of reliable operational capability at the Aurora center to be in the national interest of maintaining an efficient and viable national air transportation system, and deem the implementation of interim solutions to the problems causing computer outages to be an urgent national priority. FAA should simplify and expedite its procurement process to the maximum extent feasible, and should allocate all necessary personnel resources to assure that the existing system remains in reliable working order. If FAA determines that additional technological or personnel resources are necessary to develop and implement interim solutions to these problems, then the Congress would give serious consideration to providing such additional resources. The conference agreement includes \$20,000,000, as proposed by the Senate, for the display channel complex rehost program, which will upgrade the computers at Aurora and similar centers.

Amendment No. 41: Provides that \$2,222,859,100 shall be derived from the airport and airway trust fund instead of \$1,871,500,000 as proposed by the House and \$1,865,000,000 as proposed by the Senate.

Amendment No. 42: Allows funds for any "agency" services to be credited to this appropriation, as proposed by the Senate. The House bill specified that only receipts for "aviation" services be credited to the appropriation.

Amendment No. 43: Requires that funds credited to the appropriation be "receipts

for" certain services, as proposed by the Senate. The House bill contained no similar language.

Amendment No. 44: Deletes Senate language allowing \$10,000,000 in additional safety and security fees to be credited to this appropriation. The conferees have not yet seen adequate details from the administration demonstrating the unequivocal need for new fees, and explanation and justification of the specific fees to be imposed, or a convincing argument that the FAA's cost structure is of such efficiency that new fees or taxes are necessary. In addition, the conferees believe there will be substantial savings achieved through the FAA reform provisions enacted in this bill and the broader revisions currently under consideration in the authorization process. Such cost savings, combined with further review of the agency's cost structure, could obviate or minimize the need for additional fees.

Amendment No. 45: The conference agreement deletes language proposed by the Senate which would have begun a three year phaseout of the "five percent bonus pay" for air traffic controllers and technicians, and inserts new language allowing the Secretary of Transportation permissive transfer authority of up to \$60,000,000 from Coast Guard "Operating expenses" to augment funding for air traffic control operations and maintenance to enhance safety and security.

FAA operations funding and transfer flexibility.—Since consideration of the fiscal year 1996 transportation appropriations bill by the House and Senate, the administration has raised the priority of funding for FAA operations and maintenance. For example, in a September 13, 1995 letter to the House and Senate Appropriations Committees, the director of the Office of Management and Budget advised "the administration has serious concerns that the funding level for Federal Aviation Administration (FAA) Oper-

ations would make it difficult to continue today's high levels of aviation safety. The administration's highest priority is that FAA operations be funded at the requested level."

The conferees have given the utmost consideration to the administration's priorities. The conference agreement includes an appropriation for FAA operations above the levels proposed in either the House or Senate bill. In addition, the agreement includes the authority for the Secretary of Transportation to transfer up to \$60,000,000 from Coast Guard "Operating expenses" to augment the FAA's operating budget for air traffic control operations and maintenance activities which enhance aviation safety and security. It is not clear at this time how much of this authority might be required, but the conferees wish to provide maximum flexibility in the event of a critical shortfall. With the transfer, total funding for FAA operations in this bill is \$4,705,712,000, slightly above the administration's request.

In addition, the conference agreement fully restores the requested increase for aviation safety inspectors and implements significant FAA personnel and procurement reforms. The first action addresses a high administration priority and provides the maximum resources possible for an important safety initiative. Personnel and procurement reforms are expected to free up significant operating funds or air traffic control and safety-related activities. Overall, the conferees are confident that the increased funding level, combined with transfer flexibility and these additional actions, will be sufficient to maintain aviation safety over the coming year despite the difficult budget environment and the necessity for government-wide downsizing.

Five percent bonus pay.—The conference agreement restores the reduction of \$45,000,000 to begin a three year phaseout of

this pay proposed by the Senate. However, in order to accommodate the \$88,600,000 estimated for this program, the conferees were required to hold funding for the airport improvement program to the fiscal year 1995 level of \$1,450,000,000. Given the high priority placed on the five percent bonus by the administration and the desire to maintain morale in the air traffic controller workforce, the conferees believe it prudent and necessary to delay some airport construction projects to finance continuation of this important activity.

Aviation security.—The conference agreement fully funds the administration's request of \$65,769,000 for aviation security activities due to the high priority of this activity given recent threat assessments.

Amendment No. 46: Provides for the transfer of unexpended balances from prior appropriations for the office of commercial space transportation to this appropriation, and prohibits airport and airway trust fund resources from being used to support the office of commercial space transportation, as proposed by the Senate. The House bill contained no similar provisions. The conference agreement transfers this office from the office of the secretary of transportation to the FAA.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 47: Appropriates \$1,934,883,000 for facilities and equipment instead of \$2,000,000,000 as proposed by the House and \$1,890,377,000 as proposed by the Senate.

The following table summarizes the fiscal year 1996 budget estimate, House and Senate recommended levels, and the conference agreement by program, project, and activity:

FACILITIES AND EQUIPMENT
Conference Agreement
(In thousands of dollars)

FY96		FY 1996	FY 1996	FY 1996	Conference
LINE	TITLE	Estimate	House	Senate	Agreement
BA1	ENGINEERING DEVELOPMENT, TEST AND EVALUATION:				
1A01	AVIATION WEATHER SERVICES IMPROVEMENTS	13,700.0	26,100.0	13,700.0	19,700.0
1A02	EN ROUTE AUTOMATION	317,400.0	256,700.0	256,700.0	256,700.0
	AERONAUTICAL DATA LINK (ADL)	0.0	27,400.0	27,400.0	27,400.0
1A04	VOICE SWITCHING AND CONTROL SYSTEM (VSCS) - EDT&E	11,000.0	11,000.0	11,000.0	11,000.0
1A03	OCEANIC AUTOMATION SYSTEM	47,100.0	47,100.0	47,100.0	47,100.0
	AERONAUTICAL DATA LINK (ADL) APPLICATIONS				
	SUBTOTAL - EN ROUTE PROGRAMS	389,200.0	368,300.0	365,900.0	361,900.0
1B01	AIRPORT SURVEILLANCE RADAR (ASR)	14,300.0	14,300.0	14,300.0	14,300.0
1B02	REMOTE MAINTENANCE MONITORING SYSTEM	3,000.0	3,000.0	0.0	0.0
1B03	TERMINAL AUTOMATION	31,600.0	31,600.0	24,400.0	31,600.0
1B04	TOWER AUTOMATION	29,500.0	29,500.0	29,500.0	29,500.0
	TERMINAL AREA SURVEILLANCE SENSOR (TASS)	0.0	5,800.0	5,000.0	5,000.0
	LOW-COST ASDE	0.0	8,000.0	0.0	5,000.0
	LOOP TECHNOLOGY FOR SURFACE DETECTION	0.0	2,000.0	0.0	2,000.0
	SUBTOTAL - TERMINAL PROGRAMS	78,400.0	94,200.0	73,200.0	87,400.0
1E02	FAA TECHNICAL CENTER FACILITY - BUILDING LEASE	5,290.0	0.0	5,290.0	5,290.0
1E03	UTILITY PLANT MODIFICATIONS	1,560.0	0.0	1,560.0	1,560.0
1E05	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	2,000.0	0.0	2,000.0	2,000.0
1E06	TECHNICAL CENTER FACILITIES	9,600.0	20,600.0	9,600.0	9,600.0
1E08	CAMI INFRASTRUCTURE - MODERNIZATION	600.0	600.0	600.0	600.0
1E01	INDEPENDENT OPERATIONAL TEST SUPPORT	1,500.0	1,500.0	1,500.0	1,500.0
1E04	GENERAL AIRPORT IMPROVEMENTS	150.0	0.0	150.0	150.0
1E07	TECHNICAL CENTER FIBER DATA DISTRIBUTION INTERFACE	2,000.0	0.0	2,000.0	2,000.0
1E09	CABIN RESEARCH FACILITY CONSTRUCTION	500.0	500.0	500.0	500.0
	SUBTOTAL, RDT&E EQUIPMENT AND FACILITIES	23,200.0	23,200.0	23,200.0	23,200.0
	TOTAL ACTIVITY 1	490,800.0	485,700.0	452,300.0	472,500.0
BA2	AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT:				
	DISPLAY COMPLEX CHANNEL REHOST	0.0	0.0	20,000.0	20,000.0
2A01	LONG RANGE RADAR (LRR) PROGRAM - REPLACE/ESTABLISH	12,800.0	12,800.0	12,800.0	12,800.0
2A02	RML SYSTEM REPLACEMENT/EXPANSION	1,000.0	1,000.0	1,000.0	1,000.0
2A03	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	10,800.0	10,800.0	10,800.0	10,800.0
2A04	ATC EN ROUTE RADAR FACILITIES IMPROVEMENTS	17,700.0	11,800.0	11,800.0	11,800.0
2A05	EN ROUTE AUTOMATION	17,700.0	17,700.0	17,700.0	17,700.0
2A06	AIR TRAFFIC OPERATIONS MANAGEMENT	1,000.0	1,000.0	1,000.0	1,000.0
2A07	WEATHER AND RADAR PROCESSOR (WARP)	7,800.0	7,800.0	7,800.0	7,800.0
2A08	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	15,000.0	0.0	0.0	0.0
2A09	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	42,100.0	59,100.0	59,100.0	59,100.0
2A10	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	112,700.0	106,100.0	106,100.0	106,100.0
2A11	RCF - EXPAND/RELOCATE	1,000.0	1,000.0	1,000.0	1,000.0
2A12	TRAFFIC FLOW MANAGEMENT	28,500.0	40,300.0	34,000.0	40,300.0
2A13	DATA MULTIPLEXING NETWORK (DMN)	7,900.0	7,900.0	7,900.0	7,900.0
2A14	CRITICAL COMMUNICATIONS SUPPORT	3,000.0	0.0	2,000.0	2,000.0
2A15	EN ROUTE COMMS AND CONTROL FACILITIES IMPROVEMENT	3,181.0	3,181.0	3,181.0	3,181.0
2A16	SATELLITE COMMUNICATIONS CIRCUIT BACK-UP	4,000.0	4,000.0	4,000.0	4,000.0
2A17	DOD BASE CLOSURE - FACILITY TRANSFER	5,000.0	5,000.0	5,000.0	5,000.0
2A18	BACK-UP EMERGENCY COMMUNICATIONS (BUEC)	2,000.0	2,000.0	2,000.0	2,000.0
	VOLCANO MONITOR	0.0	0.0	2,000.0	2,000.0
	SUBTOTAL - EN ROUTE PROGRAMS	293,181.0	291,481.0	309,181.0	316,481.0
2B01	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	4,900.0	47,400.0	7,400.0	7,400.0
2B02	MODE S - PROVIDE	12,700.0	12,700.0	12,700.0	12,700.0
2B03	TERMINAL AUTOMATION	22,800.0	17,300.0	17,300.0	17,300.0
2B05	REMOTE MAINTENANCE MONITORING SYSTEM (RMMS)	27,500.0	15,000.0	24,500.0	24,500.0
2B06	TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE	60,400.0	60,400.0	60,400.0	60,400.0
2B07	CONTROL TOWER/TRACON FACILITIES - IMPROVE	25,684.0	22,800.0	25,600.0	25,600.0
2B09	EMERGENCY TRANSCEIVERS - REPLACEMENT	2,000.0	2,000.0	2,000.0	2,000.0
2B10	TERMINAL VOICE SWITCH REPLACEMENT (TVSR)	7,000.0	14,000.0	7,000.0	14,000.0

FACILITIES AND EQUIPMENT
Conference Agreement
(In thousands of dollars)

FY96		FY 1996	FY 1996	FY 1996	Conference
LINE	TITLE	Estimate	House	Senate	Agreement
2B11	RADIO CONTROL EQUIPMENT (RCE) - PROVIDE	1,100.0	1,100.0	1,100.0	1,100.0
2B13	AIRPORT SURFACE DETECTION EQUIPMENT (ASDE-3)	8,800.0	8,800.0	8,800.0	8,800.0
2B12	TERMINAL RADAR (ASR) - IMPROVE	3,508.0	3,508.0	2,700.0	3,508.0
2B08	METROPLEX CONTROL FACILITIES -ADVANCED PLANNING	2,000.0	2,000.0	2,000.0	2,000.0
2B18	DALLAS/FORT WORTH METROPLEX PROGRAM	13,000.0	13,000.0	13,000.0	13,000.0
2B14	POTOMAC METROPLEX	12,600.0	12,600.0	10,400.0	10,400.0
	NORTHERN CALIFORNIA METROPLEX	0.0	10,000.0	2,000.0	3,800.0
	ATLANTA METROPLEX	0.0	10,000.0	3,800.0	3,800.0
2B17	CHICAGO METROPLEX	1,000.0	1,000.0	1,000.0	1,000.0
2B21	SOUTHERN CALIFORNIA METROPLEX	2,000.0	2,000.0	2,000.0	2,000.0
2B15	EMPLOYEE SAFETY/OSHA AND ENVIRONMENTAL COMPLIANCE STDS	23,000.0	23,000.0	23,000.0	21,000.0
2B19	PRECISION RUNWAY MONITORS	1,200.0	1,200.0	0.0	0.0
2B20	NEW AUSTIN AIRPORT AT BERGSTROM	14,800.0	14,800.0	12,000.0	14,000.0
2B04	AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)	11,300.0	31,300.0	0.0	11,300.0
2B23	TERMINAL COMMUNICATIONS IMPROVEMENTS	3,495.0	3,495.0	3,495.0	3,495.0
2B16	ARTS IIIA DATA ENTRY DISPLAY	1,000.0	1,000.0	1,000.0	1,000.0
2B22	INTEGRATED NETWORK MANAGEMENT SYSTEM	300.0	.0	0.0	0.0
	SUBTOTAL - TERMINAL PROGRAMS	282,065.0	330,401.0	243,195.0	284,101.0
2C01	FLIGHT SERVICE STATION (FSS) AUTOMATION	1,000.0	1,000.0	1,000.0	1,000.0
2C02	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	24,500.0	24,500.0	24,500.0	24,500.0
2C03	OASIS	18,700.0	18,700.0	18,700.0	18,700.0
2C04	FLIGHT SERVICE FACILITIES IMPROVEMENT	805.0	805.0	805.0	805.0
	SUBTOTAL - FLIGHT SERVICE PROGRAMS	45,005.0	45,005.0	43,005.0	43,005.0
2D01	VOR/DME/TACAN NETWORK PLAN	1,000.0	1,000.0	1,000.0	1,000.0
2D02	ILS - REPLACE MARK 1A, 1B, AND 1C	6,900.0	6,900.0	6,900.0	6,900.0
2D03	INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE	30,000.0	33,500.0	35,000.0	35,000.0
2D04	VISUAL NAVAIDS - ESTABLISH/EXPAND	2,000.0	2,000.0	2,000.0	2,000.0
2D06	RUNWAY VISUAL RANGE (RVR)	2,000.0	9,000.0	2,000.0	9,000.0
2D07	INSTRUMENT APPROACH PROCEDURES AUTOMATION (IAPA)	900.0	900.0	900.0	900.0
2D08	GULF OF MEXICO OFFSHORE PROGRAM	4,900.0	4,900.0	4,900.0	4,900.0
2D11	NAVIGATIONAL AND LANDING AIDS - IMPROVE	3,864.0	3,864.0	3,864.0	3,864.0
2D05	LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	1,000.0	15,000.0	15,000.0	15,000.0
2D09	ILS - REPLACE GRN-27	6,900.0	6,900.0	6,900.0	6,900.0
2D10	WIDE AREA AUGMENTATION SYSTEM FOR GPS (WAAS)	86,900.0	86,900.0	86,900.0	86,900.0
	SUBTOTAL - LANDING AND NAVIGATIONAL AIDS	146,364.0	170,864.0	165,364.0	172,364.0
2EO1	ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	5,900.0	5,900.0	5,900.0	5,900.0
2EO2	FUEL STORAGE TANK REPLACEMENT AND MONITORING	25,000.0	9,400.0	23,800.0	18,000.0
2EO3	FAA BUILDINGS AND EQUIPMENT - IMPROVE/MODERNIZE	7,232.0	7,232.0	7,232.0	7,232.0
2EO4	ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	5,400.0	5,400.0	5,400.0	5,400.0
2EO5	AIR NAVAIDS AND ATC FACILITIES (LOCAL PROJECTS)	2,500.0	.0	1,000.0	1,000.0
2EO6	AIR NAVIGATION FACILITY/ATC SYSTEM SUPPORT	4,500.0	.0	2,500.0	2,500.0
2EO7	PURCHASE LAND OR EASEMENT FOR EXISTING FACILITIES	1,500.0	1,500.0	1,500.0	1,500.0
2EO8	AIRCRAFT RELATED EQUIPMENT PROGRAM	4,900.0	4,900.0	3,900.0	3,900.0
2EO9	AIRCRAFT FLEET MODERNIZATION	55,000.0	55,000.0	55,000.0	54,000.0
2EO11	AIRPORT CABLE LOOP SYSTEMS - SUSTAINED SUPPORT	2,000.0	2,000.0	2,000.0	2,000.0
2EO12	COMPUTER AIDED ENG GRAPHICS (CAEG) REPLACEMENT	1,500.0	1,500.0	1,500.0	1,500.0
	SUBTOTAL - OTHER ATC FACILITIES	116,432.0	92,832.0	109,732.0	100,932.0
	TOTAL ACTIVITY 2	862,047.0	930,583.0	870,477.0	895,883.0
BA3	NON-ATC FACILITIES AND EQUIPMENT:				
3AO1	NAS MANAGEMENT AUTOMATION PROGRAM (NASMAP)	2,000.0	.0	1,500.0	0.0
3AO2	HAZARDOUS MATERIALS MANAGEMENT	22,100.0	21,000.0	22,100.0	18,000.0
3AO4	AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	19,400.0	19,400.0	19,400.0	19,400.0
3AO5	OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS)	4,900.0	4,900.0	4,900.0	4,900.0
3AO6	CHILD CARE FACILITIES	2,600.0	5,200.0	2,600.0	2,600.0
3AO7	FAA EMPLOYEE HOUSING - PROVIDE	4,900.0	4,900.0	4,900.0	4,900.0
3AO8	LOGISTICS SUPPORT SYSTEM AND FACILITIES	2,000.0	2,000.0	2,000.0	2,000.0
3AO9	TEST EQUIPMENT - MAINTENANCE SUPPORT	1,000.0	1,000.0	1,000.0	1,000.0
3A10	INTEGRATED FLIGHT QUALITY ASSURANCE	1,000.0	1,000.0	1,000.0	1,000.0
3A11	SAFETY PERFORMANCE ANALYSIS SUBSYSTEM (SPAS)	3,200.0	3,200.0	3,200.0	3,200.0

