

Voice-Tribune on August 25, 1999, be printed in the RECORD following my remarks.

The article follows.

MAKING A BIG SPLASH

(By Susan McDonald)

Sherman Henderson says a lot of people have trouble understanding what he does for a living, but he must do it pretty well.

UniDial Communications Inc., the company he founded with half a dozen employees only six years ago, is now among the 20 fastest-growing private companies in the country, according to Inc. magazine. That's not bad for a company Henderson conceived over breakfast one August morning at a local Denny's restaurant.

UniDial is now poised for still more growth. The company, which built its business primarily as a reseller of long-distance telephone service and other communications products, is expanding to meet the growing demand for technology, Henderson said. UniDial recently announced plans to build its own nationwide telecommunications network, called xios, to offer integrated data, voice, Internet and other telecom services. Its new 75,000-square-foot building at Eastpoint Business Center will soon be followed by more new facilities.

But although UniDial has become a familiar name, its business remains a mystery to many, Henderson said.

"It's hard for people to understand what we do," he said. "We're a communications company. We communicate, and we have all kinds of vehicles to do it with, whether it's a fax machine, a voice over a hard line, data transmission, videoconferencing, conference calls, or whatever."

EMBRACING TECHNOLOGY

Henderson and UniDial have capitalized on people's hunger for more communication and information, he said. Although Americans are inundated with mail, voice messages, and e-mail, they want more, said Henderson who can quote a wealth of facts, figures and statistics about the fast pace of technology and the factors that drive it.

Still, Henderson, who is in his 50s, said it's difficult for members of his generation to keep up with the quick pace of technological advancements.

"My generation has two problems," he said. "We're not educated in the field of technology because we didn't grow up with it. The second strike against our generation is our habits. We don't embrace technology because we all have gray hair. To keep up is tremendously tough, even for me, and I'm in the business."

Henderson does keep up, though, making extensive use of the Internet to conduct business, make travel arrangements, shop and more.

"I do a lot of fun things, like seeing where the Rolling Stones are playing next, or where is Elton John playing, or get information about golf courses," he said.

FROM DIAPERS TO HIGH TECH

Henderson's experience in the telecommunications industry isn't much older than UniDial itself. Before starting the company, his varied business experience included real estate development, sales and marketing, and a stint at Proctor & Gamble, where he "was the original Pampers guy," he said.

"I was one of the three guys on the team that actually developed the product back in the 1960s," Henderson said. "Actually, we didn't create a product. We created an industry because there was no disposal diaper at that time."

Henderson began to see the opportunities that emerged after deregulation of the tele-

phone industry, and he owned other telecom companies before starting UniDial in 1993. He has since become a national leader in the industry and is currently chairman of the Telecommunications Resellers Association, a 700-member trade organization for businesses reselling long distance and other services.

Although UniDial is continuing to grow in national prominence, Henderson, a native of Louisville, said he is most proud that the company is a home-grown product.

"The neat thing about this company is that it was founded here and it was built here," he said. "It was built by Louisville employees, and it's turned into a nationwide deal."

And although the company could operate from anywhere, its headquarters will stay in Louisville, he said.

"The opportunity we have as a company is to lead Kentucky and this part of the country into a development stage for all these young kids who are coming out of school," said Henderson. "We want them to stay here and help us build what is going to be the future, and the future is in technology and media."

ENERGY TO SPARE

Henderson's energy seems boundless, manifesting itself in foot-tapping and leg-wagging when he is forced to sit down. During a recent meeting with a group of local business leaders, "They were astounded by my energy," Henderson said. "They said, 'You know, Sherm, you're not a young puppy anymore,' and it's true, but energy comes from your environment and from the environment that you allow in your mind."

Henderson finds outlets for that energy in golf, spending time with his wife, two children and two grandchildren (with another on the way), and promoting his beloved Florida State University Seminoles. Since attending the school on a swimming scholarship, Henderson has remained active in alumni activities, including a recently completed stint as chairman of the Florida State Seminole Boosters. Football coach Bobby Bowden is a golf partner and someone from whom Henderson said he has learned a great deal.

"He's a winner, and you learn from winners," Henderson said. "If you keep pushing for whatever your objective is, if you get 80 to 85 percent of that, you win."

Judging from UniDial's dramatic success, Henderson has learned some secrets of winning. He gets to know the company's nearly 600 employees at monthly small-group lunches, gives managers plenty of autonomy, and tells colleagues not to be afraid to make mistakes and "use both ends of the pencil," he said. He has also developed a simple personal philosophy to help him keep things in perspective.

"I wake up every day and say this to myself: God first, family second, and the rest will happen." •

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2000

On September 16, 1999, the Senate amended and passed H.R. 2084, as follows:

Resolved, That the bill from the House of Representatives (H.R. 2084) entitled "An Act making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes.", do pass with the following amendment:

Strike out all after the enacting clause and insert:

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY

IMMEDIATE OFFICE OF THE SECRETARY

For necessary expenses of the Immediate Office of the Secretary, \$1,900,000.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

For necessary expenses of the Immediate Office of the Deputy Secretary, \$600,000.

OFFICE OF THE GENERAL COUNSEL

For necessary expenses of the Office of the General Counsel, \$9,000,000.

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

For necessary expenses of the Office of the Assistant Secretary for Policy, \$2,900,000.

OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

For necessary expenses of the Office of the Assistant Secretary for Aviation and International Affairs, \$7,700,000: Provided, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$1,250,000 in funds received in user fees.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

For necessary expenses of the Office of the Assistant Secretary for Budget and Programs, \$6,870,000, including not to exceed \$45,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

For necessary expenses of the Office of the Assistant Secretary for Governmental Affairs, \$2,000,000.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

For necessary expenses of the Office of the Assistant Secretary for Administration, \$18,600,000.

OFFICE OF PUBLIC AFFAIRS

For necessary expenses of the Office of Public Affairs, \$1,800,000.

EXECUTIVE SECRETARIAT

For necessary expenses of the Executive Secretariat, \$1,110,000.

BOARD OF CONTRACT APPEALS

For necessary expenses of the Board of Contract Appeals, \$560,000.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

For necessary expenses of the Office of Small and Disadvantaged Business Utilization, \$1,222,000.

OFFICE OF THE CHIEF INFORMATION OFFICER

For necessary expenses of the Office of the Chief Information Officer, \$5,100,000.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$7,200,000.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, \$3,300,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed

\$169,953,000, shall be paid from appropriations made available to the Department of Transportation: Provided, That the preceding limitation shall not apply to activities associated with departmental Year 2000 conversion activities: Provided further, That such services shall be provided on a competitive basis to entities within the Department of Transportation: Provided further, That the above limitation on operating expenses shall not apply to non-DOT entities: Provided further, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: Provided further, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER

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

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$2,900,000, of which \$2,635,000 shall remain available until September 30, 2001: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

COAST GUARD OPERATING EXPENSES

(INCLUDING TRANSFERS OF FUNDS)

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97-377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; \$2,772,000,000, of which \$534,000,000 shall be available for defense-related activities; and of which \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That none of the funds appropriated in this or any other Act shall be available for pay for administrative expenses in connection with shipping commissioners in the United States: Provided further, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: Provided further, That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839: Provided further, That up to \$615,000 in user fees collected pursuant to section 1111 of Public Law 104-324 shall be credited to this appropriation as offsetting collections in fiscal year 2000: Provided further, That the Secretary may transfer funds to this account, from Federal Aviation Administration "Operations", 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, for the purpose of providing additional funds for drug interdiction activities and/or the Office of Intelligence and Security activities: Provided further, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of enactment of this Act: Provided further, That

the United States Coast Guard will reimburse the Department of Transportation Inspector General \$5,000,000 for costs associated with audits and investigations of all Coast Guard-related issues and systems: Provided further, That the Secretary of Transportation shall use any surplus funds that are made available to the Secretary, to the maximum extent practicable, to provide for the operation and maintenance of the Coast Guard.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

(INCLUDING TRANSFERS OF FUNDS)

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, \$370,426,000, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund, of which \$123,560,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2004; \$33,210,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 2002; \$52,726,000 shall be available for other equipment, to remain available until September 30, 2002; \$63,800,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2002; \$52,930,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2001; and \$44,200,000 shall be deposited in the Deepwater Replacement Project Revolving Fund to remain available until expended: Provided, That funds received from the sale of HU-25 aircraft shall be credited to this appropriation for the purpose of acquiring new aircraft and increasing aviation capacity: Provided further, That the Commandant of the Coast Guard is authorized to and may dispose of by sale at fair market value all rights, title, and interests of any United States entity on behalf of the Coast Guard in and to the land of, and improvements to, South Haven, Michigan; ESMT Manasquan, New Jersey; Petaluma, California; ESMT Portsmouth, New Hampshire; Station Clair Flats, Michigan; and, Aids to navigation team Huron, Ohio: Provided further, That there is established in the Treasury of the United States a special account to be known as the Deepwater Replacement Project Revolving Fund and proceeds from the sale of said specified properties and improvements shall be deposited in that account, from which the proceeds shall be available until expended for the purposes of replacing or modernizing Coast Guard ships, aircraft, and other capital assets necessary to conduct its deepwater statutory responsibilities: Provided further, That, if balances in the Deepwater Replacement Project Revolving Fund permit, the Commandant of the Coast Guard is authorized to obligate up to \$60,000,000.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, \$12,450,000, to remain available until expended.