FACILITIES AND EQUIPMENT

Conference Agreement

(In thousands of dollars)

FY96		FY 1996	FY 1996	FY 1996	Conference
LINE	TITLE	Estimate	House	Senate	Agreement
	PORTABLE PERFORMANCE SUPPORT SYS - PEN-BASED	0.0	.0	2,100.0	2,100.0
3A13	NATIONAL AVIATION SAFETY DATA CENTER	2,000.0	2,000.0	2,000.0	2,000.0
3A03	NAS RECOVERY COMMUNICATIONS (RCOM)	2,000.0	2,000.0	2,000.0	2,000.0
3A12	PERFORMANCE ENHANCEMENT SYSTEM	2,100.0	2,100.0	0.0	0.0
	AIRPORT/AIRCRAFT SECURITY EQUIPMENT	0.0	10,000.0	10,000.0	10,000.0
	SUBTOTAL - SUPPORT EQUIPMENT	69,200.0	78,700.0	78,700.0	73,100.0
3B01	COMPUTER BASED INSTRUCTION (CBI) - EXPAND/IMPROVE	8,800.0	8,800.0	8,800.0	8,800.0
3B02	AERONAUTICAL CENTER TRAINING AND SUPPORT FACILITIES	8,900.0	8,900.0	8,900.0	8,900.0
3B03	NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES	3,000.0	3,000.0	3,000.0	3,000.0
	SUBTOTAL - TRAINING EQUIPMENT & FACILITIES	18,700.0	18,700.0	18,700.0	18,700.0
	TOTAL ACTIVITY 3	87,900.0	97,400.0	97,400.0	91,800.0
BA4	MISSION SUPPORT:				
4A01	SYSTEM ENGINEERING AND DEVELOPMENT SUPPORT	72,400.0	72,400.0	69,400.0	69,400.0
4A03	LOGISTICS SUPPORT SERVICES	7,000.0	7,000.0	7,000.0	7,000.0
4A04	MIKE MONRONEY AERONAUTICAL CENTER - LEASE	15,000.0	15,000.0	15,000.0	15,000.0
4A05	IN-PLANT NAS CONTRACT SUPPORT SERVICES	4,900.0	4,900.0	4,900.0	4,900.0
4A06	TRANSITION ENGINEERING SUPPORT	50,000.0	60,000.0	50,000.0	53,000.0
4A07	FREQUENCY AND SPECTRUM ENGINEERING - PROVIDE	1,300.0	1,300.0	1,300.0	1,300.0
4A08	ACQUISITION OVERSIGHT	400.0	400.0	400.0	400.0
4A09	FAA SYSTEM ARCHITECTURE	4,900.0	2,000.0	4,000.0	3,000.0
4A10	TECHNICAL SERVICES SUPPORT CONTRACT (TSSC)	62,200.0	61,200.0	60,200.0	60,200.0
4A02	PROGRAM SUPPORT LEASES	27,000.0	31,117.0	27,000.0	29,500.0
4A11	PERMANENT CHANGE OF STATION MOVES	15,000.0	15,000.0	15,000.0	15,000.0
	TOTAL ACTIVITY 4	280,100.0	270,317.0	254,200.0	258,700.0
BA5	PERSONNEL AND RELATED EXPENSES:				
5A01	PERSONNEL AND RELATED EXPENSES	207,000.0	216,000.0	216,000.0	216,000.0
	TOTAL ACTIVITY 5	207,000.0	216,000.0	216,000.0	216,000.0
	TOTAL	1,997,847.0	2,000,000.0	1,890,377.0	1,934,883.0

Automated surface observing system.—In its July 30, 1992 report on the fiscal year 1993 DOT Appropriations Bill, the Senate Appropriations Committee noted that certain critical requirements for the automated surface observing system (ASOS) appeared to be unfunded and not included in the original ASOS contract. In a report to Congress dated July 26, 1993, the Acting Administrator of the FAA noted that ground-to-air radios, freezing rain sensors, and improved tower displays were "considered urgent to achieve successful completion of the ASOS program". According to the FAA, additional funding was not required for the radios, the rain sensors would be funded over fiscal years 1994 and 1995, and the display upgrade only awaited a cost estimate from the National Oceanic and Atmospheric Administration. Given these statements, the conferees were surprised to learn that a recent ASOS program review revealed unfunded costs of approximately \$25,000,000 for these items, as well as unfunded maintenance costs. The FAA is now developing a plan to use a large portion of the fiscal year 1996 funds—appropriated to procure 106 additional systems—to address this shortfall instead. The conferees emphatically direct the FAA to use the fiscal year 1996 funding to procure the additional ASOS systems, as was justified to the Congress in the President's budget request.

The conferees are disappointed to learn that the FAA did not resolve these problems in 1993, as it led Congress to believe, and are concerned that this is one more example of an FAA acquisition culture in great need of the reforms contained in this bill. If the FAA's estimates of a shortfall are correct, then a reprogramming of non-ASOS funds should be submitted for consideration through the normal process, in an expedited manner as would be suggested by the agency's past statements regarding the urgency of these improvements. In addition, the conferees direct the FAA to report to the House and Senate Committees on Appropriations by December 1, 1995 on the agency's plans to close the gap of installed versus commissioned sites, without interrupting the scheduled procurement of ASOS units.

The conferees direct the FAA to expedite installation of the long line connection providing ASOS data between the Ames Airport, Iowa and the national weather net.

Terminal area surveillance system.—The conference agreement provides \$5,000,000 for the terminal area surveillance system (TASS) as proposed by the Senate instead of \$5,800,000 as proposed by the House. In its appeal to the conferees, the FAA stated "the TASS program has been restructured from a single, multi-function system acquisition program to a program focused on research into subsystem performance enhancements." The conferees have no information on this restructured program, and believe the TASS development and acquisition program should proceed as scheduled and planned prior to any restructuring. Fiscal year 1996 funding is provided specifically for the TASS system acquisition program and not for any subsystem enhancements.

Low-cost ASDE and non-radar runway incursion technologies.—The conferees agree that the FAA should explore lower cost surface detection technology solutions for airports not scheduled to receive ASDE-3 equipment.

The conferees agree to provide \$5,000,000 for the development and demonstration of lower cost phased array surface detection technology, instead of \$8,000,000 as proposed by the House. Funds should be used for purchase and installation of one such system and for administrative costs related to demonstration and evaluation of the system.

Terminal doppler weather radar.—The conference agreement does not include additional funding for the acquisition of five new terminal doppler weather radars proposed by the House. The conferees, however, are not convinced that the ASR/windshear alert program, now in the research phase, will be a cost-effective alternative to terminal doppler weather radar in meeting future windshear requirements. The FAA has not provided sufficient data regarding the performance of the ASR/windshear alert program in dry regions of the country. Moreover, under current projects, the ASR/windshear alert program will not be commissioned until the year 2002. During the fiscal year 1997 hearing cycle, the conferees expect to further explore the efficacy of the ASR/windshear alert program. In the interim, the conferees expect the FAA to move forward with site surveys for the next five sites for which TDWR systems are indicated, and to report on its progress no later than sixty days following enactment of this Act. In addition, the conferees direct the FAA to update the needs requirement analysis for the terminal doppler weather program that was first done in 1986 no later than sixty days following enactment of this Act. The update should include a review of the 47 sites included in the existing contract and the 53 sites not scheduled under the current contract. The conferees direct the FAA to review those sites experiencing significant delays in the installation of TDWRs in the existing contract and certify that each is likely to be commissioned. With that review, and based upon the site selection review for the next five sites, the FAA is urged to request reprogramming permission, if necessary to continue the TDWR program in fiscal year 1996.

The conferees want to reiterate that funding for any TDWR environmental impact statement (EIS) shall not prejudice the outcome of the EIS for any particular site in New York except as previously cited (North Belmore and Roslyn, New York).

Instrument landing systems-establishment.—The conference agreement provides \$35,000,000 as proposed by the Senate instead of \$33,500,000 as proposed by the House. Of the amount provided, \$3,500,000 is for a category II ILS on runway 7/25 in Rockford, Illinois, and \$1,500,000 is for benefit-cost analysis, environmental assessment, site survey, and other activities necessary to determine the requirements for an ILS (category I, II, or III) at Lanai Airport, Hawaii. The conference agreement includes funding for a category III ILS on runway 12L/30R at Lambert-St. Louis International Airport, not runway 14R as specified in the House report.

St. Paul, MN downtown airport tower.—In fiscal year 1995, Congress provided \$3,476,000 for the St. Paul, Minnesota Downtown Airport to build a replacement air traffic control tower. The FAA, however, used the airport's money to finance cost overruns on another project. Given that the FAA requested

and Congress provided funds for the St. Paul tower in fiscal year 1995, the conferees urge the FAA to honor their prior agreement and make available the funds necessary to build the replacement tower at the St. Paul Downtown Airport.

Financial baseline control notices.—The conferees reiterate the House's direction that all financial baseline control notices are to be submitted to the Congress at the time they are approved by the agency. The documents themselves should be submitted. The Appropriations Committees will review this practice at the end of the fiscal year to determine whether it should be continued.

Support contracts.—A recent FAA study concluded that the agency uses far too many support contractors, that agency personnel could be much more cost conscious in their contracting and oversight methods, and that in many cases, contract employees are collocated with FAA staff and virtually indistinguishable from government employees. While the conferees have high regard for the work of FAA's support contractors, the study nevertheless raises questions about the extensive nature of such contracts within the FAA. Therefore, the conferees direct the FAA to report to the House and Senate Committees on Appropriations by March 30, 1996 on its plan for resolving the findings and implementing the recommendations of this study. This report should include a discussion of the extent to which the procurement reforms in this bill lessen the need for support contracts to meet the current requirements of the procurement process.

Amendment No. 48: Provides that, of the total amount appropriated, \$1,718,883,000 is available for three years, instead of \$1,784,000,000 in the House bill and \$1,674,377,000 in the Senate bill. This is the amount provided for budget activities one through four.

Amendment No. 49: Includes technical change proposed by the Senate, deleting the word "and" to allow inclusion of language contained in amendment numbered 50.

Amendment No. 50: Provides that, of the total amount appropriated, \$10,000,000 is for noncompetitive cooperative agreements with air carriers for acquisition, installation, and evaluation of certain specified airport security equipment, as proposed by the Senate. The House bill contained no similar provision, although \$10,000,000 was provided for such equipment in the overall appropriation.

FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND) (RESCISSION)

Amendment No. 51: Rescinds \$60,000,000 as proposed by the House instead of \$70,000,000 as proposed by the Senate.

RESEARCH, ENGINEERING, AND DEVELOPMENT (AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 52: Appropriates \$185,698,000 for research, engineering, and development instead of \$143,000,000 as proposed by the House and \$215,886,000 as proposed by the Senate.

The following table summarizes the fiscal year 1996 estimate, House and Senate recommendations, and the conference agreement, by program, project, and activity:

Program name	Fiscal year 1996 estimate	House bill	Senate bill	Conference agreement
System development and infrastructure	\$13,551,000	\$8,800,000	\$12,500,000	\$10,000,000
System planning and resource management	3,953,000	3,000,000	3,700,000	2,000,000
Technical laboratory facility	9,598,000	5,800,000	8,800,000	8,000,000
Capacity and air traffic management technology	79,205,000	25,129,000	50,800,000	37,200,000
Air traffic management technology	9,875,000	0	8,000,000	3,500,000
Oceanic automation program	10,470,000	8,000,000	8,000,000	8,000,000
Terminal air traffic control automation (TATCA)	15,624,000	0	0	0
Runway incursion reduction	8,177,000	0	8,000,000	4,000,000
System capacity, planning and improvements	12,256,000	6,000,000	12,000,000	9,000,000

Program name	Fiscal year 1996 estimate	House bill	Senate bill	Conference agreement
Cockpit technology	8,266,000	6,500,000	8,200,000	6,700,000
General aviation/vertical flight technology	3,327,000	2,629,000	2,600,000	2,600,000
Modeling, analysis, and simulation	7,807,000	2,000,000	4,000,000	3,400,000
Future airway facilities technology	3,403,000	0	0	0
Communications, navigation and surveillance	31,330,000	20,000,000	25,963,000	23,000,000
Communications	15,367,000	10,000,000	10,000,000	10,000,000
Navigation	15,963,000	10,000,000	15,963,000	13,000,000
Surveillance	0	0	0	0
Weather	6,493,000	6,493,000	6,493,000	6,493,000
Airport technology	9,278,000	1,000,000	8,000,000	6,000,000
Aircraft safety technology	47,547,000	29,578,000	40,548,000	37,978,000
Aircraft systems fire safety	3,906,000	0	0	0
Advanced materials/structural safety	2,973,000	2,000,000	2,500,000	2,000,000
Propulsion and fuel systems	4,059,000	0	4,055,000	3,400,000
Flight safety/atmospheric hazards research	4,173,000	4,173,000	4,173,000	4,173,000
Aging aircraft	21,415,000	15,000,000	21,415,000	20,000,000
Aircraft catastrophic failure prevention research	4,357,000	2,705,000	2,705,000	2,705,000
Fire research	4,604,000	0	0	0
Fire research and safety	0	5,700,000	5,700,000	5,700,000
General aviation renaissance	1,005,000	0	0	0
Cabin safety	1,055,000	0	0	0
System security technology	43,808,000	23,000,000	37,900,000	36,045,000
Explosives and weapons detection	33,179,000	23,000,000	30,000,000	29,000,000
Airport security technology integration	2,530,000	0	1,500,000	1,000,000
Aviation security human factors	4,603,000	0	3,000,000	2,549,000
Aircraft hardening	3,496,000	0	3,400,000	3,496,000
Human factors and aviation medicine	25,860,000	28,000,000	25,182,000	23,682,000
Flight deck/maintenance/system integration human factors	11,182,000	15,500,000	11,182,000	11,182,000
Air traffic control/airway facilities human factors	10,193,000	10,000,000	10,000,000	10,000,000
Aeromedical research	4,485,000	2,500,000	4,000,000	2,500,000
Environment and energy	5,429,000	1,000,000	4,500,000	3,800,000
Innovative/cooperative research	5,160,000	0	4,000,000	1,500,000
Total appropriation	267,661,000	143,000,000	215,886,000	185,698,000

Innovative deicing technology.—In order to evaluate the effectiveness of enclosed deicing techniques at smaller regional airports, the conferees urge the FAA to consider the application of Rhinelander-Oneida County Airport to develop a test site for the evaluation of innovative deicing technology. The conferees believe that this technology warrants further exploration, and direct the FAA to provide a full report to the House and Senate Committees on Appropriations by March 15, 1996 on the results of testing and the agency's plans to authorize airport grant funding or passenger facility charges to enable airports to procure such a system.

Runway incursion reduction.—The conference agreement includes \$4,000,000 instead of no funds as proposed by the House and \$8,000,000 as proposed by the Senate. With the funds provided, the conferees direct FAA to give immediate priority and attention to the surface movement advisor project. The conferees believe that reducing runway incursions is a high priority for further research and rapid prototyping. While funds in this long-term research activity are being reduced below the administration's request, the conference agreement includes an additional \$7,000,000 in the "facilities and equipment" account for non-radar technologies and development of low-cost ASDE radar systems. Total funding, over all accounts, for addressing this safety problem in the conference agreement is approximately \$3,000,000 above the administration's request.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 53: Deletes heading "including rescission of contract authorization" proposed by the Senate. This is a technical amendment referring to a proposed rescission of contract authority discussed under amendment numbered 56.

Amendment No. 54: Limits obligations for the grants-in-aid for airports program to \$1,450,000,000 instead of \$1,600,000,000 as proposed by the House and \$1,250,000,000 as proposed by the Senate.

Letters of intent.—The conferees agree with the Senate direction that new letters of intent (LOIs) be awarded only after (1) scheduled LOI payments fall to less than fifty percent of AIP discretionary funds, and (2) FAA has improved its ability to estimate airport development projects' impact on systemwide capacity. Regarding the Senate's language

on possible letters of intent for the Northwest Arkansas Regional Airport and the Philadelphia International Airport, the conferees agree that the FAA should fairly consider LOI applications from these airports, and base a final decision on technical requirements at these sites and projections of long term AIP funding, consistent with other directions in this report.

Regarding the Senate's language on a possible letter of intent for the Seattle-Tacoma International Airport, the conferees agree that the FAA should also fairly consider an LOI application from this airport subject to: (1) completion of the required FAA/federal environmental review process; (2) resolution of the concerns brought forward in the report RO-FA-5-015 by the Office of Inspector General; and (3) approval of the runway project from the Regional Transportation Planning Organization for the central Puget Sound region by amending the Regional Air System Plan. Finally, the FAA shall fairly consider any information brought out at Congressional field hearings on this matter, but not sign an LOI prior to March 31, 1996.

Amendment No. 55: Limits obligations for the military airports program to \$26,000,000 and the reliever airports program to \$48,000,000. The Senate bill proposed obligation limitations of \$20,000,000 and \$50,000,000, respectively. The House bill contained no similar limitations. The conference agreement reflects the Senate's concerns over the effectiveness of these programs, and frees up financial resources for discretionary grants in other parts of the overall AIP program.

Huntsville, AL runway/taxiway rehabilitation project.—The conferees understand that a specific allocation of fiscal year 1996 funds for this project is not necessary, and that sufficient fiscal year 1995 funding has been provided for this project.