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, \$14,000,000, to remain available until expended.

RETired PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), \$730,327,000.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; \$72,000,000: Provided, That no more than \$20,000,000 of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve: Provided further, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, \$17,000,000, to remain available until expended, of which \$3,500,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104-264, \$5,857,450,000 from the Airport and Airway Trust Fund: Provided, That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of enactment of this Act: 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/or the Office of Intelligence and Security activities: Provided further, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airmen, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: Provided further, That the funds appropriated under this heading, \$5,000,000 shall be for the contract tower cost-sharing program: Provided further, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization

to assist in the development of aviation safety standards: Provided further, That none of the funds in this Act shall be available for new applicants for the second career training program: Provided further, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: Provided further, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than five years in length or greater than \$100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: Provided further, That the Federal Aviation Administration will reimburse the Department of Transportation Inspector General \$19,000,000 for costs associated with audits and investigations of all aviation-related issues and systems: Provided further, That notwithstanding any other provision of law, the FAA Administrator may contract out the entire function of Oceanic flight services.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, \$2,045,652,000, of which \$1,721,086,000 shall remain available until September 30, 2002, and of which \$274,566,000 shall remain available until September 30, 2000: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCSSIONS)

Of the amounts provided under this heading in Public Law 104-205, \$17,500,000 are rescinded: Provided, That of the amounts provided under this heading in Public Law 105-66, \$282,000,000 are rescinded.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$150,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2002: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and for noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations, and for administration of such programs, \$1,750,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: Provided, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of \$2,000,000,000 in fiscal year 2000, notwithstanding section 47117(h) of title 49, United States Code: Provided further, That discretionary grant funds available for noise planning and mitigation shall not exceed \$60,000,000: Provided further, That, notwithstanding any other provision of law, not more than \$47,891,000 of the funds limited under this heading shall be obligated for administration.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

The obligation limitation under this heading in Public Law 105-277 is hereby reduced by \$290,000,000.

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

None of the funds in this Act shall be available for activities under this heading during fiscal year 2000.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration not to exceed \$370,000,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: Provided further, That \$55,418,000 shall be available to carry out the functions and operations of the office of motor carriers: Provided further, That \$14,500,000 of the funds available under section 104(a) of title 23, United States Code, shall be made available and transferred to the National Highway Traffic Safety Administration operations and research to carry out the provisions of chapter 301 of title 49, United States Code, part C of subtitle VI of title 49, United States Code, and section 405(b) of title 23, United States Code: Provided further, That of the \$14,500,000 made available for traffic and highway safety programs, \$8,300,000 shall be made available to carry out the provisions of chapter 301 of title 49, United States Code and \$6,200,000 shall be made available to carry out the provisions of part C of subtitle VI of title 49, United States Code: Provided further, That \$7,500,000 of the funds available under section 104(a) of title 23, United States Code, shall be made available and transferred to the National Highway Traffic Safety Administration, Highway Traffic Safety Grants, for "Child Passenger Protection Education Grants" under section 405(b) of title 23, United States Code: Provided further, That \$6,000,000 of the funds made available under section 104(a) of title 23, United States Code, shall be made available to carry out section 5113 of Public Law 105-178: Provided further, That, the Federal High-

way Administration will reimburse the Department of Transportation Inspector General \$9,000,000 from funds available within this limitation on obligations for costs associated with audits and investigations of all highway-related issues and systems.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of \$27,701,350,000 for Federal-aid highways and highway safety construction programs for fiscal year 2000: Provided, That within the \$27,701,350,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$391,450,000 shall be available for the implementation or execution of programs for transportation research (Sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and sections 5112 and 5204-5209 of Public Law 105-178) for fiscal year 2000; not more than \$20,000,000 shall be available for the implementation or execution of programs for the Magnetic Levitation Transportation Technology Deployment Program (Section 1218 of Public Law 105-178) for fiscal year 2000, of which not to exceed \$500,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance in connection with such program; not more than \$31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (Section 111 of title 49, United States Code) for fiscal year 2000: Provided further, That of the funds made available in fiscal year 2000 to carry out section 144(g)(1) of title 23, United States Code, \$10,000,000 shall be made available to carry out section 1224 of Public Law 105-178: Provided further, That within the \$211,200,000 obligation limitation on Intelligent Transportation Systems, \$5,000,000 shall be made available to carry out the Nationwide Differential Global Positioning System program, and the following sums shall be made available for Intelligent Transportation system projects in the following specified areas:

	Committee recommendation
Southeast Michigan	\$4,000,000
Salt Lake City, UT	6,500,000
Branson, MO	1,500,000
St. Louis, MO	2,000,000
Shreveport, LA	2,000,000
State of Montana	3,500,000
State of Colorado	4,000,000
Arapahoe County, CO	2,000,000
Grand Forks, ND	500,000
State of Idaho	2,000,000
Columbus, OH	2,000,000
Inglewood, CA	2,000,000
Fargo, ND	2,000,000
Albuquerque/State of New Mexico interstate projects	2,000,000
Dothan/Port Saint Joe	2,000,000
Santa Teresa, NM	1,500,000
State of Illinois	4,800,000
Charlotte, NC	2,500,000
Nashville, TN	2,000,000
Tacoma/Puyallup, WA	500,000
Spokane, WA	1,000,000
Puget Sound, WA	2,200,000
State of Washington	4,000,000
State of Texas	6,000,000
Corpus Christi, TX	2,000,000
State of Nebraska	1,500,000
State of Wisconsin rural systems	1,000,000
State of Wisconsin	2,400,000
State of Alaska	3,700,000
Cargo Mate, Northern NJ	2,000,000
Statewide Transcom/Transmit upgrades, NJ	6,000,000
State of Vermont rural systems	2,000,000

	Committee recommendation
ITS deployment projects	4,500,000
State of Maryland	2,000,000
Washoe County, NV	2,000,000
State of Delaware	1,000,000
Reno/Tahoe, CA/NV	1,100,000
Towamencin, PA	1,300,000
State of Alabama	3,000,000
Huntsville, AL	2,000,000
Silicon Valley, CA	2,000,000
Greater Yellowstone, MT	7,000,000
Pennsylvania Turnpike, PA	1,500,000
Portland, OR	1,500,000
Delaware River, PA	1,000,000
Kansas City, MO	Provided further, That, notwithstanding Public Law 105-178 as amended, or any other provision of law, funds authorized under section 110 of title 23, United States Code, for fiscal year 2000 shall be apportioned based on each State's percentage share of funding provided for under section 105 of title 23, United States Code, for fiscal year 2000. Of these funds to be apportioned under section 110 for fiscal year 2000, the Secretary shall ensure that such funds are apportioned for the Interstate Maintenance program, the National Highway System program, the bridge program, the surface transportation program, and the congestion mitigation and air quality improvement program in the same ratio that each State is apportioned funds for such programs in fiscal year 2000 but for this section: Provided, That, notwithstanding any other provision of law, the Secretary shall, at the request of the State of Nevada, transfer up to \$10,000,000 of Minimum Guarantee apportionments, and an equal amount of obligation authority, to the State of California for use on High Priority Project No. 829 "Widen I-15 in San Bernardino County", section 1602 of Public Law 105-178.

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

For carrying out the provisions of title 23, U.S.C., that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, \$26,300,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

NATIONAL MOTOR CARRIER SAFETY PROGRAM**(LIQUIDATION OF CONTRACT AUTHORIZATION)**
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For necessary expenses to carry out 49 U.S.C. 31102, \$50,000,000 to be derived from the Highway Trust Fund and to remain available until expended: Provided, That no more than \$155,000,000 of budget authority shall be available for these purposes: Provided further, That notwithstanding any other provision of law, \$105,000,000 is for payment of obligations incurred in carrying out 49 U.S.C. 31102 to be derived from the Highway Trust Fund and to remain available until expended.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**OPERATIONS AND RESEARCH**
(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary, to be derived from the Highway Trust Fund, \$72,900,000 for traffic and highway safety under chapter 301 of title 49, United States Code, of which \$48,843,000 shall remain available until September 30, 2001: Provided, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.

OPERATIONS AND RESEARCH	
(LIQUIDATION OF CONTRACT AUTHORIZATION)	
(LIMITATION ON OBLIGATIONS)	
(HIGHWAY TRUST FUND)	

Notwithstanding Public Law 105-178 or any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, \$72,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2000, are in excess of \$72,000,000 for programs authorized under 23 U.S.C. 403.

NATIONAL DRIVER REGISTER
(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under chapter 303 of title 49, United States Code, \$2,000,000 to be derived from the Highway Trust Fund, and to remain available until expended.

HIGHWAY TRAFFIC SAFETY GRANTS**(LIQUIDATION OF CONTRACT AUTHORIZATION)**
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, \$206,800,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2000, are in excess of \$206,800,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which \$152,800,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, \$10,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, \$36,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, \$8,000,000 shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: Provided further, That not to exceed \$7,500,000 of the funds made available for section 402, not to exceed \$500,000 of the funds made available for section 405, not to exceed \$1,750,000 of the funds made available for section 410, and not to exceed \$223,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under Chapter 4 of title 23, U.S.C.: Provided further, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States.

FEDERAL RAILROAD ADMINISTRATION**SAFETY AND OPERATIONS**

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$91,789,000, of which \$6,700,000 shall remain available until expended: Provided, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: Provided further, That such additional sums as may be necessary for payment on the first deed of trust may be advanced

by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation: Provided further, That the Federal Railroad Administration will reimburse the Department of Transportation Inspector General \$1,000,000 for costs associated with audits and investigations of all rail-related issues and systems: Provided further, That the Administrator of the Federal Railroad Administration is authorized to transfer funds appropriated for any office under this heading to any other office funded under this heading: Provided further, That no appropriation shall be increased or decreased by more than 10 percent by such transfers unless it is approved by both the House and Senate Committees on Appropriations.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, \$22,364,000, to remain available until expended.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: Provided, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2000.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 United States Code sections 26101 and 26102, \$20,500,000, to remain available until expended.

ALASKA RAILROAD REHABILITATION

To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$14,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, \$10,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by U.S.C. 24104(a), \$571,000,000, to remain available until expended.

FEDERAL TRANSIT ADMINISTRATION**ADMINISTRATIVE EXPENSES**

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$12,000,000, to remain available until expended: Provided, That no more than \$60,000,000 of budget authority shall be available for these purposes: Provided further, That the Federal Transit Administration will reimburse the Department of Transportation Inspector General \$9,000,000 for costs associated with audits and investigations of all transit-related issues and systems.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of

Public Law 105-178, \$619,600,000, to remain available until expended: Provided, That no more than \$3,098,000,000 of budget authority shall be available for these purposes.

UNIVERSITY TRANSPORTATION RESEARCH

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

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, \$21,000,000, to remain available until expended: Provided, That no more than \$107,000,000 of budget authority shall be available for these purposes: Provided further, That \$5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)); \$4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315); \$8,250,000 is available to carry out transit-cooperative research programs (49 U.S.C. 5313(a)); \$49,632,000 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305); \$10,368,000 is available for state planning (49 U.S.C. 5313(b)); and \$29,500,000 is available for the national planning and research program (49 U.S.C. 5314): Provided further, That of the total budget authority made available for the national planning and research program, the Federal Transit Administration shall provide the following amounts for the projects and activities listed below:

Zinc-air battery bus technology demonstration, \$1,500,000;

Electric vehicle information sharing and technology transfer program, \$1,000,000;

Portland, ME independent transportation network, \$500,000;

Wheeling, WV mobility study, \$250,000;

Utah advanced traffic management system, transit component, \$3,000,000;

Project ACTION, \$3,000,000;

Trans-Hudson tunnel feasibility study, \$5,000,000;

Washeoe County, NV transit technology, \$1,250,000;

Massachusetts Bay Transit Authority advanced electric transit buses and related infrastructure, \$1,500,000;

Palm Springs, CA fuel cell buses, \$1,500,000; Gloucester, MA intermodal technology center, \$1,500,000;

Southeastern Pennsylvania Transit Authority advanced propulsion control system, \$3,000,000; and

Advanced transit systems and electric vehicle program (CALSTART), \$1,000,000.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303-5308, 5310-5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105-178, \$4,638,000,000, to remain available until expended of which \$4,638,000,000 shall be derived from the Mass Transit Account of the Highway Trust Fund: Provided, That \$2,478,400,000 shall be paid to the Federal Transit Administration's formula grants account: Provided further, That \$86,000,000 shall be paid to the Federal Transit Administration's transit planning and research account: Provided further, That \$48,000,000 shall be paid to the Federal Transit Administration's administrative expenses account: Provided further, That \$4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: Provided further, That \$60,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: Provided further, That \$1,960,800,000 shall be paid to the Federal Transit Administration's Capital Investment Grants account.

CAPITAL INVESTMENT GRANTS (INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, \$490,200,000, to remain available until expended: Provided, That no more than \$2,451,000,000 of budget authority shall be available for these purposes: Provided further, That there shall be available for fixed guideway modernization, \$980,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$490,200,000; and there shall be available for new fixed guideway systems \$980,400,000: Provided further, That, within the total funds provided for buses and bus-related facilities to carry out 49 U.S.C. section 5309, the following projects shall be considered eligible for these funds: Provided further, That the Administrator of the Federal Transit Administration shall, not later than 60 days after the enactment of this Act, individually submit to the House and Senate Committees on Appropriations the recommended grant funding levels for the respective projects, from the following projects here listed:

2001 Special Olympics Winter Games buses and facilities, Anchorage, Alaska

Adrian buses and bus facilities, Michigan

Alabama statewide rural bus needs, Alabama Alameda-Contra Costa Transit District Project, California

Albany train station/intermodal facility, New York

Albuquerque SOLAR computerized transit management system, New Mexico

Albuquerque Westside transit maintenance facility, New Mexico

Albuquerque, buses, paratransit vehicles, and bus facility, New Mexico

Alexandria Union Station transit center, Virginia

Alexandria, bus maintenance facility and Crystal City canopy project, Virginia

Allegheny County buses, Pennsylvania

Altoona bus testing facility, Pennsylvania

Altoona, Metro Transit Authority buses and transit system improvements, Pennsylvania

Ames transit facility expansion, Iowa

Anchorage Ship Creek intermodal facility, Alaska

Arkansas Highway and Transit Department buses, Arkansas

Arkansas state safety and preventative maintenance facility, Arkansas

Armstrong County-Mid-County, PA bus facilities and buses, Pennsylvania

Atlanta, MARTA buses, Georgia

Attleboro intermodal transit facility, Massachusetts

Austin buses, Texas

Babylon Intermodal Center, New York

Baldwin Rural Area Transportation System buses, Alabama

Ballston Metro access improvements, Virginia

Bay/Saginaw buses and bus facilities, Michigan

Beaumont Municipal Transit System buses and bus facilities, Texas

Beaver County bus facility, Pennsylvania

Ben Franklin transit buses and bus facilities, Richland, Washington

Billings buses and bus facilities, Montana

Birmingham intermodal facility, Alabama

Birmingham-Jefferson County buses, Alabama

Blue Water buses and bus facilities, Michigan

Boston Government Center transit center, Massachusetts

Boston Logan Airport intermodal transit connector, Massachusetts

Boulder/Denver, RTD buses, Colorado

Brazos Transit Authority buses and bus facilities, Texas

Brea shuttle buses, California

Bremerton multimodal center—Sinclair's Landing, Washington

Brigham City and Payson regional park and ride lots/transit centers, Utah

Brockton intermodal transportation center, Massachusetts

Buffalo, Auditorium Intermodal Center, New York

Burlington ferry terminal improvements, Vermont

Burlington multimodal center, Vermont

Cambria County, bus facilities and buses, Pennsylvania

Cedar Rapids intermodal facility, Iowa Central Ohio Transit Authority vehicle locator system, Ohio