State of Missouri flood-damaged airports.—The conferees understand that a specific allocation of fiscal year 1996 funds for this project is not necessary, and that sufficient fiscal year 1995 funding has been provided for this project.

Amendment No. 56: Deletes rescission of contract authority of \$5,000,000 proposed by the Senate. The House bill contained no similar rescission.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Amendment No. 57: Limits general operating expenses of the Federal Highway Admin-

istration to \$509,660,000, instead of \$495,381,000 as proposed by the House and \$548,434,000 as proposed by the Senate.

Amendment No. 58: Provides \$208,946,000 for contract programs of the Federal Highway Administration, instead of \$190,667,000 as proposed by the House and \$248,909,000 as proposed by the Senate.

Recommended funding distribution by program and activity of the administrative expenses and the research and development programs of the Federal Highway Administration is as follows:

Program/Activity	Conference
Administrative expenses ...	\$254,714,000
Motor carrier safety administrative expenses	46,000,000
Contract programs:	
Research and technology:	
Highway R&D	56,772,000
Intelligent transportation systems	109,779,000
Technology deployment	12,622,000
Long term pavement performance	8,739,000
Local technical assistance	3,015,000
National Highway Institute	4,369,000
Disadvantaged business enterprises	10,000,000
International transportation	500,000
OJT/supportive services	
Technical assistance to Russia	400,000
Truck dynamic test facility	750,000
Transportation investment analysis	
Cost allocation study	2,000,000
Total	509,660,000

The highway research and development and intelligent transportation systems programs by activity are as follows:

Highway research and development:	
Safety	8,768,000
Pavements	9,247,000
Structures	13,211,000
Environment	5,593,000
Right-of-way	429,000

Policy	5,681,000
Planning	6,069,000
Motor carrier	7,774,000
Total	56,772,000
Intelligent transportation systems:	
Research and development	24,479,000
Operational tests	32,500,000
Commercial vehicle operations	14,500,000
Automated highway system	14,000,000
Advanced technology applications	
Program and systems support	11,300,000
Priority corridors	
Crash avoidance research	13,000,000
Total	109,779,000

Office of motor carriers.—The conference agreement provides a specific designation of funds for the Office of motor carriers' administrative expenses within the Federal Highway Administration's limitation on general operating expenses. The House had included funding for the Office of motor carrier's administrative expenses within the limitation on general operating expenses.

Fatigue-related issues.—The conferees direct the Federal Highway Administration to issue an advanced notice of proposed rulemaking (ANPRM) dealing with a variety of fatigue-related issues no later than March 1, 1996. This ANPRM is to be followed by a notice of proposed rulemaking within one year, and a final rule or decision thereafter.

Highway safety research.—Congress has long been active in the advancement of highway safety and has recognized the invaluable contributions which short-term, applied research can make to improve safety. Given its concern for safety, the Congress has, since the early 1990s, vigorously supported this research by encouraging the Federal Highway Administration to work closely with the Trucking Research Institute (TRI) in the study of such issues as fatigue, sleep disorders, brake maintenance, and rest stop access—all investigations which may directly affect safety.

In fiscal year 1994, the Congress continued its participation in the development of an aggressive research agenda by directing the FHWA to undertake three projects totaling \$1,750,000: Truck loading and unloading as a possible contributor to driver fatigue; technology to automate commercial vehicle roadside inspections; and guidelines for the inspection and maintenance of wheels and bearings. In fiscal year 1995, the Congress identified three additional studies, totaling \$2,500,000, for the implementation in the same fashion with TRI: The use of "smart cards" to facilitate compliance with motor carrier safety rules; medical requirements associated with commercial vehicle operation; and electronic truck and intermodal information systems.

Highway safety research and related activities continue to be a priority of the Congress and the conferees. In fact, a recent National Transportation Safety Board study on driver fatigue and fatal truck accidents further highlights their importance and currency. However, despite directions to the contrary, the FHWA has been negligent in its efforts to undertake any of the aforementioned research projects designated by the Congress in either fiscal years 1994 to 1995.

The conferees therefore reiterate the direction to FHWA to use unobligated balances to make grants to, enter into cooperative agreements or contracts with, or use any existing technical support services agreements

with TRI, in amounts totaling not less than \$4,000,000 to conduct the six studies referenced above. The conferees further direct FHWA to complete this process within 90 days from the date of enactment of this Act and to advise the House and Senate Committees on Appropriations when such actions have been completed.

Highway research and development.—The conference agreement provides \$8,768,000 for safety-related research and development. The conferees direct that safety be funded at a level of at least \$12,768,000, including both ISTEA and appropriations authority.

Pavement research and development.—The conference agreement provides \$9,247,000 for pavement research and development but does not include \$1,000,000 as proposed by the Senate for a joint university/industry grant.

The conferees agree that expanded cost-effective use of benign waste materials in infrastructure construction, based on appropriate tests and standards to ensure long-term environmental and physical performance, represents a priority technology that is intended to be funded within the funds available for Section 6005.

National Center for Physical Acoustics.—The conferees urge the Federal Highway Administration to work with the National Center for Physical Acoustics in its effort to apply acoustics to monitor traffic and/or pipeline maintenance.

Motor carrier research.—The conference agreement provides \$7,774,000 for motor carrier research and includes funds for two studies to (1) identify and test technological interventions to offset driver fatigue and (2) determine the extent of scheduling practices and their influences on truck driver fatigue. No funds are provided for outreach and technical assistance to regulated entities, to help complete program uniformity activities, or to eliminate barriers to effective intermodal freight transportation.

Intelligent transportation systems.—The conference agreement provides a total of \$109,779,000 for intelligent transportation systems (ITS). Within the funds provided for operational tests, \$10,000,000 shall be allocated to initiate at least two different operational tests that evaluate various elements of the systems architecture and integrate the core infrastructure features, including advance traffic management systems.

ITS/commercial vehicle operations.—The conference agreement provides \$14,500,000 for commercial vehicle operations (CVO). Within these funds, the conferees have included \$6,000,000 for development and initial pilot testing of the CVO communications architecture and the purchase of transponders.

ITS program and systems support.—The conferees direct that no more than \$2,500,000 of the \$11,300,000 provided for program and systems support shall be spent on institutional studies.

The conferees are concerned that the joint program office and the FHWA administrator have failed to submit several reports pertaining to the national ITS program. These reports include: the annual report on the ITS program (due in December 1994); a report on the future of the CVO components of the ITS program (due in May 1995); and the interim report on the automated highway system program (due in April 1995). These reports were intended to provide essential information useful in evaluating the department's activities and plans. The conferees direct the Secretary to ensure more timely delivery of all reports relevant to the ITS program, as well as other reports on departmental programs and activities.

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

Amendment No. 59: Appropriates \$11,000,000 to liquidate contract authority obligations for highway-related safety grants instead of \$10,000,000 as proposed by the House and \$13,000,000 as proposed by the Senate.

Amendment No. 60: Limits obligations to \$11,000,000 for highway-related safety grants instead of \$10,000,000 as proposed by the House and \$13,000,000 as proposed by the Senate.

The conferees agree that not less than \$1,000,000 shall be allocated to the Office of Highway Safety to support the red light running campaign and to increase compliance with yield right-of-way or grade crossing signs.

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

Amendment No. 61: Limits obligations for the Federal-aid highways program to \$17,550,000,000 instead of \$18,000,000,000 as proposed by the House and \$17,000,000,000 as proposed by the Senate.

The conference agreement deletes the Senate's references of priority designations within the Federal Highway Administration's discretionary grant programs.

The conferees direct that within the total provided for the intelligent transportation systems program, funding shall be available for the following projects in the amounts specified below:

<i>Project</i>	<i>Amount</i>
I-10 Mobile, Alabama	\$3,000,000
Hazardous materials fleet management and monitoring system (NIER)	2,500,000
Green light CVO project, Oregon	7,000,000
Capital beltway	4,000,000
Houston, Texas	2,200,000
Syracuse, New York congestion management	1,500,000
I-95 Corridor	3,500,000
Johnson City, Tennessee ...	1,500,000
Texas Transportation Institute	600,000
University of North Dakota	1,000,000
I-675/SR 844/Col. Glenn, Fairborn, Ohio	1,000,000
Paralympiad	1,000,000
Santa Teresa border crossing, New Mexico	900,000
Western Transportation Institute, Montana	1,000,000
TRANSCOM, New York/New Jersey	1,500,000
New York State Thruway ..	1,500,000
National Transportation Center, Oakdale, New York	2,000,000
Advanced railroad/highway crossings	1,250,000
Minnesota GuideStar	2,000,000
Salt Lake City	2,000,000

In fiscal year 1996, the conference agreement earmarks a total of \$40,950,000 for intelligent transportation systems, a reduction of over \$35,000,000 compared with fiscal year 1995 levels. The conferees will give serious consideration to discontinuing the practice of earmarking the intelligent transportation systems program in fiscal year 1997.

The conferees direct that any funding provided for intelligent transportation systems be used only in support of, or research on, intelligent transportation systems and not for construction of buildings.

Paralympiad.—The conferees direct the Federal Highway Administration to pursue

vigorously the deployment and demonstration of an individualized routing system to assist people with disabilities in moving about independently during the Tenth Paralympiad. The conferees expect that the funds provided will be expended and that a system will be delivered and fully implemented in time of the Tenth Paralympiad.

National Transportation Center, Oakdale, New York.—The conference agreement includes \$2,000,000 for the National Transportation Center in Oakdale, New York, of which \$1,000,000 shall be available only for a NAFTA intermodal transportation center.

Minnesota GuideStar.—The State of Minnesota has established a major laboratory for intelligent transportation system activities in the Twin Cities metropolitan area. The GuideStar network emphasizes transit systems in addition to highways and has been recognized by the Federal Highway Administration as a leader in the development and implementation of ITS technologies. The conferees have included \$2,000,000 for this project. Up to 25 percent of this amount may be made available to the University of Minnesota's Center for Transportation Studies to support education, research and training aspects of the project.

World wide web site on the Internet.—The conferees urge the FHWA to establish a world wide web site to permit commuters in major metropolitan areas to retrieve through the Internet video feeds from traffic cameras, average speeds as determined by traffic monitoring systems, and traffic messages that appear on variable message signs employed in the area. To the extent possible, the Department should make the data available in a standard format on a dial-in network server that provides text-only access, and a standard protocol for a touch-tone driven phone system.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

Amendment No. 62: Limits obligations for motor carrier safety grants to \$77,225,000 instead of \$79,150,000 as proposed by the House and \$75,000,000 as proposed by the Senate.

The conferees agree to the following program allocations:

Basic grants to states	\$58,000,000
Traffic enforcement	6,900,000
Hazardous materials training	1,500,000
Research and development	500,000
Public education	850,000
CDL enforcement	1,000,000
Truck and bus accidents	1,750,000
Uniformity grants	3,450,000
Uniformity working groups	450,000
Commercial vehicle information system	1,500,000
Drug interdiction assistance program	500,000
Administrative expenses ...	825,000

Covert verification activities.—The conferees agree that, within the basic grant program, \$1,500,000 shall be used to conduct covert operations in addition to those funds originally intended under each state's enforcement plan. Of the \$1,500,000, \$400,000 shall be allocated to develop a model out-of-service prototype system that states can use to assure that commercial vehicle drivers comply with those orders.

In addition to covert operations, the conferees believe that the office of motor carriers should develop cost effective rules to improve safety, educate motor carriers so that they know how to comply with these rules, and promote voluntary compliance.

Assistance to border states.—The conferees agree that, within the basic grant program, \$750,000 shall be provided to states along the

Mexican border to ensure the safety of increased traffic. These states face special problems associated with a projected concentration of trade-related commercial vehicle traffic once restrictions along the U.S.-Mexican border are significantly reduced on December 17, 1995.

Truck and bus accidents.—The conferees have provided \$200,000 to conduct a model accident investigation and reconstruction program. These funds shall be available to train motor carrier safety officers on investigative techniques at accident sites.

SURFACE TRANSPORTATION PROJECTS

Amendment No. 63: Deletes appropriation of \$39,500,000 for surface transportation projects proposed by the Senate. The House provided no similar appropriation.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

Amendment No. 64: Appropriates \$73,316,570 for the general fund portion of the operations and research activities of the National Highway Traffic Safety Administration as proposed by the House instead of \$71,261,000 as proposed by the Senate.

Amendment No. 65: Provides that of the general funds made available for operations and research, \$37,825,850 shall remain available until September 30, 1998 as proposed by the House instead of \$36,770,676 as proposed by the Senate.

Amendment No. 66: Includes language proposed by the House which prohibits the National Highway Traffic Safety Administration from obligating or expending funds to plan, finalize, or implement any rulemaking that would alter the tire grading standards currently in effect. The Senate bill contained no similar provision.

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

Amendment No. 67: Appropriates \$51,884,430 from the highway trust fund for operations and research activities of the National Highway Traffic Safety Administration instead of \$52,011,930 as proposed by the House and \$50,344,000 as proposed by the Senate.

Amendment No. 68: Provides that of the funds made available for operations and research, \$32,247,000 shall remain available until September 30, 1998, instead of \$32,770,670 as proposed by the House and \$31,716,720 as proposed by the Senate.

The conference agreement for operations and research (general fund and highway trust fund combined) includes the following adjustments to the budget request

Rulemaking:

Vehicle safety standards	—\$200,000
New car assessment program	—1,057,000
Fuel economy program	—2,165,000
Theft program pilot project	+890,000

Enforcement:

Vehicle safety compliance	—500,000
Auto safety hotline	—1,000,000
Odometer fraud	—40,000

Highway safety program:

Safe communities injury control	—5,225,000
Alcohol program	—548,000
Pedestrian and bicycle National occupant protection	—392,000
Child safety seat program	—600,000
Police traffic system ...	—300,000
Driver education	—75,000
Older driver research ...	+100,000
Driver fatigue	+1,000,000

Research and analysis:

Biomechanics	—1,500,000
Fatal accident reporting system	—300,000
National accident sampling system	—300,000
Data analysis program	—500,000
State data programs	—400,000
Partnership for new generation vehicles ..	—5,000,000
General administration:	
Strategic planning	—200,000
Accountwide adjustments:	
Computer support	—245,000
Administrative	—250,000
Travel	—50,000
Overtime	—60,000

Net reduction —19,141,000

Theft program.—The conference agreement provides \$890,000 to establish pilot National Motor Vehicle Title Information System programs. The conferees note that the Anti-Car Theft Act of 1992 directed the Department of Transportation to establish an information system for instant and reliable access to titling information. The American Association of Motor Vehicle Administrators, the Customs Service, and others have stated that such a system is essential to prevent thieves from obtaining legal ownership of stolen vehicles.

Older drivers.—The conferees have provided \$100,000 for older driver research to improve and test referral systems and develop performance assessment techniques. These additional funds will advance NHTSA's goal of improving driving performance and licensing of older drivers.

Driver fatigue.—The conference agreement includes \$1,000,000 to analyze the role of river fatigue, sleep disorders, and inattention in highway crashes and shall be available to develop and test public education strategies and countermeasures that make drivers aware of the dangers of driving while fatigued.

Section 403 programs.—The purposes of the section 403 programs is to research and test new highway safety ideas that may be successfully implemented throughout the United States. In recent years, some of these programs have received "seed money" far longer than expected. The conferees agree with the Senate direction that requires NHTSA to prepare a report highlighting how much money section 403 programs have received, what future financial support is expected for these programs, and when such support can be terminated. The conferees urge NHTSA to complete this report as soon as possible and provide it to the House and Senate Committees on appropriations by May 1, 1996.

National advanced driving simulator.—the conferees have provided \$2,000,000 for the national advanced driving simulator. The conferees direct the Department of Transportation to allocate the costs of the simulator among the participating modal administrations, including the Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, and the Intelligent transportation systems joint program office, as part of the department's 1997 budget request. Also, the conferees urge the department to discuss additional cost sharing commitments with the departments of Defense and Health and Human Services.

OPERATIONS AND RESEARCH

(RESCISSIONS)

Amendment No. 69: Deletes rescissions of \$4,547,185 in unobligated balances previously made available for the national advanced driving simulator as proposed by the Senate.

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Amendment No. 70: Appropriates \$155,100,000 to liquidate contract authority obligations for highway traffic safety grants as proposed by the Senate instead of \$153,400,000 as proposed by the House.

Amendment No. 71: Limits obligations for highway traffic safety grants to \$155,100,000 as proposed by the Senate instead of \$153,400,000 as proposed by the House.

Amendment No. 72: Provides \$127,700,000 for state and community highway safety grants instead of \$126,000,000 as proposed by the House and \$128,000,000 as proposed by the Senate. Of the total, the conferees agree that \$4,700,000 shall be available to local communities to implement safe communities initiatives and \$9,200,000 for youth traffic safety programs.

Amendment No. 73: Provides \$2,400,000 for the National Driver Register as proposed by the House instead of \$2,100,000 as proposed by the Senate.

Amendment No. 74: Provides that funding for the national Driver Register shall be subject to authorization as proposed by the Senate instead of subject to passage by the House of a bill authorizing appropriations and for only the amounts provided therein as proposed by the House.

Amendment No. 75: Includes language proposed by the House which prohibits any funding for highway traffic safety grants to be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for state, local, or private buildings or structures. Deletes language proposed by the House which prohibits funds to be used to purchase automobiles or motorcycles for state, local, or private usage. The Senate bill contained no similar provisions.

Amendment No. 76: provides \$5,211,000 for the administration of state and community highway safety grants as proposed by the Senate instead of \$5,153,000 as proposed by the House. The conferees agree that \$300,000 of the administrative takedown shall be expended to evaluate the costs and benefits of the section 403 safe communities injury control initiative. The evaluation shall be provided to the House and Senate Committees on Appropriations by March 1, 1997.

Amendment No. 77: Requires up to \$500,000 shall be used for technical assistance to states as proposed by the Senate instead of allowing flexibility to use up to that amount, as proposed by the House.

Amendment No. 78: Provides \$890,000 for administrative expenses under the national Driver Register program as proposed by the House instead of \$777,000 as proposed by the Senate.

FEDERAL RAILROAD ADMINISTRATION
OFFICE OF THE ADMINISTRATOR

Amendment No. 79: Appropriates \$14,018,000 for the Office of the Administrator as proposed by the Senate instead of \$14,000,000 as proposed by the House. The conference agreement includes the following reductions to the budget request:

Technical assistance program	-\$130,000
Operation respond	-10,000
Nonpay inflation	-500,000
Other services	-91,000
Offset for high unobligated balances	-2,621,000

The conference agreement allows the Office of the administrator to spend down its prior years' unobligated balance.

RAILROAD SAFETY

Amendment No. 80: Appropriates \$49,919,000 for railroad safety instead of \$49,940,660 as

proposed by the House and \$49,105,000 as proposed by the Senate. The conference agreement includes the following reductions to the budget request:

Other services	-\$105,000
New partnership program ..	-400,000
Nonpay inflation	-230,000
Salaries and expenses	-200,000
Inspector trainee program ..	-50,000
Automated track inspection program	-100,000
Permanent change of station moves	-100,000

Federal Railroad Administration offices.—The conferees generally agree that the Federal Railroad Administration should limit its railroad safety offices to two per state, but recognize that large states with significant rail activities may require an exception. The Federal Railroad Administration shall submit to the House and Senate Committees on Appropriations prior to October 1, 1996, a written justification for any state(s) where it may be necessary to provide more than two offices due to volume of rail activity and/or geographic coverage.

New computers for railroad safety inspectors.—The conferees have provided \$800,000 to procure laptop computers for railroad inspectors in one region, anticipating that productivity enhancements and reduced program costs will occur as inspectors compile their work from remote locations. The conferees direct the Federal Railroad Administration (FRA) to prepare a study detailing the cost savings resulting from the investment in laptop computers for railroad safety inspectors. The study shall be completed prior to FRA requesting further funding to procure additional laptop computers for its railroad safety inspectors in other regions.

Accident reporting.—The conferees direct the Federal Railroad Administration to complete necessary changes to its accident report by June 1, 1996.

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 81: Appropriates \$24,550,000 for railroad research and development instead of \$21,000,000 as proposed by the House and \$25,775,000 as proposed by the Senate. The conference agreement includes the following adjustments to the budget request:

Increase Operation Lifesaver	+\$150,000
Increase human factors work	+400,000
Reduce track, structures, and train control	-1,000,000
Reduce growth in high speed activities	-27,922,000
Delete maglev initiative ...	-825,000
Reduce grade crossing notification system	-100,000
Positive train separation	+5,000,000
Reduce administration	-100,000

Operation Lifesaver.—The conference agreement provides a total of \$300,000 for Operation Lifesaver, \$150,000 more than the budget request. The conferees agree that the increase shall be expended to address grade crossing safety.

Human factors.—The conferees have provided \$400,000 for human factors research to implement FRA's five-year human factors strategic research plan as rapidly as possible and to address fundamental problems that cause railroad accidents, such as fatigue and stress.

Positive train separation.—The conferees have provided \$5,000,000 for the state of Oregon for positive train separation (PTS) activities. As part of this work, funding can be used for an extension into Union Station and for additional track and signal work. In addition, the Federal Railroad Administration (FRA) shall research and develop PTS, im-

plement a high speed rail mitigation path, evaluate the compatibility of PTS and corridor passenger service on the Portland, Oregon to Seattle, Washington corridor, and purchase necessary wayside sensors and radios so that the PTS system can verify train locations and switch positions. This will allow PTS equipped trains to operate on either track in either direction at full track speed. Finally, FRA shall assess the communications reliability of this system in a dense urban area, such as Portland, Oregon. FRA believes that the Pacific Northwest Corridor is the ideal testbed for such a system. No matching funds are required for this project.

In connection with this project, the conferees strongly encourage the Federal Railroad Administration, the U.S. Coast Guard, and the U.S. Army Corps of Engineers to work together to establish differential global positioning system coverage for the territory between Portland and Hinkle, Oregon. Such coverage is vital to test and validate the PTS automatic location capability in an area where radio propagation may be limited by the rugged terrain.

National Academy of Sciences study of high speed rail.—The conferees direct the FRA to contract with the National Academy of Sciences to assemble a panel of experts to issue periodic reports on FRA's high speed rail research and development and next generation high speed rail activities. The first of these reports should assess the content, inter-relationship of individual projects, management structure, and direction of FRA's activities. The intent of this assessment is to determine whether these activities make up a coherent, well-managed whole, and whether the proposed fiscal year 1997 projects are logical extensions of these efforts. This first assessment should be completed by April 1, 1996, to meet the deadline established in the House report. The second report should assess whether specific projects in FRA's program are likely to yield useful research results, and the prospect of state and/or private deployment. Thereafter, the panel should consider and report on, in sequence, the other elements as stated in the Senate report.

Advanced train control study.—The conferees agree not to require FRA to submit an advanced train control plan for evaluation prior to further corridor development work occurring outside of the Northeast Corridor as proposed by the House.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Amendment No. 82: Appropriates \$115,000,000 for the northeast corridor improvement program instead of \$100,000,000 as proposed by the House and \$130,000,000 as proposed by the Senate. Of this amount, the conferees agree to distribute \$65,000,000 to the southern portion of the corridor for repair and \$50,000,000 to the northern portion of the corridor for track work, maintenance facilities, and electrification. The conferees have not provided any additional funding for high-speed transects because prior year appropriations remain available for this procurement. This should be interpreted as a deferral of additional funding and not Congressional desire to terminate the project. The conferees direct Amtrak to notify the House and Senate Committees on Appropriations of its final detailed allocation of these funds.

Cash flow analysis.—The conferees agree that Amtrak is to provide a detailed cash flow analysis, which identifies the funding required to complete the high-speed rail trainset procurement and options for public and private financing of the procurement. This cash flow analysis should include information from Amtrak's ongoing market and ridership survey that validates the estimates

being made for the electrified New Haven to Boston service. A preliminary report shall be provided to the House and Senate Committees by December 1, 1995 and a final report shall be issued no later than March 1, 1996.

Joint transportation plan.—The conferees direct the Federal Railroad Administration and Amtrak to provide by March 1, 1996 to the House and Senate Committees on Appropriations a joint and comprehensive transportation plan for the Washington, DC to New York, N.Y. segment of the corridor that details (1) the state of the rail line, (2) all required capital improvements, (3) necessary investments for recapitalization, and (4) a projected timeline for these expenditures over the next two decades. This plan should include information on how the costs for upgrading and maintaining the railroad will be shared by all users of the rail line.

NEXT GENERATION HIGH SPEED RAIL

Amendment No. 83: Appropriates \$19,205,000 for next generation high speed rail studies, corridor planning, development, demonstration, and implementation instead of \$10,000,000 as proposed by the House and \$20,000,000 as proposed by the Senate. The House bill provided funding only for high speed rail technology development and demonstrations.

The conference agreement provides total funding (appropriation plus limitation on obligations) of \$24,205,000 for the next generation high speed rail program to be allocated as follows:

Advanced train control:	
Detroit to Chicago corridor	\$3,000,000
Chicago to St. Louis corridor	6,000,000
Nonelectric locomotives:	
New York nonelectric locomotives demonstration	6,000,000
Transportation technology center	3,000,000
Grade crossing hazards:	
Complete state grade crossing work	1,000,000
Innovative techniques ..	3,500,000
Corridor planning technology	1,250,000
Administrative costs ...	455,000

Nonelectric locomotives.—The conferees have provided \$6,000,000 to continue the development, testing, and demonstration of turbine powered nonelectric locomotives in the state of New York as proposed by the Senate. This funding shall be matched on a dollar-for-dollar basis. The House did not provide funding for this project. Since then, the House has received significant information on the project and now believes that a more comprehensive demonstration of this technology is necessary. Therefore, the conferees have agreed to fund the retrofit of a second nonelectric trainset so that additional data can be gathered on the capacity, reliability, maintainability, and fuel consumption of a turbine powered nonelectric fleet. Also, this funding should be used to further develop ways to improve the acceleration capabilities of nonelectric locomotives so that their performance is more comparable to that of electric locomotives. FRA, in conjunction with Amtrak and the State of New York, should submit information on the retrofitted locomotives as compared to the Genesis P-40 and other high speed locomotives, to the House and Senate Committees on Appropriations no later than August 15, 1996 so that the results can be evaluated prior to finalization of the fiscal year 1997 Department of Transportation appropriations bill. While this is ongoing, FRA, Amtrak, and the State of New York should work to resolve the liability concerns along the Empire Corridor and close highway-rail grade crossings so that these trains can operate at 125 miles per hour.

In addition, the conference agreement raises the liquidating cash appropriation from the highway trust fund to \$7,118,000, based on updated estimates from FRA. The House and Senate bills included \$5,000,000 for this purpose.

Amendment No. 84: Provides that next generation high speed rail funds may be made available for grants to states for high speed rail corridor design, feasibility studies, environmental analyses, and track and signal improvements as proposed by the Senate. The House bill included no similar provision.

ALASKA RAILROAD REHABILITATION

Amendment No. 85: Appropriates \$10,000,000 for Alaska Railroad rehabilitation as proposed by the Senate. The House contained no similar appropriation.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Amendment No. 86: Deletes \$25,000,000 for the Pennsylvania Station Redevelopment project proposed by the Senate. The House bill contained no similar appropriation. The conferees have provided funding for related activities under the National Railroad Passenger Corporation's capital grants program, rather than new development of the James A. Farley post office building.

RHODE ISLAND RAIL DEVELOPMENT

Amendment No. 87: Appropriates \$1,000,000 for Rhode Island rail development instead of \$2,000,000 as proposed by the Senate. The House bill contained no similar appropriation. As proposed by the Senate, the conference agreement specifies that the federal contribution shall be matched on a dollar-for-dollar basis. Further, the Providence and Worcester Railroad shall reimburse Amtrak and/or the Federal Railroad Administration up to the first \$6,000,000 in legal damages if damages occur resulting from provision of vertical clearances in excess of those required for present freight operations.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 88: Provides \$635,000,000 for the National Railroad Passenger Corporation (Amtrak) instead of \$628,000,000 as proposed by the House and \$605,000,000 as proposed by the Senate. Over the past year, Amtrak has undergone significant changes to improve its service quality and productivity and to eliminate its dependence on federal operating assistance by the year 2001. Amtrak has made strides in reaching these goals; however, legislative reforms, including labor reforms, must be enacted if Amtrak is to reach its operating cost goals. Current authorization bills contain a number of these legislative reforms. As such, the significant level of funding provided is predicated on the belief that vital legislative reforms will occur in the near term, which will reduce Amtrak's costs.

Amendment No. 89: Provides \$305,000,000 for operating losses and mandatory passenger rail service payments as proposed by the Senate instead of \$336,000,000 as proposed by the House.

Amendment No. 90: Provides \$100,000,000 for Amtrak's transition costs as proposed by the Senate instead of \$62,000,000 as proposed by the House.

Amendment No. 91: Provides \$230,000,000 for capital improvements to Amtrak as proposed by the House instead of \$200,000,000 as proposed by the Senate. The conference agreement provides up to \$20,000,000 for emergency life safety repairs to be completed at the existing Pennsylvania Station, as allowed during fiscal year 1995, as well as for the reconstruction of the station's service building to provide the support services necessary for the safe operation of the station.

Amendment No. 92: Deletes language proposed by the House which would have made the availability of funds contingent upon en-

actment of significant reforms in authorizing legislation to restructure the National Railroad Passenger Corporation. The Senate bill contained no similar provision. In lieu of this language, the conference agreement provides Amtrak with the ability to transfer not more than \$15,000,000 from the capital improvements account to the Northeast Corridor Improvement Program.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

Amendment No. 93: Appropriates \$42,000,000 for administrative expenses of the Federal Transit Administration (FTA) as proposed by the Senate instead of \$39,260,000 as proposed by the House. The conference agreement provides two full-time equivalent staff year positions in the FTA's Washington, DC offices to conduct management and oversight of the Washington Metropolitan Area Transit Authority (WMATA). The conference agreement also includes a provision under amendment numbered 165 that requires the FTA to conduct its oversight of WMATA from FTA's Washington metropolitan area offices.

FORMULA GRANTS

Amendment No. 94: Appropriates \$942,925,000 from the general fund for formula grants of the Federal Transit Administration instead of \$890,000,000 as proposed by the House and \$985,000,000 as proposed by the Senate.

Amendment No. 95: Provides for a total program level of \$2,052,925,000, including appropriations and limitations on obligations, for transit formula grants, instead of \$2,000,000,000 as proposed by the House and \$2,105,850,000 as proposed by the Senate.

Amendment No. 96: Limits reductions in transit operating assistance to urbanized areas of less than 200,000 in population to no less than seventy-five percent of the amount of operating assistance such areas are eligible to receive under Public Law 103-331, instead of eighty percent as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 97: Deleted language proposed by the Senate that would apportion \$29,325,031 to areas of 200,000 or greater in population before apportionment of transit formula funds. The conference agreement includes language that, in the distribution of the limitation on transit operating assistance to urbanized areas that had a population under the 1990 decennial census of 1,000,000 or more, the Secretary shall direct each area to give priority consideration to the impact of reductions in operating assistance on smaller transit authorities operating within the area, and to consider the needs and resources of such transit authorities when the limitation is distributed among all transit authorities operating in the area.

TRANSIT PLANNING AND RESEARCH

Amendment No. 98: Appropriates \$85,500,000 for transit planning and research instead of \$82,250,000 as proposed by the House and \$90,000,000 as proposed by the Senate. The conferees agree to specify in the bill that \$39,500,000 shall be provided for the metropolitan planning program (49 U.S.C. 5303); \$4,500,000 for the rural transit assistance program (49 U.S.C. 5311(b)(2)); \$8,250,000 for the transit cooperative research program (49 U.S.C. 5313(b)); \$22,000,000 for the national program (49 U.S.C. 5314); \$8,250,000 for the state program (49 U.S.C. 5313(a)); and \$3,000,000 for the National transit institute (49 U.S.C. 5315). The House bill contained similar funding allocations, but at different levels than in the conference agreement. The Senate bill contained no allocations by program in the bill.

The conferees direct that within the total funding level provided for transit planning and research, the Federal Transit Administration shall make available the following amounts for the programs and activities listed below:

Team transit program of the Minnesota Metropolitan Commission	\$500,000
Project ACTION (Accessible Community Transportation in our Nation) .	2,000,000
Advanced technology transit bus	5,000,000
Fuel cell bus technology ...	5,000,000
Research on large circuit breakers and switch gears	2,500,000
Dulles corridor studies	500,000
Hennepin County, Minnesota, public works program	500,000
Intermodal positioning system (inertial navigational technology)	500,000
Advanced lead acid battery consortium	500,000

Ridership enhancement strategies 500,000

The conferees agree that federal transit assistance should contribute to the improvement of the entire community which transit systems serve, rather than support just the transit service itself. This is the goal of the livable communities initiative. By assisting a broad range of activities, communities may be improved; and by better linking the communities to the transit system, transit service may be made more effective. The conferees, therefore, urge the Department of Transportation to endeavor in these types of community initiatives.

Advanced transportation systems program.—Section 6071 of title V of the Intermodal Surface Transportation Efficiency Act established the advanced transportation systems and electric vehicle technology program. The conferees are aware of the significant contributions that participating consortia have made to this program and direct the FTA to continue its heavy duty transit buses, the development of energy storage technologies, flywheel and hybrid vehicle de-

velopment and demonstration, and the continued charging infrastructure programs.

Within available funds, the department is urged to consider support of monobeam transit system development.

TRUST FUND SHARE OF EXPENSES
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Amendment No. 99: Provides \$1,120,850,000 in liquidating cash for the trust fund share of expenses of the formula grants program as proposed by the Senate instead of \$1,110,000,000 as proposed by the House.