Centre Area Transportation Authority buses, Pennsylvania

Chattanooga Southern Regional Alternative fuel bus program, Georgia

Chester County, Paoli Transportation Center, Pennsylvania

Chittenden County Transportation Authority buses, Vermont

Clallam Transit multimodal center, Sequim, Washington

Clark County Regional Transportation Commission buses and bus facilities, Nevada

Cleveland, Triskett Garage bus maintenance facility, Ohio

Clinton transit facility expansion, Iowa

Colorado buses and bus facilities, Colorado

Columbia Bus replacement, South Carolina

Columbia buses and vans, Missouri

Compton Renaissance Transit System shelters and facilities, California

Corpus Christi Regional Transportation Authority buses and bus facilities, Texas

Corvallis buses and automated passenger information system, Oregon

Culver City, CityBus buses, California

Dallas Area Rapid Transit buses, Texas

Davis, Unitrans transit maintenance facility, California

Dayton, Multimodal Transportation Center, Ohio

Daytona Beach, Intermodal Center, Florida

Deerfield Valley Transit Authority buses, Vermont

Denver 16th Street Intermodal Center

Denver, Stapleton Intermodal Center, Colorado

Des Moines transit facilities, Iowa

Detroit buses and bus facilities, Michigan

Dothan Wiregrass Transit Authority vehicles and transit facility, Alabama

Dulles Corridor park and ride, Virginia

Duluth, Transit Authority community circulation vehicles, Minnesota

Duluth, Transit Authority intelligent transportation systems, Minnesota

Duluth, Transit Authority Transit Hub, Minnesota

Dutchess County, Loop System buses, New York

El Paso Sun Metro buses, Texas

Elliott Bay Water Taxi ferry purchase, Washington

Erie, Metropolitan Transit Authority buses, Pennsylvania

Escambia County buses and bus facility, Alabama

Essex Junction multimodal station rehabilitation, Vermont

Everett transit bus replacement, Washington

Everett, Multimodal Transportation Center, Washington

Fairbanks intermodal rail/bus transfer facility, Alaska

Fairfield Transit, Solano County buses, California

Fayette County, intermodal facilities and buses, Pennsylvania

Fayetteville, University of Arkansas Transit System buses, Arkansas

Flint buses and bus facilities, Michigan

Florence, University of North Alabama pedestrian walkways, Alabama

Folsom multimodal facility, California

Fort Dodge, Intermodal Facility (Phase II), Iowa

Fort Worth bus and paratransit vehicle project, Texas

Fort Worth Transit Authority Corridor Redevelopment Program, Texas

Franklin County buses and bus facilities, Missouri

Fuel cell bus and bus facilities program, Georgetown University, District/Columbia

Gainesville buses and equipment, Florida

Galveston buses and bus facilities, Texas

Gary, Transit Consortium buses, Indiana

Gees Bend Ferry facilities, Wilcox County, Alabama

Georgia Regional Transportation Authority buses, Georgia

Georgia Regional Transportation Authority, Southern Crescent Transit bus service between Clayton County and MARTA rail stations, Georgia

Georgia statewide buses and bus-related facilities, Georgia

Gloucester intermodal transportation center, Massachusetts

Grand Rapids Area Transit Authority downtown transit transfer center, Michigan

Greensboro multimodal center, North Carolina

Greensboro, Transit Authority buses, North Carolina

Harrison County multimodal center, Mississippi

Hawaii buses and bus facilities

Healdsburg, intermodal facility, California

Hillsborough Area Regional Transity Authority, Ybor buses and bus facilities, Florida