DISCRETIONARY GRANTS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Bus and bus-related facilities.—The conference agreement provides \$333,000,000 for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities. The conferees agree that the recommended funding should be distributed as follows:

Project location and purpose	House	Senate	Conference
Arkansas:			
Little Rock, central Arkansas transit transfer facility	\$0	\$1,000,000	\$0
Fayetteville, intermodal transfer facility	0	5,400,000	0
State of Arkansas; buses	6,000,000	0	6,200,000
California:			
Coachella Valley: SunLine bus facility	1,000,000	0	500,000
Long Beach, bus replacement and parts	0	3,000,000	1,500,000
Los Angeles: Gateway intermodal center	8,000,000	15,000,000	8,000,000
San Diego, San Ysidro intermodal center	0	10,000,000	5,000,000
San Francisco: buses	13,480,000	0	6,740,000
San Francisco, BART ADA compliance/paratransit	0	4,460,000	2,230,000
San Gabriel Valley: Foothill bus facilities	12,500,000	0	9,750,000
San Joaquin, RTD bus replacement	0	10,560,000	5,280,000
Santa Cruz: bus facility	3,000,000	0	1,500,000
Sonoma County: park and ride facilities	2,500,000	0	1,250,000
Ventura County: bus facility	1,200,000	0	600,000
Yolo County: buses	3,000,000	0	1,500,000
Colorado: Fort Collins and Greeley: buses	2,500,000	0	1,250,000
Connecticut: Norwich: intermodal center	3,000,000	0	1,500,000
Delaware: State of Delaware: buses	2,700,000	0	1,350,000
Florida:			
Metropolitan Dade County: buses	4,000,000	16,000,000	10,000,000
Orlando: Lynx buses and bus operating facility	8,500,000	0	4,250,000
Palm Beach County: bus facilities	4,000,000	0	2,000,000
Volusia County: buses and park and ride facility	2,500,000	0	1,250,000
Georgia: Atlanta: buses	7,500,000	0	3,750,000
Hawaii: Honolulu, Oahu: Kuakini medical center parking facility	0	8,000,000	4,000,000
Iowa:			
Ames, Marshalltown, Ottumwa, Regions 6, 14, 15, 16: buses and bus facilities	4,000,000	0	2,350,000
Cedar Rapids: hybrid electric bus consortium	0	2,960,000	1,200,000
Ottumwa: global positioning equipment	0	700,000	0
Waterloo: intermodal bus facility	0	1,340,000	670,000
State of Iowa: buses, equipment, and facilities	0	8,000,000	4,280,000
Illinois:			
Chicago replacement buses/communications system	0	13,700,000	0
State of Illinois: buses	20,000,000	0	16,850,000
Indiana:			
Gary and Hammond: buses	520,000	0	260,000
South Bend: intermodal facility	5,000,000	0	2,500,000
State of Indiana: buses and bus facilities	13,000,000	0	6,500,000
Kentucky: Lexington: buses	2,000,000	0	1,000,000
Louisiana:			
New Orleans: bus facility	6,000,000	0	3,000,000
New Orleans: buses	12,000,000	0	6,000,000
Saint Bernard Parish: intermodal facility	3,000,000	0	1,500,000
Massachusetts: Worcester: intermodal center	4,000,000	0	2,000,000
Maryland: Maryland Transit Authority, Maryland: buses	10,000,000	16,000,000	13,000,000
Michigan:			
Lansing intermodal transportation center	0	4,180,000	2,090,000
State of Michigan: ISTEA set-aside requirement	10,000,000	10,000,000	10,000,000
Minnesota: Metropolitan Council, Minnesota: articulated buses	15,000,000	0	7,500,000
Missouri:			
Kansas City: Union Station intermodal	0	13,000,000	6,500,000
St. Louis: Metrolink bus purchase	0	10,000,000	3,500,000
State of Missouri: buses and bus facilities	0	11,000,000	7,000,000
North Carolina: State of North Carolina: buses and bus facilities	10,000,000	0	5,000,000
New Jersey:			
Garden State Parkway: park-n-ride at interchange 165	0	2,300,000	1,150,000
Hamilton Township: intermodal facility/bus maintenance	0	25,000,000	12,500,000
Nevada: Clark County, Nevada: buses and bus facility	14,000,000	20,000,000	17,000,000
New York:			
Albany: buses	0	10,000,000	5,000,000
Buffalo: Crossroads intermodal station	1,000,000	0	500,000
Long Island: buses	0	3,000,000	1,500,000
New Rochelle: intermodal facility	1,500,000	0	750,000
New York City: natural gas buses/fueling station	0	10,000,000	5,000,000
Rensselaer: intermodal station	7,500,000	7,500,000	7,500,000
Rochester-Genesee: buses	0	1,400,000	700,000
Syracuse: buses	2,000,000	0	1,000,000
Syracuse: intermodal station	2,000,000	0	1,000,000
Utica: buses	0	6,000,000	3,000,000
Westchester, bus facility	4,500,000	0	2,250,000
Ohio:			
Cleveland: Triskett bus facility	2,500,000	0	1,250,000
Columbus: buses	0	10,000,000	0
State of Ohio: buses and bus facilities	20,000,000	0	15,000,000
Oregon:			
Wilsonville: transit vehicles	0	500,000	250,000

Project location and purpose	House	Senate	Conference
Eugene Lane transit district: radio system	0	1,300,000	650,000
Pennsylvania:			
Allegheny County: busway system	8,000,000	10,000,000	9,000,000
Altoona: ISTEA set-aside requirement	2,000,000	0	1,000,000
Beaver County: bus facility	1,600,000	3,300,000	2,450,000
Erie: intermodal complex	0	8,000,000	4,000,000
North Philadelphia: intermodal center	6,000,000	0	3,000,000
Philadelphia: buses	3,000,000	0	1,500,000
Philadelphia: Chestnut Street/alternative fueled vehicles	0	2,000,000	1,000,000
Philadelphia: lift-equipped buses	15,000,000	0	7,500,000
Tennessee: Nashville, Tennessee: electric buses	600,000	0	300,000
Texas:			
Corpus Christi: buses, dispatching system, and facilities	0	1,600,000	2,450,000
Corpus Christi: bus facilities	2,500,000	0	0
El Paso: buses, equipment and facilities	6,000,000	0	5,200,000
El Paso: bus equipment	2,900,000	0	0
El Paso: satellite transit terminal	1,500,000	0	0
Robstown/Corpus Christi bus shelters/curb cuts/transit center	0	800,000	0
Utah: Utah Transit Authority, Utah: buses	3,500,000	0	1,750,000
Virginia: Richmond: downtown intermodal station	0	10,000,000	5,000,000
Vermont:			
State of Vermont, buses and bus facilities	0	6,000,000	3,000,000
Marble Valley: bus upgrades	0	2,000,000	1,000,000
Washington:			
Everett: intermodal center	0	7,000,000	3,500,000
Pierce County: Tacoma Dome station	3,000,000	5,000,000	5,000,000
Seattle: Metro/King County multimodal	0	4,000,000	2,000,000
Seattle/King County: Seattle metro bus purchase	2,500,000	10,000,000	6,250,000
Wenatchee: Chelan-Douglas multimodal	0	2,000,000	0
Wisconsin: State of Wisconsin: buses	20,000,000	0	10,000,000
Total	333,000,000	333,000,000	333,000,000

Within available balances, the conferees direct the Federal Transit Administration to support the following applications: the Santa Barbara Metropolitan Transit District for state-of-the-art, electric battery-powered buses for initial use at the 1996 Summer Olympic Games; Taos, New Mexico and Kansas City, Kansas for buses and bus-related purchases; and the Pennsylvania consolidated bus purchase.

State of Arkansas.—The conference agreement includes \$6,200,000 for buses and intermodal and bus-related facilities to be made available to the Arkansas Highway and Transportation Department to be distributed as follows: \$200,000 for Pine Bluff Transit; \$3,200,000 for the University of Arkansas; \$400,000 for Hot Springs Transit; \$300,000 for South Central Arkansas; \$800,000 for Central Arkansas Transit; and \$800,000 for Southeast Arkansas Transit. The remaining balances may be retained by the Arkansas Highway and Transportation Department for other state bus and bus-related projects.

Ames, Marshalltown, Ottumwa, Regions 6, 14, 15 and 16, Iowa; bus and bus facilities.—The conference agreement includes \$2,350,000 for buses and bus facilities for Ames, Marshalltown, Ottumwa, and Regions 6, 14, 15 and 16, Iowa to be distributed as follows: \$1,069,000 for Ames; \$704,300 for Ottumwa; \$189,500 for Marshalltown; \$17,600 for Region 6; \$121,100 for Region 14; \$159,400 for Region 15; and \$89,100 for Region 16.

State of Michigan.—The conference agreement includes \$10,000,000 for the State of Michigan to fulfill the requirements of section 3035(11) the Intermodal Surface Transportation Efficiency Act of 1991. Of the \$10,000,000 for the State of Michigan, the conferees have included: \$3,022,500 for buses and bus facilities for Grand Rapids; \$3,022,500 for buses and bus facilities in Flint; \$3,022,500 for the Suburban Mobility Authority for Regional Transportation (SMART); and \$932,500 for an intermodal facility in Lansing. The conference agreement includes a total of \$3,022,500 for the intermodal transportation center in Lansing. The conferees recognize that \$1,200,000 more is required to complete this project and encourage the project sponsors to submit a future request for the remaining funds.

State of New York.—The conferees direct those transit systems in the State of New York receiving section 3 bus discretionary allocations in areas over 200,000 population for the express purpose of providing fixed-route transit services, to purchase alter-

native fueled buses. Vehicles purchased for use in urbanized areas under 200,000 population and for use in rural areas and/or for ADA mandated paratransit services are exempt.

State of Illinois.—The conference agreement provides \$16,850,000 for the Illinois Department of Transportation for replacement buses and transit facilities. This amount includes funds for replacement buses for the following transit agencies: \$1,585,000 for Champaign-Urbana; \$528,000 for Decatur; \$2,290,000 for Madison County; \$528,000 for Quincy; \$528,000 for Rockford; \$880,000 for Rock Island; \$1,073,000 for Springfield; and \$1,665,000 for Pace. The amount also includes \$720,000 for a transfer facility in Peoria and \$800,000 for bus facilities for the South Central MTD. In addition, \$6,000,000 is provided for a new bus communications system for the Chicago Transit Authority.

Bus overhauls.—The conferees direct the FTA to study and report to the appropriate Congressional committees by July 15, 1996 on the data associated with requests for funding under the periodic bus overhaul funding provision, including, but not limited to, the number, size, and geographic type of transit systems that seek to capitalize such expenses, and the amounts requested under this section.

Amendment No. 100: Includes language that reprograms \$21,631,250 of funds previously made available in Public Law 102-388 and provides \$666,000,000 for new fixed guideway systems. The House bill included \$666,000,000 and the Senate bill included a total of \$688,840,000, of which \$22,840,000 was proposed to be reprogrammed.

The conferees recommend that \$21,631,250 of funds that were originally provided in the fiscal year 1993 Department of Transportation and Related Agencies Appropriations Act, Public Law 102-388, that have not been obligated by October 1, 1995 be reprogrammed. Should additional funds from Public Law 103-388 remain unobligated, the conferees direct the Administrator to reprogram these funds 15 days after notification to the House and Senate Committees on Appropriations only to those projects that have existing full funding grant agreements on the date of enactment of this Act, to the extent that those projects are likely to be capable of obligating these funds in the course of this fiscal year.

The conference agreement provides for the following distribution of the recommended funding for new fixed guideway systems as follows:

Project	Amount
Atlanta-North Springs project	\$42,410,000
South Boston Piers (MOS-2) project	20,060,000
Canton-Akron-Cleveland commuter rail project	4,250,000
Cincinnati Northeast/Northern Kentucky rail line project	1,000,000
Dallas South Oak Cliff LRT project	16,941,000
DART North Central light rail extension project	3,000,000
Dallas-Fort Worth RAILTRAN project	6,000,000
Florida Tri-County commuter rail project	10,000,000
Houston Regional Bus project	22,630,000
Jacksonville ASE extension project	9,720,625
Los Angeles Metro Rail (MOS-3)	85,000,000
Los Angeles-San Diego commuter rail project	8,500,000
MARC commuter rail project	10,000,000
Maryland Central Corridor LRT project	15,315,000
Miami-North 27th Avenue project	2,000,000
Memphis, Tennessee Regional Rail Plan	1,250,000
New Jersey Urban Core-Secaucus project	80,250,000
New Orleans Canal Street Corridor project	5,000,000
New York Queens Connection project	126,725,125
Pittsburg Airport Phase 1 project	22,630,000
Portland-Westside LRT project	130,140,000
Sacramento LRT extension project	2,000,000
St. Louis Metro/Link LRT project	12,500,000
Salt Lake City light rail project	9,759,500
San Francisco BART extension project	10,000,000
San Juan, Puerto Rico Tren Urbano project	7,500,000
Tampa to Lakeland commuter rail project	500,000
Whitehall ferry terminal, New York, New York	2,500,000

Wisconsin central commuter project	14,400,000
Burlington-Charlotte, Vermont commuter rail project	5,650,000

South-North corridor project.—The conferees note that the Oregon legislature and Portland area voters have approved \$850 million in local and state funds for the South-North corridor project. The conferees support the inclusion of the South-North corridor in the Portland area program of interrelated projects and note that a project financing plan, based on a discretionary (section 3) share of fifty percent of the total project costs, will be considered should the Portland region seek funding for this project.

Orange County, California.—The conferees are concerned with the delay of the Federal Transit Administration in obligating the funds previously provided in fiscal years 1994 and 1995 for the Orange County Transitway project. The conferees are concerned that the FTA may fail to recognize that the Anaheim Intermodal Transportation Center is not an element of the Transitway project. The conferees, therefore, direct the FTA to work expeditiously to obligate these funds once all pending planning and financial issues are addressed adequately.

Kansas City.—Although no funds have been provided for the Kansas City, Missouri light rail project, the conferees believe that based on the results of the recently completed major investment study, the project may have merit and therefore encourage project sponsors to continue to seek federal support in the future.

Seattle-Tacoma.—The conferees agree that sums available from funds appropriated in fiscal year 1992 for the Seattle-Tacoma commuter rail project may be used for intermodal access and facilities in Seattle and/or commuter track and signal projects in and between Seattle and Tacoma, only to the extent to which such projects are consistent with existing federal transportation laws and regulations.

Amendment No. 101: Provides \$20,060,000 for the South Boston Piers (MOS-2) project instead of \$17,500,000 as proposed by the House and \$22,620,000 as proposed by the Senate.

Amendment No. 102: Provides \$4,250,000 for the Canton-Akron-Cleveland commuter rail project instead of \$6,500,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein. The conferees have agreed to delete this language because on September 20, 1995, the House passed H.R. 2274, the National Highway Systems Designation Act of 1995, which contained the authorization for this and the several other new start projects that follow below.

Amendment No. 103: Provides \$1,000,000 for the Cincinnati Northeast/Northern Kentucky rail line project instead of \$2,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 104: Provides \$3,000,000 for the DART North Central light rail extension project instead of \$2,500,000 as proposed by the House and \$3,500,000 as proposed by the Senate.

Amendment No. 105: Deletes House language that would have made funding for the DART North Central rail extension project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 106: Provides \$6,000,000 for the Dallas-Fort Worth RAILTRAN project instead of \$5,000,000 as proposed by the House and \$7,000,000 as proposed by the Senate.

Amendment No. 107: Deletes House language that would have made funding for the Dallas-Fort Worth RAILTRAN project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 108: Deletes House language that would have made funding for the Florida Tri-County commuter rail project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 109: Provides \$9,720,625 for the Jacksonville ASE extension project instead of \$12,500,000 as proposed by the House. The Senate bill contained no similar provision.

Amendment No. 110: Provides \$85,000,000 for the Los Angeles Metro Rail (MOS-3) instead of \$125,000,000 as proposed by the House and \$45,000,000 as proposed by the Senate.

The conference agreement provides \$85,000,000 for the Los Angeles Metro Rail Line project. The conferees, however, reiterate the safety concerns and the need for quality assurances outlined in the Senate report.

The conferees are aware that after the Senate's consideration of the Act, the Los Angeles Metropolitan Transportation Authority (MTA) has made significant progress in the areas of concern as expressed by the Senate. The MTA has hired a new head of Metro construction to whom quality assurance and safety personnel now must directly report. In addition, the MTA has submitted the updated Metro Rail Red Line Project Management plan, which demonstrates the commitment to safety and quality assurance, to the Federal Transit Administration for review, prior to FTA's October 1, 1995 deadline.

While this progress is encouraging, the conferees direct the Federal Transit Administration to continue diligent oversight and to ensure that these commitments to greater safety and quality assurance staffing are finalized before these or any other federal funds are obligated to the Metro Red Line Project.

Amendment No. 111: Provides \$8,500,000 for the Los Angeles-San Diego commuter rail project instead of \$10,000,000 as proposed by the House and no funding as proposed by the Senate.

Amendment No. 112: Provides \$10,000,000 for the MARC commuter rail project as proposed by the House instead of \$15,000,000 as proposed by the Senate.

Amendment No. 113: Provides \$15,315,000 for the Maryland Central Corridor LRT project instead of \$3,000,000 as proposed by the House and \$22,630,000 as proposed by the Senate.

Amendment No. 114: Deletes House language that would have made funding for the Miami-North 27th Avenue project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 115: Provides \$1,250,000 for the Memphis, Tennessee Regional Rail Plan instead of \$2,500,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 116: Provides \$80,250,000 for the New Jersey Urban Core-Secaucus project instead of \$75,000,000 as proposed by the House and \$85,500,000 as proposed by the Senate.

Amendment No. 117: Provides \$5,000,000 for the New Orleans Canal Street Corridor

project instead of \$10,000,000 as proposed by the House and no funding as proposed by the Senate, and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 118: Provides \$126,725,125 for the New York Queens Connection project instead of \$114,989,000 as proposed by the House and \$160,000,000 as proposed by the Senate.

Amendment No. 119: Deletes funding for the Orange County Transitway project as proposed by the Senate instead of \$5,000,000 as proposed by the House.

Amendment No. 120: Provides \$130,140,000 for the Portland Westside LRT project as proposed by the Senate instead of \$85,500,000 as proposed by the House.

Amendment No. 121: Provides \$2,000,000 for the Sacramento LRT extension project as proposed by the House instead of no funding as proposed by the Senate.

Amendment No. 122: Provides \$12,500,000 for the St. Louis Metro Link LRT project instead of \$10,000,000 as proposed by the House and \$13,000,000 as proposed by the Senate. Within the funds provided, the conferees have included up to \$2,000,000 for the St. Claire extension.

Amendment No. 123: Provides \$9,759,500 for the Salt Lake City light rail project instead of \$5,000,000 as proposed by the House and \$14,519,000 as proposed by the Senate.

Amendment No. 124: Retains, with modification, House language which provides that \$5,000,000 of the funds made available for the Salt Lake City light rail project may be available for related high occupancy vehicle lane and intermodal corridor design costs.

Amendment No. 125: Provides \$10,000,000 for the San Francisco BART extension project as proposed by the House instead of \$22,620,000 for the San Francisco BART extension to the airport/Tasman corridor projects as proposed by the Senate.

The conferees have agreed to provide \$10,000,000 to continue the BART proposed extension to the San Francisco International Airport. BART and the San Francisco Airport Commission recently reached an agreement in principle on an airport station alignment that reduces project costs and that is compatible with the airport's extension plan. However, significant unresolved issues must be resolved before a long-term financial commitment can be made to this project. For example, despite planned cost reductions, a complete cost analysis and financial plan are not yet available and there is no assurance that the federal share of this project will be reduced. Further, neither supplemental draft nor analyses have yet been concluded, and four transportation agencies on the San Francisco peninsula, including one of the project sponsors (the San Mateo County Transit District), have voted to study a direct CalTrain link with the airport. Lastly, the conferees believe that the proposed local share costs to be borne by the airport and its users should be consistent with federal transportation policy and regulation. Given these many concerns, the conferees believe that sufficient time to complete and review adequately the supplemental draft environmental impact statement and the subsequent engineering and financial plans, and final environmental impact statements is not available in fiscal year 1996. Sixty days prior to action to execute a full funding grant agreement, the conferees direct the FTA to report back to both the House and Senate Committees on Appropriations and certify in writing that the aforementioned concerns are fully

addressed. This action shall not be interpreted as a Congressional desire to terminate this project.

The conference agreement provides no new funding for the Tasman corridor project. Measure A, a Santa Clara County local sales tax proposition which constitutes the Tasman project's local match, was invalidated by a California appeals court and later upheld by the California Supreme Court on September 28, 1995. Therefore under the terms of the Bay Area's Metropolitan Transportation Commission's new rail starts program, the conferees expect that the \$33,320,000 of federal funds originally made available in fiscal years 1994 and 1995 shall be allocated by the Metropolitan Transportation Commission to the San Francisco BART extension to the airport.

Amendment No. 126: Restores language proposed by the House which provides funds for the San Francisco BART extension to the airport only instead of the San Francisco BART extension/Tasman corridor project as proposed by the Senate.

Amendment No. 127: Provides \$7,500,000 for the San Juan, Puerto Rico Tren Urbano project instead of \$15,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 128: Provides \$500,000 for the Tampa to Lakeland commuter rail project instead of \$1,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage of the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 129: Provides \$2,500,000 for the Whitefall ferry terminal, New York, New York instead of \$5,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 130: Deletes House language that would have made funding for the Wisconsin central commuter project to passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 131: Provides \$5,650,000 for the Burlington-Charlotte, Vermont commuter rail project instead of \$11,300,000 as proposed by the Senate. The House bill contained no similar appropriation.

Amendment No. 132: Deletes \$5,000,000 for the Chicago central area circulator proposed by the Senate. The House bill contained no similar provision.

Due to the failure of the State of Illinois to appropriate funding for its share of the Chicago central area circulator project this year and the uncertainty of the design and construction of the system, the conferees have not allocated any new fiscal year 1996 funding for this project. Should the state appropriate its share of the costs of the project or should the Federal Transit Administration approve the core system phasing approach into an amended full funding grant agreement, the conferees will then make every effort to provide funding according to a full funding grant agreement funding schedule.

MASS TRANSIT CAPITAL FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 133: Appropriates \$2,000,000,000 to liquidate contract authority

obligations for mass transit capital programs as proposed by the House instead of \$1,700,000,000 as proposed by the Senate.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Amendment No. 134: Appropriates \$200,000,000 for construction of the Washington, DC metrorail system as proposed by the House instead of \$170,000,000 as proposed by the Senate.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Amendment No. 135: Deletes language proposed by the Senate that prohibits expenditure of funds in the Corporation's financial reserve or from the Harbor Maintenance Trust Fund for the design, development, or procurement of a global positioning system vessel traffic services system during fiscal year 1996. The House bill contained no similar provision.

Vessel traffic services system.—The conferees have expanded the scope of a study on the options for privatizing procurement and operation of vessel traffic services on the American portion of the Saint Lawrence Seaway, which the Senate report directed the Corporation to submit by May 1, 1996. The study shall focus on division of responsibility and cost-sharing issues in the development, procurement, installation, and operation of a GPS vessel traffic services system among the Saint Lawrence Seaway Development Corporation, the St. Lawrence Seaway Authority of Canada, the U.S. Coast Guard, the Canadian Coast Guard, and the carrier industry.

OPERATIONS AND MAINTENANCE (HARBOR MAINTENANCE TRUST FUND)

Amendment No. 136: Appropriates \$10,150,000 for operations and maintenance of the Saint Lawrence Seaway Development Corporation as proposed by the Senate instead of \$10,190,500 as proposed by the House. The conferee agreement includes the following adjustments to the budget request:

Travel and transportation of things	—\$6,000
Other miscellaneous services	—5,500
Nonpay inflation	—41,000
Unspecified reduction	—40,500

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

Amendment No. 137: Appropriates \$23,937,000 for research and special programs instead of \$26,030,000 as proposed by the House and \$24,281,000 as proposed by the Senate.

The conference agreement distributes the research and special programs appropriation and 176 full-time equivalent staff as follows:

	In dollars	Positions
Hazardous materials safety	12,650,000	111
Research and technology	3,288,000	13
Emergency transportation	1,022,000	7
Program support	7,388,000	45
Accountwide adjustments	—411,000	

The conferees have made the following adjustments to the budget request:

	In dollars
Hazardous materials safety:	
Information systems ..	—50,000
Training	+100,000
Registration program ..	—182,000
Aviation information management	—2,282,000
Research and technology:	
Personnel compensation and benefits	—91,000

Technology development	—2,951,000
Technology promotion	—874,000
Technology deployment	—400,000
Emergency transportation:	
Crisis management	—279,000
Program administration:	
Operating expenses	—42,000
Policy and program support	—50,000
Civil rights and special programs	—25,000
Program management and administration ..	—95,000
Contract program	—53,000
Working capital fund ..	—40,000
Accountwide adjustments:	
Training	—109,000
Equipment	—302,000
Net reduction	—7,725,000

Amendment No. 138: Deletes House language as proposed by the Senate and transfers \$2,200,000 and 22 full-time equivalent employees from the Research and Special Programs Administration's aviation information management program to the Bureau of Transportation Statistics under amendment numbered 144.

PIPELINE SAFETY (PIPELINE SAFETY FUND)

Amendment No. 139: Appropriates \$31,448,000 for pipeline safety instead of \$29,941,000 as proposed by the House and \$32,973,000 as proposed by the Senate.

Amendment No. 140: Provides \$28,750,000 from the Pipeline Safety Fund instead of \$27,243,000 as proposed by the House and \$30,275,000 as proposed by the Senate. The conference agreement includes the following reductions from the budget request:

	In dollars
Personnel compensation and benefits	—22,000
Operating expenses	—306,000
Information systems	—552,000
Risk assessment and technology studies	—500,000
Compliance	—4,146,000
Training and information dissemination	—21,000
Research and development	—2,423,000
Grants	—3,000,000
Net reduction	—10,970,000

Amendment No. 141: Provides that not to exceed \$1,000,000 shall be available from the pipeline safety fund for grants to states for the development and establishment of one-call notification systems, as proposed by the House instead of \$1,500,000 as proposed by the Senate.

EMERGENCY PREPAREDNESS GRANTS (EMERGENCY PREPAREDNESS FUND)

Amendment No. 142: Limits obligations for emergency preparedness grants to \$8,890,000 as proposed by the House instead of \$9,200,000 as proposed by the Senate.

OFFICE OF INSPECTOR GENERAL SALARIES AND EXPENSES

Amendment No. 143: Appropriates \$40,238,000 for salaries and expenses of the Office of inspector general as proposed by the House instead of \$39,891,200 as proposed by the Senate.

BUREAU OF TRANSPORTATION STATISTICS

Amendment No. 144: Appropriates \$2,200,000 for the Bureau of Transportation Statistics as proposed by the Senate. The House bill contained no similar provision.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Amendment No. 145: Appropriates \$3,500,000 for salaries and expenses of the Architectural and Transportation Barriers Compliance Board as proposed by the Senate instead of \$3,656,000 as proposed by the House. The conferees agree that, although no funding is provided in fiscal year 1996 for the acquisition of a new financial accounting system, this reduction is made without prejudice to the system receiving funding in future appropriations acts.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Amendment No. 146: Appropriates \$38,774,000 for salaries and expenses of the National Transportation Safety Board as proposed by the House instead of \$37,500,000 as proposed by the Senate.

The conference agreement distributes the salaries and expenses of the National Transportation Safety Board and 350 full-time equivalent staff years as follows:

Office	Budget authority	Staff years
Policy and direction	\$5,662,000	45
Aviation safety	13,334,000	122
Surface transportation	10,473,000	94
Research and engineering	5,281,000	48
Administration	2,692,000	31
Administrative law judges	1,332,000	10

EMERGENCY FUND

Amendment No. 147: Appropriates \$360,802 for the emergency fund as proposed by the Senate instead of \$160,802 as proposed by the House.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Amendment No. 148: Appropriates \$13,379,000 for one quarter year of salaries and expenses as well as severance and closing costs of the Interstate Commerce Commission as proposed by the House. The Senate bill provided the same amount, but only for severance and closing costs. The conferees agree that collected fees shall be made available for the time the Commission remains in existence during fiscal year 1996 and that once the Commission ceases to exist, any unobligated balances from these collections shall be used to pay termination and severance costs.

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

Amendment No. 149: Makes technical change in the citation to the authorization statute regarding primary and secondary schooling of dependents of FAA personnel stationed outside of the continental United States, as proposed by the Senate.

Amendment No. 150: Deletes "pursuant to paragraph (d)" as proposed by the Senate.

Amendment No. 151: Prohibits the use of funds for salaries and expenses of more than one hundred political and Presidential appointees in the Department of Transportation as proposed by the Senate instead of one hundred and ten appointees as proposed by the House.

Amendment No. 152: Restores House language deleted by the Senate that prohibits funds to be used to implement section 404 of title 23, United States Code.

Amendment No. 153: Reduces the working capital fund for the Department of Transportation programs funded in this Act by \$7,500,000 instead of \$10,000,000 as proposed by the House and \$5,000,000 as proposed by the Senate.

Amendment No. 154: Limits working capital fund obligational authority for the De-

partment of Transportation programs funded in this Act to no more than \$95,649,000 instead of \$92,231,000 as proposed by the House and \$99,364,000 as proposed by the Senate.

Amendment No. 155: Restores House language deleted by the Senate that prohibits the use of funds to prepare, propose or promulgate any regulations that prescribe changes in the corporate average fuel economy standards for automobiles.

Amendment No. 156: Cancels \$25,000,000 of the budgetary resources provided to the Department of Transportation, excluding the Maritime Administration, as proposed by the House, instead of canceling \$25,000,000 of the budgetary resources provided to the Department of Transportation, including the Maritime Administration, as proposed by the Senate.

Amendment No. 157: Restores House language deleted by the Senate and includes language proposed by the Senate which requires the Secretary of Transportation to collocate and consolidate the Department of Transportation's office structure.

Amendment No. 158: Restores House language deleted by the Senate and includes language proposed by the Senate which requires the Secretary of Transportation to collocate and consolidate the Department of Transportation's surface transportation field offices and activities.

Amendment No. 159: Includes Senate language that permits the Secretary of Transportation to submit a reorganization plan of the surface transportation activities of the Department of Transportation and the relationship of the Saint Lawrence Seaway Development Corporation to the Department. The House bill included no similar provision.

Amendment No. 160: Permits the Secretary of Transportation to transfer funds appropriated in this Act to "Rental Payments" as proposed by the Senate. The House bill would have permitted the Secretary of Transportation to transfer funds appropriated for any office of the Office of the Secretary.

Amendment No. 161: Prohibits funds for certain specified types of employee training activities, as proposed by the House. The Senate bill required that training be consistent with current law.

Amendment No. 162: Prohibits funds for enforcing the existing airport revenue diversion laws, and which require airports to be as self-sustaining as possible, as they relate to specified facilities on Hot Springs Memorial Field in Hot Springs, Arkansas, as proposed by the House. The Senate bill contained no similar provision.

Amendment No. 163: Deletes language in the Senate bill requiring that time an individual has spent on the workers' compensation rolls be counted as regular employment time for the purpose of calculating retirement benefits. In addition, the conference agreement deletes lines 1 through 13 on page 53 of the House engrossed bill, H.R. 2002. The effect of this and the preceding disposition is to delete all language in the House and Senate bills requiring changes in the eligibility of employees to receive workers' compensation payments after becoming eligible for regular federal retirement benefits. Both the House and Senate bills required a cessation of workers' compensation benefits six months after retirement eligibility is reached.

The conferees are concerned, however, that for many individuals, workers' compensation has become a more lucrative alternative to regular retirement. For example, in the FAA alone, almost 500 people on the workers' compensation rolls are at least 70 years of age, and over 1,200 are over 60. The current system allows these people to remain on the workers' compensation rolls even when dis-

ability retirement is available to them and even when there is little or no chance they will be returned to work in the agency. These cases create a drain on the annual discretionary budget of agencies like the FAA, which are forced to use those scarce funds to finance what is essentially a retirement program—and one with excessive and unnecessary costs. To address this issue on a government-wide basis, the conferees direct the General Accounting Office to study this issue and report with recommendations for reform to the House and Senate Committees on Appropriations no later than May 31, 1996.

The conference agreement also includes a limitation against using funds in this Act for activities designed to influence Congress on legislation or appropriations pending before the Congress except on the request of Members of Congress through the proper official channels. The effect of this provision is to restate, for emphasis, existing law codified in 18 U.S.C. 1813 regarding limitations on lobbying activities.

Amendment No. 164: Modifies House language deleted by the Senate that prohibits the use of funds for technical training, tours, research fellowships with citizens of the People's Republic of China to exempt the Federal Aviation Administration and the joint Federal Aviation Administration, Department of Defense and Department of Commerce initiative designed to modernize the air traffic control system of the People's Republic of China.

Amendment No. 165: Restores House language deleted by the Senate which prohibits the use of funds in the Act to support Federal Transit Administration's field operations and oversight of the Washington Metropolitan Area Transit Authority in any location other than from the Washington, DC metropolitan area.

Amendment No. 166: Restores House language deleted by the Senate which appropriates \$8,421,000 to the successor of the Interstate Commerce Commission and permits the collection of fees collected pursuant to 31 U.S.C. 9701. The conferees expect that the current level of user fees will continue to be collected throughout the fiscal year unless changed by authorization.

Amendment No. 167: Deletes language proposed by the Senate that provides for the redistribution of funds originally provided for a project in West Calcasieu Parish, Louisiana to be available for a project in Lake Charles, Louisiana, and inserts language that limits the use of funds for improvements to the Miller Highway in New York City, New York. The House bill addressed this issue in amendment numbered 191.

Amendment No. 168: Includes language proposed by the Senate that would require improvements identified by section 1069(t) of Public Law 102-240 and funded pursuant to section 118(c)(2) of title 23, U.S.C. shall not be treated as an allocation for interstate maintenance. The House bill contained no similar provision.

Amendment No. 169: Includes Senate language which requires the Secretary of Transportation to carry out research to identify successful telecommuting programs. The House bill contained no similar provision.

Amendment No. 170: Includes Senate language which would exempt Indian Reservation Roads from any reductions required pursuant to section 1003 of Public Law 102-240. The House bill contained no similar provision.

Amendment No. 171: Deletes Senate provision that would have allowed states to trade in unobligated balances of their federal-aid highway program, except for the congestion mitigation and air quality improvement program, to mitigate reductions pursuant to

section 1003 of the Intermodal Surface Transportation Efficiency Act. The House bill contained no similar provision.

Amendment No. 172: Deletes Senate provision that would have allowed states to trade in unobligated balances of funds authorized or appropriated for highway demonstration projects to mitigate reductions pursuant to section 1003 of the Intermodal Surface Transportation Efficiency Act. The House bill contained no similar provision.

Amendment No. 173: Deletes Senate provision that would have established interstate compact infrastructure banks. The House bill contained no similar provision.

Amendment No. 174: Retains, with amendment, language in the Senate bill requiring development of a new personnel management system for the Federal Aviation Administration. The House bill contained no similar provisions. The conference agreement includes the following changes to the Senate bill: (a) the official responsible for development and implementation of the new personnel system is the FAA administrator, not the Secretary; and (b) the new system shall not waive current law relating to veterans' preference and unemployment compensation. The provision takes effect on April 1, 1996, as proposed by the Senate.

Management-labor relationship.—The conferees believe that a harmonious management-labor relationship within the FAA is important to the effectiveness and efficiency of the national airspace system. The conferees do not intend that the personnel management reforms included in this bill force the disestablishment of any existing management-labor agreement or lead to the dissolution of any union currently representing FAA employees. Instead, the conference agreement provides the administrator of the FAA flexibility to redefine the management-labor relationship to the benefit of the agency and all of its employees.

Administrator's working group.—The conferees have included bill language which requires the FAA to develop new personnel and procurement reform plans, with the goal of accelerating the modernization of the FAA in the most efficient and cost-effective manner. The conferees believe the success of this plan will, in part, depend upon the assistance of the entire aviation community. The conferees would like to see high level input from the aviation community. The conferees therefore strongly recommend that the administrator consult with the widest array of interested parties in developing the new personnel and procurement systems. The administrator should consider establishing a working group to assist his efforts. The working group could include, but not be limited to, representatives from the air carriers, general and business aviation, airports, aircraft manufacturers, airline and FAA employees, and the Office of the Secretary of Defense.

Amendment No. 175: Retains, with amendment, language in the Senate bill requiring development of a new acquisition management system for the Federal Aviation Administration. The House bill contained no similar provisions. The conference agreement changes the official responsible for de-

velopment and implementation of the new acquisition system to the FAA administrator, not the Secretary. The provision takes effect on April 1, 1996, as proposed by the Senate.

Amendment No. 176: Reduces bonuses and cash awards for Department of Transportation employees by \$752,852 as proposed by the Senate. The House bill included no similar provision.

Amendment No. 177: Limits funds for Department of Transportation advisory committees to \$850,000 as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 178: Includes provision that enables the Secretary of Transportation to enforce and continue in effect the exemption provisions of the Motor Vehicle Information and Cost Savings Act. The House bill contains no similar provision.

Amendment No. 179: Provides that the FAA Technical Center in Pomona, New Jersey be designated as the "William J. Hughes Technical Center", as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 180: Provides that no funds may be used to close Coast Guard small boat stations or subunits, and allows flexibility for the Secretary to implement system-wide management efficiencies, as proposed by the Senate. The House bill contained no similar provision. The conferees support Coast Guard downsizing and streamlining efforts in general, but find that in this instance the Coast Guard's methodology failed to fairly consider distinctions between small boat stations, such as water temperature and survival time, leading ultimately to a proposal which lacked critical justification.

Amendment No. 181: Deletes Senate language that would redistribute funds made available for obligation authorized by item 21 of the table in section 1105(f) of Public Law 102-240 to carry out additional surface transportation projects in Louisiana. The House bill contained no similar provision.

Amendment No. 182: Includes Senate language that provides for the transfer of certain federal property in Hoboken, New Jersey. The House bill contained no similar provision.