Honolulu, bus facility and buses, Hawaii

Hot Springs, transportation depot and plaza, Arkansas

Houston buses and bus facilities, Texas

Huntington Beach buses and bus facilities, California

Huntington intermodal facility, West Virginia

Huntsville Airport international intermodal center, Alabama

Huntsville Space and Rocket Center intermodal center, Alabama

Huntsville, transit facility, Alabama

Hyannis intermodal transportation center, Massachusetts

I-5 Corridor intermodal transit centers, California

Illinois statewide buses and bus-related equipment, Illinois

Indianapolis buses, Indiana

Inglewood Market Street bus facility/LAX shuttle service, California

Iowa City multi-use parking facility and transit hub, Iowa

Iowa statewide buses and bus facilities, Iowa

Iowa/Illinois Transit Consortium bus safety and security, Iowa

Isabella buses and bus facilities, Michigan

Ithaca intermodal transportation center, New York

Ithaca, TCAT bus technology improvements, New York

Jackson County buses and bus facilities, Missouri

Jackson J-TRAN buses and facilities, Mississippi

Jacksonville buses and bus facilities, Florida

Jasper buses, Alabama

Juneau downtown mass transit facility, Alaska

Kalamazoo downtown bus transfer center, Michigan

Kansas City Area Transit Authority buses and Troost transit center, Missouri

Kansas Public Transit Association buses and bus facilities, Kansas

Killington-Sherburne satellite bus facility, Vermont

King Country Metro King Street Station, Washington

King County Metro Atlantic and Central buses, Washington

King County park and ride expansion, Washington

Lackawanna County Transit System buses, Pennsylvania

Lake Tahoe CNG buses, Nevada

Lake Tahoe/Tahoe Basin buses and bus facilities, California

Lakeland, Citrus Connection transit vehicles and related equipment, Florida

Lane County, Bus Rapid Transit buses and facilities, Oregon

Lansing, CATA buses, Michigan

Las Cruces buses and bus facilities, New Mexico

Las Cruces intermodal transportation plaza, New Mexico

Las Vegas intermodal transit transfer facility, Nevada

Las Vegas South Strip intermodal facility, Nevada

Lincoln County Transit District buses, Oregon

Lincoln Star Tran bus facility, Nebraska

Little Rock River Market and College Station transfer facility, Arkansas

Little Rock, Central Arkansas Transit buses, Arkansas

Livermore Amador Valley Transit Authority buses, California

Livermore automatic vehicle locator program, California

Long Island, CNG transit vehicles and facilities and bus replacement, New York

Los Angeles/City of El Segundo Douglas Street Green Line connection, California

Los Angeles County Metropolitan transportation authority buses, California

Los Angeles Foothill Transit buses and bus facilities, California

Los Angeles Municipal Transit Operators Coalition, California

Los Angeles, Union Station Gateway Intermodal Transit Center, California

Louisiana statewide buses and bus-related facilities, Louisiana

Lowell performing arts center transit transfer facility, Massachusetts

Lufkin intermodal center, Texas

Maryland statewide alternative fuel buses, Maryland

Maryland statewide bus facilities and buses, Maryland

Mason City Region 2 office and maintenance transit facility, Iowa

Massachusetts Bay Transportation Authority buses, Massachusetts

Merrimack Valley Regional Transit Authority bus facilities, Massachusetts

Miami Beach multimodal transit center, Florida

Miami Beach, electric shuttle service, Florida

Miami-Dade Northeast transit center, Florida

Miami-Dade Transit buses, Florida

Michigan State University campus boarding centers, Michigan

Michigan statewide buses, Michigan

Mid-Columbia Council of Governments minivans, Oregon

Milwaukee County, buses, Wisconsin

Mineola/Hicksville, LIRR intermodal centers, New York

Missoula buses and bus facilities, Montana

Missouri statewide bus and bus facilities, Missouri

Mobile buses, Alabama

Mobile waterfront terminal complex, Alabama

Modesto, bus maintenance facility, California

Monterey, Monterey-Salinas buses, California

Monterey, Monterey-Salinas transit refueling facility, California

Montgomery Moulton Street intermodal center, Alabama

Montgomery Union Station intermodal center and buses, Alabama

Mount Vernon, buses and bus related facilities, Washington

Mukilteo multimodal terminal ferry and transit project, Washington

New Castle County buses and bus facilities, Delaware

New Hampshire statewide transit systems, New Hampshire

New Haven bus facility, Connecticut

New Jersey Transit alternative fuel buses, New Jersey

New Jersey Transit jitney shuttle buses, New Jersey

New Mexico State University park and ride facilities, New Mexico

New York City Midtown West 38th Street Ferry Terminal, New York

New York, West 72nd St. Intermodal Station, New York

Newark intermodal center, New Jersey

Newark Passaic River bridge and arena pedestrian walkway, New Jersey

Newark, Morris & Essex Station access and buses, New Jersey

Niagara Frontier Transportation Authority buses, New York

North Carolina statewide buses and bus facilities, North Carolina

North Dakota statewide buses and bus-related facilities, North Dakota

North San Diego County transit district buses, California

North Star Borough intermodal facility, Alaska

Northern New Mexico Transit Express/Park and Ride buses, New Mexico

Northstar Corridor, Intermodal Facilities and buses, Minnesota

Norwich buses, Connecticut

OATS Transit, Missouri

Ogden Intermodal Center, Utah

Ohio Public Transit Association buses and bus facilities, Ohio

Oklahoma statewide bus facilities and buses, Oklahoma

Olympic Peninsula International Gateway Transportation Center, Washington

Omaha Missouri River transit pedestrian facility, Nebraska

Ontonagon buses and bus facilities, Michigan

Orlando Intermodal Facility, Florida

Orlando, Lynx buses and bus facilities, Florida

Palm Beach County Palmtran buses, Florida

Palmdale multimodal center, California

Park City Intermodal Center, Utah

Parkersburg intermodal transportation facility, West Virginia

Pee Dee buses and facilities, South Carolina

Penn's Landing ferry vehicles, Pennsylvania

Pennsylvania Commonwealth combined bus and facilities, Pennsylvania

Perris bus maintenance facility, California

Philadelphia, Frankford Transportation Center, Pennsylvania

Philadelphia, Intermodal 30th Street Station, Pennsylvania

Philadelphia, PHLASH shuttle buses, Pennsylvania

Philadelphia, SEPTA Center City improvements, Pennsylvania

Philadelphia, SEPTA Paoli transportation center, Pennsylvania

Philadelphia, SEPTA Girard Avenue intermodal transportation centers, Pennsylvania

Phoenix bus and bus facilities, Arizona

Pierce County Transit buses and bus facilities, Washington

Pittsfield intermodal center, Massachusetts

Port of Corpus Christi ferry infrastructure and ferry purchase, Texas

Port of St. Bernard intermodal facility, Louisiana

Portland, Tri-Met bus maintenance facility, Oregon

Portland, Tri-Met buses, Oregon

Prince William County bus replacement, Virginia

Providence, buses and bus maintenance facility, Rhode Island

Reading, BARTA Intermodal Transportation Facility, Pennsylvania

Rensselaer intermodal bus facility, New York

Rhode Island Public Transit Authority buses, Rhode Island

Richmond, GRTC bus maintenance facility, Virginia

Riverside Transit Agency buses and facilities, California

Robinson, Towne Center Intermodal Facility, Pennsylvania
 Sacramento CNG buses, California
 Salem Area Mass Transit System buses, Oregon
 Salt Lake City hybrid electric vehicle bus purchase, Utah
 Salt Lake City International Airport transit parking and transfer center, Utah
 Salt Lake City Olympics bus facilities, Utah
 Salt Lake City Olympics regional park and ride lots, Utah
 Salt Lake City Olympics transit bus loan project, Utah
 San Bernardino buses, California
 San Bernardino County Mountain area Regional Transit Authority fueling stations, California
 San Diego MTD buses and bus facilities, California
 San Francisco, Islais Creek maintenance facility, California
 San Joaquin buses and bus facilities, Stockton, California
 San Juan Intermodal access, Puerto Rico
 San Marcos Capital Area Rural Transportation System (CARTS) intermodal project, Texas
 Sandy buses, Oregon
 Santa Barbara Metropolitan Transit district bus facilities, California
 Santa Clara Valley Transportation Authority buses and bus facilities, California
 Santa Clarita buses, California
 Santa Cruz metropolitan bus facilities, California
 Santa Fe CNG buses, New Mexico
 Santa Fe paratransit/computer systems, New Mexico
 Santa Marie organization of transportation helpers minibuses, California
 Savannah/Chatham Area transit bus transfer centers and buses, Georgia
 Seattle Sound Transit buses and bus facilities, Washington
 Seattle, intermodal transportation terminal, Washington
 SMART buses and bus facilities, Michigan
 Snohomish County, Community Transit buses, equipment and facilities, Washington
 Solano Links intercity transit OTR bus purchase, California
 Somerset County bus facilities and buses, Pennsylvania
 South Amboy, Regional Intermodal Transportation Initiative, New Jersey
 South Bend, Urban Intermodal Transportation Facility, Indiana
 South Carolina statewide bus and bus facility, South Carolina Virtual Transit Enterprise, South Carolina
 South Dakota statewide bus facilities and buses, South Dakota
 South Metro Area Rapid Transit (SMART) maintenance facility, Oregon
 Southeast Missouri transportation service rural, elderly, disabled service, Missouri
 Springfield Metro/VRE pedestrian link, Virginia
 Springfield, Union Station, Massachusetts
 St. Joseph buses and vans, Missouri
 St. Louis, Bi-state Intermodal Center, Missouri
 St. Louis Bi-state Metro Link buses
 Sunset Empire Transit District intermodal transit facility, Oregon
 Syracuse CNG buses and facilities, New York
 Tacoma Dome, buses and bus facilities, Washington
 Tennessee statewide buses and bus facilities, Tennessee
 Texas statewide small urban and rural buses, Texas
 Topeka Transit offstreet transit transfer center, Kansas
 Towamencin Township, Intermodal Bus Transportation Center, Pennsylvania
 Transit Authority of Northern Kentucky (TANK) buses, Kentucky

Tucson buses, Arizona
 Twin Cities area metro transit buses and bus facilities, Minnesota
 Utah Transit Authority buses, Utah
 Utah Transit Authority, intermodal facilities, Utah
 Utah Transit Authority/Park City Transit buses, Utah
 Utica Union Station, New York
 Valley bus and bus facilities, Alabama
 Vancouver Clark County (SEATRAN) bus facilities, Washington
 Washington County intermodal facilities, Pennsylvania
 Washington State DOT combined small transit system buses and bus facilities, Washington
 Washington, D.C. Intermodal Transportation Center, District/Columbia
 Washoe County transit improvements, Nevada
 Waterbury, bus facility, Connecticut
 West Falls Church Metro station improvements, Virginia
 West Lafayette bus transfer station/terminal (Wabash Landing), Indiana
 West Virginia Statewide Intermodal Facility and buses, West Virginia
 Westchester County DOT, articulated buses, New York
 Westchester County, Bee-Line transit system fareboxes, New York
 Westchester County, Bee-Line transit system shuttle buses, New York
 Westminster senior citizen vans, California
 Westmoreland County, Intermodal Facility, Pennsylvania
 Whittier intermodal facility and pedestrian overpass, Alaska
 Wilkes-Barre, Intermodal Facility, Pennsylvania
 Williamsport bus facility, Pennsylvania
 Wisconsin statewide bus facilities and buses, Wisconsin
 Worcester, Union Station Intermodal Transportation Center, Massachusetts
 Yuma paratransit buses, Arizona:
 Provided further, That within the total funds provided for new fixed guideway systems to carry out 49 U.S.C. section 5309, the following projects shall be considered eligible for these funds: Provided further, That the Administrator of the Federal Transit Administration shall, not later than 60 days after the enactment of this Act, individually submit to the House and Senate Committees on Appropriations the recommended grant funding levels for the respective projects.
 The following new fixed guideway systems and extensions to existing systems are eligible to receive funding for final design and construction:
 Alaska or Hawaii ferries;
 Albuquerque/Greater Albuquerque mass transit project;
 Atlanta North Line Extension;
 Austin Capital Metro Northwest/North Central Corridor project;
 Baltimore Central Light Rail double tracking project;
 Boston North-South Rail Link;
 Boston Piers Transitway phase 1;
 Charlotte North-South corridor transitway project;
 Chicago Metra commuter rail extensions;
 Chicago Transit Authority Ravenswood and Douglas branch line projects;
 Cleveland Euclid Corridor;
 Dallas Area Rapid Transit North Central LRT extension;
 Dane County/Madison East-West Corridor;
 Denver Southeast Corridor project;
 Denver Southwest LRT project;
 Fort Lauderdale Tri-Rail commuter rail project;
 Galveston rail trolley extension project;
 Houston Regional Bus Plan;
 Lahaina Harbor, Maui ferries;
 Las Vegas Corridor/Clark County regional fixed guideway project;