Amendment No. 183: Deletes Senate language which requires a five percent reduction from fiscal year 1995 levels in the energy costs of federal facilities used by agencies funded in this Act. The conferees are aware that this issue will be addressed government-wide by the Treasury, Postal Service and General Government Appropriations Act, 1996.

Amendment No. 184: Deletes language proposed by the Senate requiring the Secretary of Transportation to conduct a study of competition and air fares in rural aviation markets in the United States.

Amendment No. 185: Includes Senate language that would provide \$1,000,000 to establish and operate the Railroad Safety Institute. The House bill contained no similar provision. The conference agreement also addresses this issue under amendment numbered 6.

Amendment No. 186: Retains language proposed by the Senate expressing the sense of the Senate regarding a dispute between the United States and Japan over implementation of the current U.S./Japan bilateral aviation agreement. The House bill contained no similar provision.

Amendment No. 187: Includes Senate language which modifies provisions of section 339 of the Department of Transportation and Related Agencies Appropriations Act, 1993 (Public Law 102-388). The House bill included no similar provision.

Amendment No. 188: Deletes Senate provision that repeals section 404 of 23 U.S.C. and inserts language that waives the freight tonnage limit for rail lines benefiting from the Local Rail Freight Assistance (LRFA) program for a project near Wahpeton, North Dakota. The funds are proceeds from LRFA loans that have been repaid to the State. Approximately \$2,300,000 may be used for the partial cost of a privately owned rail spur, siding, and loading facility.

Amendment No. 189: Includes Senate language that would have delayed the restriction on the availability of certain highway funds and designated the National Highway System. The House bill contained no similar provision.

TITLE IV

Amendment No. 190: Restores House language deleted by the Senate which provides for mandatory standards and procedures governing arbitrators and arbitration of labor disputes in the Washington, DC area.

TITLE V

Amendment No. 191: Deletes title V of the House bill which restricts the use of funds for improvements to the Miller Highway in New York City, New York. This prohibition is included under amendment numbered 167.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1996 recommended by the Committee of Conference, with comparisons to the fiscal year 1995 amount, the 1996 budget estimates, and the House and Senate bills for 1996 follow:

New budget (obligational) authority, fiscal year 1995	\$14,214,401,000
Budget estimates of new (obligational) authority, fiscal year 1996	35,468,964,831
House bill, fiscal year 1996	12,810,725,806
Senate bill, fiscal year 1996	12,613,811,567
Conference agreement, fiscal year 1996	12,680,532,831
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 1995	-1,533,868,169
Budget estimates of new (obligational) authority, fiscal year 1996	-22,788,432,000
House bill, fiscal year 1996	-130,192,975
Senate bill, fiscal year 1996	+66,721,264

	FY 1995 Enacted	FY 1995 Estimate	House	Senate	Conference	Conference compared with enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses.....	58,084,000	57,459,000	55,011,500	56,500,000	56,189,000	-1,805,000
Immediate Office of the Secretary.....	(1,220,000)					(-1,220,000)
Immediate Office of the Deputy Secretary.....	(583,000)					(-583,000)
Office of the General Counsel.....	(7,876,000)					(-7,876,000)
Office of the Assistant Secretary for Transportation Policy.....	(2,309,000)					(-2,309,000)
Office of the Assistant Secretary for Aviation and International Affairs.....	(7,887,000)					(-7,887,000)
Office of the Assistant Secretary for Budget and Programs.....	(4,400,000)					(-4,400,000)
Office of the Assistant Secretary for Governmental Affairs.....	(2,250,000)					(-2,250,000)
Office of the Assistant Secretary for Administration.....	(22,425,000)					(-22,425,000)
Office of Public Affairs.....	(1,380,000)					(-1,380,000)
Executive Secretariat.....	(932,000)					(-932,000)
Contract Appeals Board.....	(930,000)					(-930,000)
Office of Civil Rights.....	(1,779,000)					(-1,779,000)
Office of Small and Disadvantaged Business Utilization.....	(936,000)					(-936,000)
Minority Business Resource Center.....	(4,000,000)					(-4,000,000)
Office of Intelligence and Security.....	(800,000)					(-800,000)
Office of Intermodalism.....	(1,000,000)					(-1,000,000)
Undistributed.....	(-2,313,000)					(-2,313,000)
Office of civil rights.....		12,789,000	8,584,000	12,063,000	8,554,000	+6,554,000
Transportation planning, research, and development.....	8,283,000	15,710,000	3,309,000	9,710,000	8,220,000	-73,000
Office of Commercial Space Transportation: Operations and Research.....	6,080,000					-6,080,000
Working capital fund.....	(93,000,000)	(104,364,000)	(102,231,000)	(104,364,000)	(103,149,000)	(+10,149,000)
Payments to air carriers (Airport and Airway Trust Fund): (Liquidation of contract authorization).....	(33,423,000)		(15,000,000)	(28,738,538)	(22,800,000)	(-10,823,000)
(Limitation on obligations).....	(33,423,000)		(15,000,000)	(28,738,538)	(22,800,000)	(-10,823,000)
Rescission of contract authority.....	(-4,000,000)	(-36,800,000)	(-23,800,000)	(-11,861,464)	(-18,000,000)	(-12,000,000)
Rescission.....		(-8,786,971)	(-8,786,971)	(-8,786,971)	(-8,786,971)	(-8,786,971)
Rental payments.....	144,419,000	143,436,000	130,803,000	139,889,000	135,200,000	-4,619,000
Headquarters facilities.....		331,000,000				
Minority business resource center program.....	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	
(Limitation on direct loans).....	(15,000,000)	(15,000,000)	(15,000,000)	(15,000,000)	(15,000,000)	
Minority business outreach.....		2,900,000	2,900,000	2,100,000	2,900,000	+2,900,000
ICC Sunset.....		4,705,000		4,705,000		
State Infrastructure Banks (sec. 345).....				250,000,000		
Total, Office of the Secretary.....	218,786,000	569,903,000	200,477,500	478,887,000	210,983,000	-7,803,000
(Limitations on obligations).....	(33,423,000)		(15,000,000)	(28,738,538)	(22,800,000)	(-10,823,000)
Total budgetary resources.....	(232,169,000)	(569,903,000)	(215,477,500)	(503,425,538)	(233,583,000)	(-18,626,000)
Coast Guard						
Operating expenses.....	2,598,000,000	2,618,318,000	2,585,807,000	2,286,000,000	2,278,991,000	-316,009,000
Acquisition, construction, and improvements:						
Vessels.....	187,900,000	203,700,000	181,200,000	178,000,000	187,800,000	-20,300,000
Aircraft.....	11,800,000	19,500,000	16,500,000	14,500,000	12,000,000	+200,000
Other equipment.....	29,700,000	66,300,000	42,300,000	47,800,000	49,200,000	+16,500,000
Shore facilities and aids to navigation.....	89,360,000	89,800,000	82,278,000	80,300,000	88,875,000	-478,000
Personnel and related support.....	44,200,000	48,800,000	43,000,000	46,500,000	44,700,000	-1,500,000
Subtotal, A C & I.....	362,960,000	428,200,000	375,175,000	366,800,000	362,375,000	-575,000
Environmental compliance and restoration.....	23,500,000	25,000,000	21,000,000	21,000,000	21,000,000	-2,500,000
Port Safety Development.....				15,000,000	15,000,000	+15,000,000
Alteration of bridges.....		2,000,000	18,000,000	2,000,000	18,000,000	+16,000,000
Retired pay.....	562,585,000	562,022,000	562,022,000	562,022,000	562,022,000	+16,437,000
Reserve training.....	64,961,000	64,999,000	61,899,000	62,000,000	62,000,000	-2,961,000
Research, development, test, and evaluation.....	20,310,000	22,500,000	18,500,000	20,000,000	18,000,000	-2,310,000
Boat safety (Aquatic Resources Trust Fund).....	25,000,000		20,000,000		20,000,000	-5,000,000
Emergency Fund (Oil Spill Liability Trust Fund) (limitation of permanent appropriation).....			(3,000,000)			
Total, Coast Guard.....	3,657,326,000	3,742,897,000	3,660,163,000	3,354,822,000	3,375,388,000	-28,136,000
Federal Aviation Administration						
Operations.....	4,598,364,000	4,704,000,000	4,600,000,000	4,580,000,000	4,645,712,000	+50,318,000
Facilities and equipment (Airport and Airway Trust Fund).....	2,067,488,000	1,917,847,000	2,000,000,000	1,880,377,000	1,834,868,000	-151,808,000
Rescission.....	(-36,000,000)		(-80,000,000)	(-70,000,000)	(-80,000,000)	(-21,000,000)

	FY 1995 Enacted	FY 1996 Estimate	House	Senate	Conference	Conference compared with enacted
Research, engineering, and development (Airport and Airway Trust Fund).....	259,192,000	267,661,000	143,000,000	216,666,000	185,666,000	-73,494,000
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(1,500,000,000)	(1,500,000,000)	(1,500,000,000)	(1,500,000,000)	(1,500,000,000)	.....
(Limitation on obligations)	(1,450,000,000)	(1,500,000,000)	(1,600,000,000)	(1,250,000,000)	(1,450,000,000)	.....
Rescission of contract authority .....	.....	.....	.....	-5,000,000	.....	.....
Rescission of contract authority (sec. 349 ) .....	.....	.....	.....	-250,000,000	.....	.....
Aircraft purchase loan guarantee program	148,000	50,000	50,000	50,000	50,000	-98,000
(Limitation on borrowing authority)	(9,970,000)	(1,800,000)	(1,800,000)	(1,800,000)	(1,800,000)	(-8,370,000)
Total, Federal Aviation Administration	6,942,223,000	6,869,558,000	6,743,060,000	6,666,313,000	6,766,343,000	-175,880,000
(Limitations on obligations)	(1,450,000,000)	(1,500,000,000)	(1,600,000,000)	(1,250,000,000)	(1,450,000,000)	.....
Total budgetary resources	(6,392,223,000)	(6,369,558,000)	(6,343,060,000)	(7,906,313,000)	(6,216,343,000)	(-175,880,000)
Unified transportation infrastructure investment program (limitation on obligations) .....	.....	(-1,800,000,000)	.....	.....	.....	.....
Total budgetary resources	(6,392,223,000)	(6,869,558,000)	(6,343,060,000)	(7,906,313,000)	(6,216,343,000)	(-175,880,000)
Federal Highway Administration						
Limitation on general operating expenses	(525,341,000)	(689,486,000)	(465,361,000)	(548,434,000)	(509,890,000)	(-15,661,000)
Highway-related safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(10,800,000)	(10,000,000)	(10,000,000)	(13,000,000)	(11,000,000)	(+ 200,000)
(Limitation on obligations)	(10,800,000)	(10,000,000)	(10,000,000)	(13,000,000)	(11,000,000)	(+ 200,000)
Rescission of contract authority	(-20,000,000)	.....	.....	.....	.....	(+ 20,000,000)
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations)	(17,160,000,000)	(20,254,255,000)	(18,000,000,000)	(17,000,000,000)	(17,550,000,000)	(+ 390,000,000)
(Exempt obligations)	(2,267,701,000)	(80,000,000)	(2,311,932,000)	(2,331,507,000)	(2,331,507,000)	(+ 63,806,000)
(Liquidation of contract authorization)	(17,000,000,000)	(19,200,000,000)	(19,200,000,000)	(19,200,000,000)	(19,200,000,000)	(+ 2,200,000,000)
Right-of-way revolving fund (Highway Trust Fund) (limitation on direct loans)	(42,500,000)	.....	.....	.....	.....	(-42,500,000)
Motor carrier safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(73,000,000)	(66,000,000)	(66,000,000)	(66,000,000)	(66,000,000)	(-5,000,000)
(Limitation on obligations)	(74,000,000)	(66,000,000)	(79,180,000)	(78,000,000)	(77,225,000)	(+ 3,225,000)
Surface transportation projects	352,055,000	.....	.....	39,500,000	.....	-352,055,000
Rescission	(-12,004,000)	.....	.....	.....	.....	(+ 12,004,000)
High priority corridor (sec. 314A)	6,000,000	.....	.....	.....	.....	-6,000,000
Orange County, CA toll road project (sec. 336 a)	8,000,000	.....	.....	.....	.....	-8,000,000
Total, Federal Highway Administration	366,055,000	.....	.....	39,500,000	.....	-366,055,000
(Limitations on obligations)	(17,244,800,000)	(20,349,255,000)	(18,089,180,000)	(17,086,000,000)	(17,638,225,000)	(+ 393,425,000)
(Exempt obligations)	(2,267,701,000)	(80,000,000)	(2,311,932,000)	(2,331,507,000)	(2,331,507,000)	(+ 63,806,000)
Total budgetary resources	(19,678,558,000)	(20,429,255,000)	(20,401,062,000)	(19,456,007,000)	(19,986,732,000)	(+ 91,176,000)
Unified transportation infrastructure investment program (limitation on obligations) .....	.....	(-20,134,255,000)	.....	.....	.....	.....
Total budgetary resources	(19,678,558,000)	(20,600,000,000)	(20,401,062,000)	(19,486,007,000)	(19,986,732,000)	(+ 91,176,000)
National Highway Traffic Safety Administration						
Operations and research	79,566,000	84,698,000	79,316,570	71,261,000	73,316,570	-8,239,430
Rescissions .....	.....	.....	(-4,547,185)	.....	.....	.....
Operations and research (Highway Trust Fund)	46,997,000	59,744,000	82,011,930	50,344,000	51,884,430	+ 4,867,430
Subtotal, Operations and research	126,563,000	144,342,000	125,328,500	121,605,000	125,201,000	-1,362,000
Highway traffic safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(151,000,000)	(180,000,000)	(153,400,000)	(155,100,000)	(155,100,000)	(+ 4,100,000)
State and community highway safety grants (Sec. 402) (limitation on obligations)	(123,000,000)	(166,800,000)	(126,000,000)	(126,000,000)	(127,700,000)	(+ 4,700,000)
National Driver Register (Sec. 402) (limitation on obligations)	(3,400,000)	(2,400,000)	(2,400,000)	(2,100,000)	(2,400,000)	(-1,000,000)
Alcohol-impaired driving countermeasures programs (Sec. 410) (limitation on obligations)	(25,000,000)	(25,000,000)	(25,000,000)	(25,000,000)	(25,000,000)	.....
Total, National Highway Traffic Safety Administration	126,563,000	144,342,000	125,328,500	121,605,000	125,201,000	-1,362,000
(Limitations on obligations)	(151,400,000)	(189,000,000)	(153,400,000)	(155,100,000)	(155,100,000)	(+ 3,700,000)
Total budgetary resources	(277,963,000)	(340,342,000)	(278,726,500)	(276,705,000)	(280,301,000)	(+ 2,348,000)

	FY 1995 Enacted	FY 1996 Estimate	House	Senate	Conference	Conference compared with enacted
Federal Railroad Administration						
Office of the Administrator	13,090,000	17,370,000	14,000,000	14,018,000	14,018,000	+828,000
(By transfer).....	(811,950)					(-811,950)
Local rail freight assistance	17,000,000					-17,000,000
Rescission.....	(-8,583,000)					(+8,583,000)
Railroad safety.....	47,729,000	51,104,000	49,940,880	49,105,000	49,919,000	+2,190,000
Railroad research and development	20,500,000	48,947,000	21,000,000	25,775,000	24,580,000	+4,050,000
Northeast corridor improvement program.....	200,000,000	235,000,000	100,000,000	130,000,000	115,000,000	-85,000,000
Next generation high speed rail	20,000,000	30,000,000	10,000,000	20,000,000	19,205,000	-795,000
Trust fund share of next generation high speed rail (Highway Trust Fund):						
(Liquidation of contract authorization)	(3,400,000)	(7,118,000)	(5,000,000)	(5,000,000)	(7,118,000)	(+3,718,000)
(Limitation on obligations)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	
Alaska Railroad rehabilitation				10,000,000	10,000,000	+10,000,000
Pennsylvania station redevelopment project	40,000,000	80,000,000		85,000,000		-40,000,000
Rescission	(-40,000,000)					(+40,000,000)
Rhode Island Rail Development	5,000,000	10,000,000		2,000,000	1,000,000	-4,000,000
Grants to the National Railroad Passenger Corporation:						
Operations	542,000,000	420,000,000	338,000,000	305,000,000	305,000,000	-237,000,000
Transition costs			82,000,000	100,000,000	100,000,000	+100,000,000
Capital	251,500,000	230,000,000	230,000,000	200,000,000	230,000,000	-21,500,000
Long-term restructuring transition		100,000,000				
Total, Grants to the National Railroad Passenger Corporation	793,500,000	750,000,000	628,000,000	605,000,000	635,000,000	-158,500,000
Total, Federal Railroad Administration	1,158,819,000	1,192,421,000	822,940,880	880,896,000	888,892,000	-288,127,000
(Limitations on obligations)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	
Total budgetary resources	(1,161,819,000)	(1,197,421,000)	(827,940,880)	(885,896,000)	(873,892,000)	(-288,127,000)
Unified transportation infrastructure investment program		-1,045,000,000				
Total budgetary resources	(1,161,819,000)	(182,421,000)	(827,940,880)	(885,896,000)	(873,892,000)	(-288,127,000)
Federal Transit Administration						
Administrative expenses.....	43,080,000	44,202,000	39,280,000	42,000,000	42,000,000	-1,080,000
Formula grants.....	640,000,000	1,244,200,000	480,000,000	585,000,000	542,825,000	-97,075,000
Operating assistance grants.....	710,000,000	800,000,000	400,000,000	400,000,000	400,000,000	-310,000,000
Formula grants (Highway Trust Fund) (limitation on obligations)	(1,150,000,000)	(1,120,850,000)	(1,110,000,000)	(1,120,850,000)	(1,110,000,000)	(-40,000,000)
University transportation centers	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	
Transit planning and research.....	82,250,000	100,027,000	82,250,000	80,000,000	85,500,000	-6,750,000
Metropolitan planning program.....		(41,512,500)	(39,438,250)	(40,500,000)	(38,800,000)	(+39,500,000)
Rural transit assistance program		(4,812,500)	(4,381,250)	(4,500,000)	(4,500,000)	(+4,500,000)
Transit cooperative research program.....		(8,475,000)	(8,051,250)	(8,250,000)	(8,250,000)	(+8,250,000)
National TPR program		(33,862,000)	(19,480,000)	(25,500,000)	(22,000,000)	(+22,000,000)
State TPR program		(8,475,000)	(8,051,250)	(8,250,000)	(8,250,000)	(+8,250,000)
National transit institute		(3,000,000)	(2,850,000)	(3,000,000)	(3,000,000)	(+3,000,000)
Subtotal, Transit planning and research	(82,250,000)	(100,027,000)	(82,250,000)	(80,000,000)	(85,500,000)	(-6,750,000)
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization).....	(1,150,000,000)	(1,120,850,000)	(1,120,850,000)	(1,120,850,000)	(1,120,850,000)	(-29,150,000)
Discretionary grants		59,944,000				
Discretionary grants (Highway Trust Fund) (limitation on oblig):						
Fixed guideway modernization	(725,000,000)	(724,978,000)	(686,000,000)	(686,000,000)	(686,000,000)	(-59,000,000)
Bus and bus-related facilities	(353,330,000)	(274,982,000)	(333,000,000)	(333,000,000)	(333,000,000)	(-20,330,000)
New starts.....	(846,670,000)	(724,978,000)	(686,000,000)	(686,000,000)	(686,000,000)	(+19,330,000)
Subtotal, Discretionary grants	(1,725,000,000)	(1,724,944,000)	(1,685,000,000)	(1,685,000,000)	(1,685,000,000)	(-60,000,000)
Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization).....	(1,500,000,000)	(1,700,000,000)	(2,000,000,000)	(1,700,000,000)	(2,000,000,000)	(+500,000,000)
Interstate transfer grants - transit	48,030,000					-48,030,000
Washington Metropolitan Area Transit Authority	200,000,000	200,000,000	200,000,000	170,000,000	200,000,000	
Violent crime reduction program (Violent Crime Trust Fund)		5,000,000				
Total, Federal Transit Administration	1,739,340,000	2,159,373,000	1,217,510,000	1,293,000,000	1,276,425,000	-462,915,000
(Limitations on obligations)	(2,875,000,000)	(2,845,794,000)	(2,775,000,000)	(2,785,850,000)	(2,775,000,000)	(-100,000,000)
Total budgetary resources	(4,814,340,000)	(5,005,187,000)	(3,982,510,000)	(4,078,850,000)	(4,051,425,000)	(-566,915,000)