Little Rock River Rail project;
 Long Island Rail Road East Side Access project;
 Los Angeles Metro Rail—MOS 3 and Eastside/Mid City corridors;
 MARC expansion programs: Silver Spring intermodal center and Penn-Camden rail connection;
 Memphis Area Transit Authority medical center extension;
 Miami East-West Corridor project;
 Miami North 27th Avenue corridor;
 New Orleans Airport-CBD commuter rail project;
 New Orleans Canal Streetcar Spine;
 New Orleans Desire Streetcar;
 Newark-Elizabeth rail link project;
 Norfolk-Virginia Beach Corridor project;
 Northern Indiana South Shore commuter rail project;
 Northern New Jersey—Hudson-Bergen LRT project;
 Orange County Transitway project;
 Orlando I-4 Central Florida LRT project;
 Philadelphia Schuylkill Valley Metro;
 Phoenix—Central Phoenix/East Valley Corridor;
 Pittsburgh Airborne Shuttle System;
 Pittsburgh North Shore—Central Business District corridor;
 Pittsburgh State II light rail project;
 Port McKenzie-Ship Creek, AK ferry project;
 Portland Westside-Hillsboro Corridor project;
 Providence-Boston commuter rail;
 Raleigh-Durham—Research Triangle regional rail;
 Sacramento South Corridor LRT project;
 Salt Lake City South LRT Olympics capacity improvements;
 Salt Lake City South LRT project;
 Salt Lake City/Airport to University (West-East) light rail project;
 Salt Lake City-Ogden-Provo commuter rail project;
 San Bernardino MetroLink extension project;
 San Diego Mid Coast Corridor;
 San Diego Mission Valley East LRT extension project;
 San Diego Oceanside-Escondido passenger rail project;
 San Francisco BART to Airport extension;
 San Jose Tasman LRT project;
 San Juan—Tren Urbano;
 Seattle Sound Move Link LRT project;
 Spokane South Valley Corridor light rail project;
 St. Louis—St. Clair County, Illinois LRT project;
 Tacoma-Seattle Sounder commuter rail project;
 Tampa Bay regional rail system;
 Twin Cities Transitways Corridors projects; and the
 Washington Metro Blue Line extension—Addison Road.
 The following new fixed guideway systems and extensions to existing systems are eligible to receive funding for alternatives analysis and preliminary engineering:
 Atlanta—Lindbergh Station to MARTA West Line feasibility study;
 Atlanta MARTA South DeKalb comprehensive transit program;
 Baltimore Central Downtown MIS;
 Bergen County, NJ/Cross County light rail project;
 Birmingham, Alabama transit corridor;
 Boston North Shore Corridor and Blue Line extension to Beverly;
 Boston Urban Ring project;
 Bridgeport Intermodal Corridor project, Connecticut;
 Calais, ME Branch Rail Line regional transit program;
 Charleston, SC Monobeam corridor project;
 Cincinnati Northeast/Northern Kentucky rail line project;
 Colorado—Roaring Fork Valley Rail;

Detroit—commuter rail to Detroit metropolitan airport feasibility study;

El Paso—Juarez international fixed guideway; Girdwood, Alaska commuter rail project;

Harrisburg-Lancaster Capitol Area Transit Corridor 1 commuter rail;

Houston Advanced Transit Program; Indianapolis Northeast Downtown Corridor project;

Jacksonville fixed guideway corridor; Johnson County, Kansas I-35 commuter rail project;

Kenosha-Racine-Milwaukee rail extension project;

Knoxville to Memphis commuter rail feasibility study;

Miami Metrorail Palmetto extension; Montpelier-St. Albans, VT commuter rail study;

Nashua, NY-Lowell, MA commuter rail project;

New Jersey Trans-Hudson midtown corridor study;

New London waterfront access project; New York Second Avenue Subway feasibility study;

Old Saybrook—Hartford Rail Extension; Philadelphia SEPTA commuter rail, R-3 connection—Elwyn to Wawa;

Philadelphia SEPTA Cross County Metro; Salt Lake City light rail extensions;

Santa Fe/El Dorado rail link;

Stamford fixed guideway connector; Stockton Altamont Commuter Rail;

Virginia Railway Express Woodbridge transit access station improvements project;

Washington, D.C. Dulles Corridor extension project;

Western Montana regional transportation/commuter rail study;

Wilmington, DE downtown transit connector; and the

Wilsonville to Washington County, OR connection to Westside.

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), \$1,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund.

JOB ACCESS AND REVERSE COMMUTE GRANTS

For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, \$15,000,000, to remain available until expended: Provided, That no more than \$75,000,000 of budget authority shall be available for these purposes.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

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

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, \$11,496,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, \$30,752,000, of which \$575,000 shall be derived from the Pipeline Safety Fund, and of which \$3,500,000 shall remain available until September 30, 2002: Provided, That up to \$1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

Pipeline Safety

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, \$36,104,000, of which \$4,704,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2002; and of which \$30,000,000 shall be derived from the Pipeline Safety Fund, of which \$16,500,000 shall remain available until September 30, 2001: Provided, That in addition to amounts made available for the Pipeline Safety Fund, \$1,400,000 shall be available for grants to States for the development and establishment of one-call notification systems and public education activities, and shall be derived from amounts previously collected under 49 U.S.C. 60301.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), \$200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, 2002: Provided, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, \$48,000,000, of which \$43,000,000 shall be derived from transfers of funds from the United States Coast Guard, the Federal Aviation Administration, the Federal Highway Administration, the Federal Railroad Administration, and the Federal Transit Administration: Provided, That the funds made available under this heading shall be used to investigate pursuant to section 41712 of title 49, United States Code, relating to unfair or deceptive practices and unfair methods of competition by air carriers, foreign air carriers, and ticket agents: Provided further, That, it is the sense of the Senate, for purposes of the preceding proviso, the terms "unfair or deceptive practices" and "unfair methods of competition" include the failure to disclose to a passenger or a ticket agent whether the flight on which the passenger is ticketed or has requested to purchase a ticket is overbooked, unless the Secretary certifies such disclosure by a carrier is technologically infeasible: Provided further, That the funds made available under this heading shall be used (1) to investigate pursuant to section 41712 of title 49, United States Code, relating to unfair or deceptive practices and unfair methods of competition by air carriers and

foreign air carriers, (2) for monitoring by the Inspector General of the compliance of air carriers and foreign carriers with respect to paragraph (1) of this proviso, and (3) for the submission to the appropriate committees of Congress by the Inspector General, not later than July 15, 2000, of a report on the extent to which actual or potential barriers exist to consumer access to comparative price and service information from independent sources on the purchase of passenger air transportation: Provided further, That, it is the sense of the Senate, for purposes of the preceding proviso, the terms "unfair or deceptive practices" and "unfair methods of competition" mean the offering for sale to the public for any route, class, and time of service through any technology or means of communication a fare that is different than that offered through other technology or means of communication: Provided further, That, it is the sense of the Senate, funds made available under this heading shall be used for the submission to the appropriate committees of Congress by the Inspector General a report on the extent to which air carriers and foreign carriers deny travel to airline consumers with nonrefundable tickets from one carrier to another.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, \$15,400,000: Provided, That notwithstanding any other provision of law, not to exceed \$1,600,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: Provided further, That any fees received in excess of \$1,600,000 in fiscal year 2000 shall remain available until expended, but shall not be available for obligation until October 1, 2000.

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

For expenses necessary for the Architectural and Transportation Barriers Compliance Board, as authorized by section 502 of the Rehabilitation Act of 1973, as amended, \$4,500,000: Provided, That, notwithstanding any other provision of law, there may be credited to this appropriation funds received for publications and training expenses.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

For necessary expenses of the National Transportation Safety Board, including hire of passenger motor vehicles and aircraft; services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS-15; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902), \$51,500,000, of which not to exceed \$2,000 may be used for official reception and representation expenses.

EMERGENCY FUND

For necessary expenses of the National Transportation Safety Board for accident investigations, including hire of passenger motor vehicles and aircraft; services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS-15; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902), \$1,000,000, to remain available until expended.

TITLE III

GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. 301. During the current fiscal year applicable appropriations to the Department of

Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).

SEC. 302. Such sums as may be necessary for fiscal year 2000 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. Funds appropriated under this Act for expenditures by the Federal Aviation Administration shall be available: (1) except as otherwise authorized by title VIII of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7701 et seq.), for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents; and (2) for transportation of said dependents between schools serving the area that they attend and their places of residence when the Secretary, under such regulations as may be prescribed, determines that such schools are not accessible by public means of transportation on a regular basis.

SEC. 304. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than 100 political and Presidential appointees in the Department of Transportation: Provided, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 306. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 307. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 308. The Secretary of Transportation may enter into grants, cooperative agreements, and other transactions with any person, agency, or instrumentality of the United States, any unit of State or local government, any educational institution, and any other entity in execution of the Technology Reinvestment Project authorized under the Defense Conversion, Reinvestment and Transition Assistance Act of 1992 and related legislation: Provided, That the authority provided in this section may be exercised without regard to section 3324 of title 31, United States Code.

SEC. 309. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 310. (a) For fiscal year 2000, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid Highways amounts authorized for administrative expenses and programs funded from the administrative takedown authorized by section 104(a) of title 23, United States Code, and amounts authorized for the highway use tax evasion program and the Bureau of Transportation Statistics.