	FY 1995 Enacted	FY 1996 Estimate	House	Senate	Conference	Conference compared with enacted
Unified transportation infrastructure investment program		-2,154,373,000				
(Limitation on obligations)		(-2,785,850,000)				
Total budgetary resources	(4,814,340,000)	(64,944,000)	(3,992,510,000)	(4,078,850,000)	(4,051,425,000)	(-562,915,000)
Saint Lawrence Seaway Development Corporation						
Operations and maintenance (Harbor Maintenance Trust Fund)	10,251,000	10,243,000	10,180,500	10,180,000	10,150,000	-101,000
Research and Special Programs Administration						
Research and special programs	26,238,000	31,662,000	26,030,000	24,261,000	23,937,000	-2,301,000
Hazardous materials safety	(12,867,000)	(12,782,000)	(12,600,000)	(12,867,000)	(12,860,000)	(-247,000)
Aviation information management	(2,453,000)	(2,282,000)	(2,322,000)			(-2,453,000)
Emergency transportation	(1,326,000)	(1,301,000)	(1,086,000)	(862,000)	(1,022,000)	(-304,000)
Research and technology	(2,530,000)	(7,604,000)	(3,208,000)	(3,451,000)	(3,266,000)	(+756,000)
Program and administrative support	(7,082,000)	(7,863,000)	(7,384,000)	(7,392,000)	(7,388,000)	(+386,000)
Accountwide adjustment			(-581,000)	(-411,000)	(-411,000)	(-411,000)
Subtotal, research and special programs	(26,238,000)	(31,662,000)	(26,030,000)	(24,261,000)	(23,937,000)	(-2,301,000)
Pipeline safety (Pipeline Safety Fund)	34,991,500	39,720,000	27,243,000	30,275,000	28,750,000	-8,241,500
Pipeline safety (Oil Spill Liability Trust Fund)	2,432,500	2,696,000	2,696,000	2,696,000	2,696,000	+295,500
Subtotal, Pipeline safety	37,424,000	42,416,000	29,941,000	32,973,000	31,446,000	-5,978,000
Alaska Pipeline task Force (Oil Spill Liability Trust Fund) (recession)	(-544,000)					(+544,000)
Emergency preparedness grants:						
(Emergency preparedness fund)	400,000	400,000	400,000	400,000	400,000	
(Limitation on obligations)	(10,800,000)	(11,336,000)	(6,890,000)	(9,200,000)	(6,890,000)	(-1,910,000)
Total, Research and Special Programs Administration	64,062,000	74,480,000	56,371,000	57,664,000	55,786,000	-8,277,000
(Limitations on obligations)	(10,800,000)	(11,336,000)	(6,890,000)	(9,200,000)	(6,890,000)	(-1,910,000)
Total budgetary resources	(74,862,000)	(65,818,000)	(65,261,000)	(66,654,000)	(64,675,000)	(-10,187,000)
Office of Inspector General						
Salaries and expenses	40,000,000	40,236,000	40,236,000	39,891,200	40,236,000	+236,000
Bureau of Transportation Statistics						
Salaries and expenses				2,200,000	2,200,000	+2,200,000
General Provisions						
Administrative provision: Procurement (sec. 323a)	-66,120,000					+66,120,000
Bureau of Transportation Statistics (transfer from Federal-aid Highways)	(15,000,000)	(20,000,000)	(20,000,000)	(20,000,000)	(20,000,000)	(+5,000,000)
Federal railroad transfer (sec. 341)	3,000,000					-3,000,000
Federal-aid highways (sec. 310 (e))		-574,341,000				
Working capital fund reduction (sec. 327)	-7,000,000		-10,000,000	-6,000,000	-7,500,000	-500,000
DOT field office consolidation (sec. 335)			-25,000,000	-25,000,000	-25,000,000	-25,000,000
IOC transition (sec. 342)			8,421,000		8,421,000	+8,421,000
Total, title I, Department of Transportation (net)	14,134,164,000	14,203,727,029	12,754,786,004	12,569,071,785	12,624,519,029	-1,509,644,971
Appropriations	(14,262,275,000)	(14,246,114,000)	(12,846,690,160)	(12,802,720,200)	(12,707,306,000)	(-1,544,989,000)
Recessions	(-118,111,000)	(-46,366,971)	(-44,834,156)	(-343,648,435)	(-82,786,971)	(+36,324,029)
(Limitations on obligations)	(21,770,429,000)	(24,907,367,000)	(22,946,440,000)	(21,319,886,536)	(22,054,815,000)	(+284,362,000)
(Exempt obligations)	(2,267,701,000)	(60,000,000)	(2,311,632,000)	(2,331,507,000)	(2,331,507,000)	(+63,806,000)
Total budgetary resources including (limitations on obligations and (exempt obligations)	(38,172,286,000)	(39,191,114,029)	(37,713,126,004)	(36,210,467,301)	(37,010,841,029)	(-1,161,446,971)
Adjustments made for unified program		-3,199,373,000				
(Limitation on obligations)		(-24,420,106,000)				
Unified transportation infrastructure invest program		24,362,976,000				
Total budgetary resources	(38,172,286,000)	(39,163,965,029)	(37,713,126,004)	(36,210,467,301)	(37,010,841,029)	(-1,161,446,971)

	FY 1995 Enacted	FY 1996 Estimate	House	Senate	Conference	Conference compared with enacted
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses.....	3,350,000	3,656,000	3,656,000	3,500,000	3,500,000	+ 150,000
National Transportation Safety Board						
Salaries and expenses.....	37,392,000	36,774,000	36,774,000	37,500,000	36,774,000	+ 1,382,000
Emergency fund		360,802	160,802	360,802	360,802	+ 360,802
Total, National Transportation Safety Board	37,392,000	36,134,802	36,934,802	37,860,802	36,134,802	+ 1,742,802
Interstate Commerce Commission						
Salaries and expenses.....	30,302,000	28,844,000	13,379,000	13,379,000	13,379,000	-16,923,000
Payments for directed rail service (limitation on obligations)	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	
Total, Interstate Commerce Commission	(30,777,000)	(29,319,000)	(13,864,000)	(13,864,000)	(13,864,000)	(-16,923,000)
Panama Canal Commission						
Panama Canal Revolving Fund:						
(Administrative expenses).....	(50,030,000)	(50,741,000)	(50,741,000)	(50,741,000)	(50,741,000)	(+ 711,000)
(Limitation on operating and capital expenses)	(540,000,000)					(-540,000,000)
Washington Metropolitan Area Transit Authority						
Interest payments and repayments of principal.....	9,193,000					-9,193,000
Total, title II, Related Agencies	80,237,000	71,634,802	55,969,802	54,739,802	56,013,802	-24,223,198
(Limitation on obligations)	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	
Total budgetary resources.....	(80,712,000)	(72,109,802)	(56,444,802)	(55,214,802)	(56,488,802)	(-24,223,198)
Total appropriations in this bill (net)						
Scorekeeping adjustments	14,214,401,000	35,466,964,631	12,610,725,806	12,613,611,567	12,660,532,631	-1,533,886,169
Scorekeeping adjustments	-2,671,053,000	375,011,000	370,963,000	367,511,148	363,676,148	+ 3,054,726,148
Grand total (net)	11,543,348,000	35,843,975,631	13,181,708,806	12,981,322,715	13,064,208,979	+ 1,520,880,979
Appropriations	(11,661,459,000)	(35,889,362,802)	(13,276,642,952)	(13,324,971,180)	(13,146,965,950)	(+ 1,485,536,950)
Rescissions	(-118,111,000)	(-45,386,971)	(-84,834,156)	(-343,646,436)	(-82,786,971)	(+ 35,324,028)
(Limitations on obligations)	(21,770,898,000)	(487,757,000)	(22,646,915,000)	(21,320,363,536)	(22,065,260,000)	(+ 284,392,000)
(Exempt obligations)	(2,267,701,000)	(60,000,000)	(2,311,832,000)	(2,331,507,000)	(2,331,507,000)	(+ 63,806,000)
Grand total budgetary resources including (limitations on obligations) and (exempt obligations)	(35,561,947,000)	(36,411,732,631)	(36,140,555,806)	(36,633,193,251)	(37,451,005,979)	(+ 1,669,058,979)
CONGRESSIONAL BUDGET RECAP						
Total mandatory and discretionary.....	11,543,348,000	35,843,975,631	13,181,708,806	12,981,322,715	13,064,208,979	+ 1,520,880,979
Mandatory	571,898,000	582,072,000	582,072,000	582,072,000	582,072,000	+ 10,148,000
Discretionary: -						
Crime trust fund		5,000,000				
General purposes	10,971,422,000	35,256,903,631	12,599,636,806	12,399,250,715	12,482,136,979	+ 1,510,714,979
Total, Discretionary	10,971,422,000	35,261,903,631	12,599,636,806	12,399,250,715	12,482,136,979	+ 1,510,714,979

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,
JIM LIGHTFOOT,
RON PACKARD,
SONNY CALLAHAN,
JAY DICKEY,
BOB LIVINGSTON,
MARTIN OLAV SABO (except
amendments 174 and 190),
RICHARD J. DURBIN (except
amendments 132, 174, and
190),
RONALD D. COLEMAN
(except amendment 174),
THOMAS M. FOGLIETTA
(except amendment 174),
DAVID R. OBEY (except
amendment 174)

Managers on the Part of the House.

MARK O. HATFIELD,
PETE V. DOMENICI,
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
RICHARD C. SHELBY,
FRANK R. LAUTENBERG,
TOM HARKIN,
BARBARA A. MIKULSKI,

Managers on the Part of the Senate.

ADJOURNMENT

The SPEAKER pro tempore. Without objection, pursuant to the previous order of the House, the House stands adjourned until 12:30 p.m. on Tuesday, October 24, for morning hour debates.

There was no objection.

Accordingly (at 6 o'clock and 36 minutes p.m.), under its previous order, the House adjourned until Tuesday, October 24, 1995, at 12:30 p.m. for morning hour debates.

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:

Mr. ARCHER: Committee on Ways and Means. H.R. 2371. A bill to provide trade agreements authority to the President; with an amendment (Rept. 104-285, Pt. 1). Ordered to be printed.

Mr. WOLF: Committee of conference. Conference report on H.R. 2002. A bill making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes (Rep. 104-286). Ordered to be printed.

Mr. YOUNG of Alaska: Committee on Resources. H.R. 1358. A bill to require the Secretary of Commerce to convey to the Commonwealth of Massachusetts the National Marine Fisheries Service laboratory located on Emerson Avenue in Gloucester, MA; with an amendment (Rept. 104-287). Referred to the Committee of the Whole House on the State of the Union.

Mr. YOUNG of Alaska: Committee on Resources. H.R. 2005. A bill to direct the Secretary of the Interior to make technical corrections in maps relating to the Coastal Barrier Resources System (Rept. 104-288). Referred to the Committee of the Whole House on the State of the Union.

TIME LIMITATION OF REFERRED BILL

Pursuant to clause 5 of rule X the following action was taken by the Speaker:

[The following occurred on October 16, 1995, and was omitted from the RECORD of October 17, 1995]

H.R. 1122. Referral to the Committee on Commerce extended for a period ending not later than November 24, 1995.

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. KASICH:

H.R. 2517. A bill to provide for reconciliation pursuant to section 105 of the concurrent resolution on the budget for fiscal year 1996; to the Committee on the Budget, and in addition to the Committees on Agriculture, Banking and Financial Services, Commerce, Economic and Educational Opportunities, Government Reform and Oversight, International Relations, the Judiciary, National Security, Resources, Rules, Science, Transportation and Infrastructure, Veterans' Affairs, and Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HASTINGS of Washington:

H.R. 2518. A bill to authorize the Secretary of Agriculture to exchange certain lands in the Wenatchee National Forest, WA, for certain lands owned by Public Utility District No. 1 of Chelan County, WA, and for other purposes; to the Committee on Resources.

ADDITIONAL SPONSORS

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

H.R. 43: Mr. OWENS.
H.R. 428: Ms. PELOSI.
H.R. 713: Mr. MORAN, Ms. MCKINNEY, and Mr. DAVIS.
H.R. 1073: Mr. CLEMENT and Mr. SENSENBRENNER.
H.R. 1074: Mr. CLEMENT.
H.R. 1083: Mr. GILCHREST.
H.R. 1595: Mr. PORTER.
H.R. 1982: Mr. RICHARDSON.
H.R. 2008: Mr. QUINN.

AMENDMENTS

Under clause 6 of rule XXIII, proposed amendments were submitted as follows:

H.R. 2491

OFFERED BY: Mr. ORTON

Amendment in the nature of a substitute

AMENDMENT NO. 7: Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS

(a) SHORT TITLE.—This Act may be cited as the "Common Sense Balanced Budget Act of 1995".

(b) TABLE OF CONTENTS.—

TITLE I—ENERGY, NATURAL RESOURCES AND ENVIRONMENT

Subtitle A—Energy

Sec. 1101. Privatization of uranium enrichment charges.

Sec. 1103. Cogeneration.
Sec. 1104. FEMA radiological emergency preparedness fees.

Subtitle B—Central Utah

Sec. 1121. Prepayment of certain repayment contracts between the United States and the Central Utah Water Conservancy District.

Subtitle C—Army Corps of Engineers

Sec. 1131. Regulatory program fund.

Subtitle D—Helium Reserve

Sec. 1141. Sale of helium processing and storage facility.

Subtitle E—Territories

Sec. 1151. Termination of annual direct assistance to Northern Mariana Islands.

TITLE II—AGRICULTURAL PROGRAMS

Sec. 2001. Short title and table of contents.

Subtitle A—Extension and Modification of Various Commodity Programs

Sec. 2101. Extension of loans, payments, and acreage reduction programs for wheat through 2002.

Sec. 2102. Extension of loans, payments, and acreage reduction programs for feed grains through 2002.

Sec. 2103. Extension of loans, payments, and acreage reduction programs for cotton through 2002.

Sec. 2104. Extension of loans, payments, and acreage reduction programs for rice through 2002.

Sec. 2105. Extension of loans and payments for oilseeds through 2002.

Sec. 2106. Increase in flex acres.

Sec. 2107. Reduction in 50/85 and 0/85 programs.

Subtitle B—Sugar

Sec. 2201. Extension and modification of sugar program.

Subtitle C—Peanuts

Sec. 2301. Extension of price support program for peanuts and related programs.

Sec. 2302. National poundage quotas and acreage allotments.

Sec. 2303. Sale, lease, or transfer of farm poundage quota.

Sec. 2304. Penalty for reentry of exported peanut products.

Sec. 2305. Price support program for peanuts.

Sec. 2306. Referendum regarding poundage quotas.

Sec. 2307. Regulations.

Subtitle D—Tobacco

Sec. 2401. Elimination of Federal budgetary outlays for tobacco programs.

Sec. 2402. Establishment of farm yield for flue-cured tobacco based on individual farm production history.

Sec. 2403. Removal of farm reconstitution exception for burley tobacco.

Sec. 2404. Reduction in percentage threshold for transfer of flue-cured tobacco quota in cases of disaster.

Sec. 2405. Expansion of types of tobacco subject to no net cost assessment.

Sec. 2406. Repeal of reporting requirements relating to export of tobacco.

Sec. 2407. Repeal of limitation on reducing national marketing quota for flue-cured and burley tobacco.

Sec. 2408. Application of civil penalties under Tobacco Inspection Act.

Sec. 2409. Transfers of quota or allotment across county lines in a State.

Sec. 2410. Calculation of national marketing quota.

Sec. 2411. Clarification of authority to access civil money penalties.