(2) not distribute an amount from the obligation limitation for Federal-aid Highways that is equal to the unobligated balance of amounts made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highways and highway safety programs for the previous fiscal year the funds for which are allocated by the Secretary;

(3) determine the ratio that—

(A) the obligation limitation for Federal-aid Highways less the aggregate of amounts not distributed under paragraphs (1) and (2), bears to

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(8) for such fiscal year less the aggregate of the amounts not distributed under paragraph (1) of this subsection;

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) for section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and \$2,000,000,000 for such fiscal year under section 105 of the Transportation Equity Act for the 21st Century (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, \$2,000,000,000) for such fiscal year;

(5) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; and

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

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

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

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid Highways shall not apply to obligations (1) under section 125 of title 23, United States Code; (2) under section 147 of the Surface Transportation Assistance Act of 1978; (3) under section 9 of the Federal-Aid Highway Act of 1981; (4) under sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982; (5) under sections 149(b) and 149(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987; (6) under section 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991; (7) under section 157 of title 23, United States Code, as in effect on the day before the date of enactment of the Transpor-

tation Equity Act for the 21st Century; and (8) under section 105 of title 23, United States Code (but, only in an amount equal to \$639,000,000 for such fiscal year).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to transportation research programs carried out under chapters 3 and 5 of title 23, United States Code, except that obligation authority made available for such programs under such limitation shall remain available for a period of 3 fiscal years.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a) the Secretary shall distribute to the States any funds (1) that are authorized to be appropriated for such fiscal year for Federal-aid highways programs (other than the program under section 160 of title 23, United States Code) and for carrying out subchapter I of chapter 311 of title 49, United States Code, and chapter 4 of title 23, United States Code, and (2) that the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under subsection (a)(6). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

(f) SPECIAL RULE.—Obligation limitation distributed for a fiscal year under subsection (a)(4) for a section set forth in subsection (a)(4) shall remain available until used for obligation of funds for such section and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

SEC. 311. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. 312. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 313. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. 314. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant. The FAA shall accept such equipment, which shall thereafter be operated and maintained by the FAA in accordance with agency criteria.

SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end items that: (1) includes economic order quantity or long lead time material procurement in excess of \$10,000,000 in any one year of the contract; (2) includes a cancellation charge greater than \$10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: Provided, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.

SEC. 316. (a) No part of any appropriation contained in this Act shall be used, other than for normal and recognized executive-legislative relationships, for publicity or propaganda purposes, for the preparation, distribution, or use of any kit, pamphlet, booklet, publication, radio, television, or video presentation designed to support or defeat legislation pending before the Congress or any State legislature, except in presentation to the Congress or any State legislature itself.

(b) No part of any appropriation contained in this Act shall be used to pay the salary or expenses of any grant or contract recipient, or agent acting for such recipient, related to any activity designed to influence legislation or appropriations pending before the Congress or any State legislature.

SEC. 317. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under "Federal Transit Administration, Capital investment grants" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2002, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 318. Notwithstanding any other provision of law, any funds appropriated before October 1, 1999, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 319. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by \$60,000,000, which limits fiscal year 2000 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than \$169,953,000: Provided, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.

SEC. 320. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's Federal aid-highway account, the Federal Transit Administration's "Transit Planning and Research" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 321. TEMPORARY AIR SERVICE INTERRUPTIONS. (a) AVAILABILITY OF FUNDS.—Funds appropriated or otherwise made available by this Act to carry out section 47114(c)(1) of title 49, United States Code, may be available for apportionment to an airport sponsor described in subsection (b) in fiscal year 2000 in an amount equal to the amount apportioned to that sponsor in fiscal year 1999.

(b) COVERED AIRPORT SPONSORS.—An airport sponsor referred to in subsection (a) is an airport sponsor with respect to whose primary airport the Secretary of Transportation found that—

(1) passenger boardings at the airport fell below 10,000 in the calendar year used to calculate the apportionment;

(2) the airport had at least 10,000 passenger boardings in the calendar year prior to the calendar year used to calculate apportionments to airport sponsors in a fiscal year; and

(3) the cause of the shortfall in passenger boardings was a temporary but significant interruption in service by an air carrier to that airport due to an employment action, natural disaster, or other event unrelated to the demand for air transportation at the affected airport.

SEC. 322. Section 3021 of Public Law 105-178 is amended in subsection (a)—

(1) in the first sentence, by striking "single-State";

(2) in the second sentence, by striking "Any" and all that follows through "United States Code" and inserting "The funds made available to the State of Oklahoma and the State of Vermont to carry out sections 5307 and 5311 of title 49, United States Code and sections 133 and 149 of title 23, United States Code".

SEC. 323. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: Provided, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.

SEC. 324. Not to exceed \$1,000,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees: Provided, That this limitation shall not apply to advisory committees established for the purpose of conducting negotiated rulemaking in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561-570a, or the Coast Guard's advisory council on roles and missions.

SEC. 325. No funds other than those appropriated to the Surface Transportation Board or fees collected by the Board shall be used for conducting the activities of the Board.

SEC. 326. Hereafter, notwithstanding any other provision of law, receipts, in amounts determined by the Secretary, collected from users of fitness centers operated by or for the Department of Transportation shall be available to support the operation and maintenance of those facilities.

SEC. 327. Capital Investment grants funds made available in this Act and in Public Law 105-277 and in Public Law 105-66 and its accompanying conference report for the Charleston, South Carolina Monobeam corridor project shall be used to fund any aspect of the Charleston, South Carolina Monobeam corridor project.

SEC. 328. Hereafter, notwithstanding 49 U.S.C. 41742, no essential air service subsidies shall be provided to communities in the 48 contiguous States that are located fewer than 70 highway miles from the nearest large or medium hub airport, or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than 210 miles from the nearest large or medium hub airport.

SEC. 329. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 2000.

SEC. 330. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer

of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 331. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105-134, \$950,000, to remain available until September 30, 2001: Provided, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105-134 shall include the identification of Amtrak routes which are candidates for closure or realignment, based on performance rankings developed by Amtrak which incorporate information on each route's fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identification, that federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: Provided further, That these closure or realignment recommendations shall be included in the Amtrak Reform Council's annual report to the Congress required by section 203(h) of Public Law 105-134.

SEC. 332. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: Provided, That no appropriation shall be increased or decreased by more than 12 per centum by all such transfers: Provided further, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.

SEC. 333. None of the funds made available under this Act or any other Act, may be used to implement, carry out, or enforce any regulation issued under section 41705 of title 49, United States Code, including any regulation contained in part 382 of title 14, Code of Federal Regulations, or any other provision of law (including any Act of Congress, regulation, or Executive order or any official guidance or correspondence thereto), that requires or encourages an air carrier (as that term is defined in section 40102 of title 49, United States Code) to, on intrastate or interstate air transportation (as those terms are defined in section 40102 of title 49, United States Code)—

(1) provide a peanut-free buffer zone or any other related peanut-restricted area; or

(2) restrict the distribution of peanuts, until 90 days after submission to the Congress and the Secretary of a peer-reviewed scientific study that determines that there are severe reactions by passengers to peanuts as a result of contact with very small airborne peanut particles of the kind that passengers might encounter in an aircraft.

SEC. 334. For purposes of funding in this Act for the Salt Lake City/Airport to University (West-East) light rail project, the non-governmental share for these funds shall be determined in accordance with Section 3030(c)(2)(B)(ii) of the Transportation Equity Act for the 21st Century, as amended (Public Law 105-178).

SEC. 335. Section 5309(g)(1)(B) of title 49, United States Code, is amended by inserting after "Committee on Banking, Housing, and Urban Affairs of the Senate" the following: "and the House and Senate Committees on Appropriations".

SEC. 336. Section 1212(g) of the Transportation Equity Act for the 21st Century (Public Law 105-178), as amended, is amended—

(1) in the subsection heading, by inserting "and New Jersey" after "Minnesota"; and

(2) by inserting "or the State of New Jersey" after "Minnesota".

SEC. 337. The Secretary of Transportation shall execute a demonstration program, to be conducted for a period not to exceed eighteen months, of the "fractional ownership" concept in performing administrative support flight missions, the purpose of which would be to determine whether cost savings, as well as increased operational flexibility and aircraft availability,

can be realized through the use by the government of the commercial fractional ownership concept or report to the Committee the reason for not conducting such an evaluation: Provided, That the Secretary shall ensure the competitive selection for this demonstration of a fractional ownership concept which provides a suite of aircraft capable of meeting the Department's varied needs, and that the Secretary shall ensure the demonstration program encompasses a significant and representative portion of the Department's administrative support missions (to include those performed by the Coast Guard, the Federal Aviation Administration, and the National Aeronautics and Space Administration, whose aircraft are currently operated by the FAA): Provided further, That the Secretary shall report to the House and Senate Committees on Appropriations on results of this evaluation of the fractional ownership concept in the performance of the administrative support mission no later than twenty-four months after final passage of this Act or within 60 days of enactment of this Act if the Secretary decides not to conduct such a demonstration for evaluation including an explanation for such a decision.

SEC. 338. (a) REQUIREMENT TO CONVEY.—The Commandant of the Coast Guard shall convey, without consideration, to the University of New Hampshire (in this section referred to as the "University") all right, title, and interest of the United States in and to a parcel of real property (including any improvements thereon) located in New Castle, New Hampshire, consisting of approximately five acres and including a pier.

(b) IDENTIFICATION OF PROPERTY.—The Commandant shall determine, identify, and describe the property to be conveyed under this section.

(c) EASEMENTS, RIGHTS-OF-WAY, AND RIGHTS.—(1) The Commandant shall, in connection with the conveyance required by subsection (a), grant to the University such easements and rights-of-way as the Commandant considers necessary to permit access to the property conveyed under that subsection.

(2) The Commandant shall, in connection with such conveyance, reserve in favor of the United States such easements and rights as the Commandant considers necessary to protect the interests of the United States, including easements or rights regarding access to property and utilities.

(d) CONDITIONS OF CONVEYANCE.—The conveyance required by subsection (a) shall be subject to the following conditions:

(1) That the University not convey, assign, exchange, or encumber the property conveyed, or any part thereof, unless such conveyance, assignment, exchange, or encumbrance—

(A) is made without consideration; or

(B) is otherwise approved by the Commandant.

(2) That the University not interfere or allow interference in any manner with the maintenance or operation of Coast Guard Station Portsmouth Harbor, New Hampshire, without the express written permission of the Commandant.

(3) That the University use the property for educational, research, or other public purposes.

(e) MAINTENANCE OF PROPERTY.—The University, or any subsequent owner of the property conveyed under subsection (a) pursuant to a conveyance, assignment, or exchange referred to in subsection (d)(1), shall maintain the property in a proper, substantial, and workmanlike manner, and in accordance with any conditions established by the Commandant, pursuant to the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), and other applicable laws.

(f) REVERSIONARY INTEREST.—All right, title, and interest in and to the property conveyed under this section (including any improvements thereon) shall revert to the United States, and the United States shall have the right of immediate entry thereon, if—

(1) the property, or any part thereof, ceases to be used for educational, research, or other public purposes by the University;

(2) the University conveys, assigns, exchanges, or encumbers the property conveyed, or part thereof, for consideration or without the approval of the Commandant;

(3) the Commandant notifies the owner of the property that the property is needed for national security purposes and a period of 30 days elapses after such notice; or

(4) any other term or condition established by the Commandant under this section with respect to the property is violated.

SEC. 339. (a) None of the funds in this Act shall be available to execute a project agreement for any highway project in a State that sells drivers' license personal information as defined in 18 U.S.C. 2725(3) (excluding individual photograph), or motor vehicle record, as defined in 18 U.S.C. 2725(1), unless that State has established and implemented an opt-in process for the use of personal information or motor vehicle record in surveys, marketing (excluding insurance rate setting), or solicitations.

(b) None of the funds in this Act shall be available to execute a project agreement for any highway project in a State that sells individual's drivers' license photographs, unless that State has established and implemented an opt-in process for such photographs.

SEC. 340. Notwithstanding any other provision of law, from funds provided in the Act, \$10,000,000 shall be made available for completion of the National Advanced Driving Simulator (NADS).

SEC. 341. Notwithstanding any other provision of law, section 1107(b) of Public Law 102-240 is amended by striking "Construction of a replacement bridge at Watervale Bridge #63, Harford County, MD" and inserting in lieu thereof the following: "For improvements to Bottom Road Bridge, Vinegar Hill Road Bridge and Southampton Road Bridge, Harford County, MD".

SEC. 342. TERMINAL AUTOMATED RADAR DISPLAY AND INFORMATION SYSTEM. It is the sense of the Senate that, not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration should develop a national policy and related procedures concerning the interface of the Terminal Automated Radar Display and Information System and en route surveillance systems for Visual Flight Rule (VFR) air traffic control towers.

SEC. 343. (a) FINDINGS.—The Senate makes the following findings:

(1) The survival of American culture is dependent upon the survival of the sacred institution of marriage.

(2) The decennial census is required by section 2 of article 1 of the Constitution of the United States, and has been conducted in every decade since 1790.

(3) The decennial census has included marital status among the information sought from every American household since 1880.

(4) The 2000 decennial census will mark the first decennial census since 1880 in which marital status will not be a question included on the census questionnaire distributed to the majority of American households.

(5) The United States Census Bureau has removed marital status from the short form census questionnaire to be distributed to the majority of American households in the 2000 decennial census and placed that category of information on the long form census questionnaire to be distributed only to a sample of the population in that decennial census.

(6) Every year more than \$100,000,000,000 in Federal funds are allocated based on the data collected by the Census Bureau.

(7) Recorded data on marital status provides a basic foundation for the development of Federal policy.

(8) Census data showing an exact account of the numbers of persons who are married, single, or divorced provides critical information which serves as an indicator on the prevalence of marriage in society.

(b) SENSE OF SENATE.—It is the sense of the Senate that the United States Census Bureau—

(1) has wrongfully decided not to include marital status on the census questionnaire to be distributed to the majority of Americans for the 2000 decennial census; and

(2) should include marital status on the short form census questionnaire to be distributed to the majority of American households for the 2000 decennial census.

SEC. 344. It is the sense of the Senate that the Secretary should expeditiously amend title 14, chapter II, part 250, Code of Federal Regulations, so as to double the applicable penalties for involuntary denied boardings and allow those passengers that are involuntarily denied boarding the option of obtaining a prompt cash refund for the full value of their airline ticket.

SEC. 345. For purposes of section 5117(b)(5) of the Transportation Equity Act for the 21st Century, the cost sharing provisions of section 5001(b) of that Act shall not apply.

SEC. 346. (a) FINDINGS.—The Senate finds that the Village of Bourbonnais, Illinois and Kankakee County, Illinois, have incurred significant costs for the rescue and cleanup related to the Amtrak train accident of March 15, 1999. These costs have created financial burdens for the Village, the County, and other adjacent municipalities.

(b) NTSB INVESTIGATION.—The National Transportation Safety Board (NTSB) conducted a thorough investigation of the accident and opened the public docket on the matter on September 7, 1999. To date, NTSB has made no conclusions or determinations of probable cause.

(c) SENSE OF THE SENATE.—It is the sense of the Senate that the Village of Bourbonnais, Illinois, Kankakee County, Illinois, and any other related municipalities should, consistent with applicable laws against any party, including the National Railroad Passenger Corporation (Amtrak), found to be responsible for the accident, be able to recover all necessary costs of rescue and cleanup efforts related to the March 15, 1999 accident.

SEC. 347. Of funds made available in this Act, the Secretary shall make available not less than \$2,000,000, to remain available until expended, for planning, engineering, and construction of the runway extension at Eastern West Virginia Regional Airport, Martinsburg, West Virginia: Provided, That the Secretary shall make available not less than \$400,000 for the Concord, New Hampshire transportation planning project: Provided further, That the Secretary shall make available not less than \$2,000,000 for an explosive detection system demonstration at a cargo facility at Huntsville International Airport.

SEC. 348. Section 656(b) of division C of the Omnibus Consolidated Appropriations Act of 1997 is repealed.

SEC. 349. Notwithstanding any other provision of law, the amount made available pursuant to Public Law 105-277 for the Pittsburgh North Shore central business district transit options MIS project may be used to fund any aspect of preliminary engineering, costs associated with an environmental impact statement, or a major investment study for that project.

SEC. 350. For necessary expenses for engineering, design and construction activities to enable the James A. Farley Post Office in New York City to be used as a train station and commercial center, to become available on October 1 of the fiscal year specified and remain available until expended: fiscal year 2001, \$20,000,000.

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

REMOVAL OF INJUNCTION OF SECRECY—TREATY DOCUMENTS NOS. 106-11, 106-12, AND 106-13

Mr. WARNER. Mr. President, as in executive session, I ask unanimous