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DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS BILL, 2002

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Mrs. MURRAY, from the Committee on Appropriations, submitted the following

REPORT

[To accompany S. 1178]

The Committee on Appropriations reports the bill (S. 1178) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes, reports favorably thereon and recommends that the bill do pass.

Amounts of new budget (obligational) authority for fiscal year 2002

Amount of bill as reported to Senate	$17,885,293,000
Amount of budget estimates, 2002	17,163,605,000
Fiscal year 2001 enacted	18,494,505,000

73–792 PS

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In addition to the appropriation of $17,885,293,000 in new budget authority for fiscal year 2002, large amounts of contract authority are provided by law, the obligation limits for which are contained in the annual appropriations bill. The principal items in this category are the trust funded programs for Federal-aid highways, for mass transit, and for airport development grants. For fiscal year 2002, estimated obligation limitations total $41,222,799,000.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2002, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill or report language. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, and for acquisition, construction, and improvements, Coast Guard, shall be applied equally to each budget item that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY

The Intermodal Surface Transportation Efficiency Act, the previous authorization for most Federal highway, transit, and highway safety programs, expired on September 30, 1997. On May 22, 1998, the Congress passed a new authorization bill, the Transportation Equity Act for the 21st Century [TEA21], which the President signed into law on June 9, 1998. Under this law, most of the authorizations are contract authority; that is, they are available for obligation without appropriation. The role of the appropriations process with respect to contract authority programs generally is to set obligation limitations so that overall Federal spending stays within legislated targets and to appropriate liquidating cash to cover the outlays associated with obligations that have been made.

In March 2000, the Congress passed the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, which the President signed into law on April 5, 2000. The Committee recommendation, within budgetary realities, attempts to honor the priorities articulated in that legislation.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriations, 2001 [1]	$63,245,000
Budget estimate, 2002	69,500,000
Committee recommendation	67,349,000

[1] Does not reflect reduction of $139,139 pursuant to section 1403 of Public Law 106–554.

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89–670) provides for establishment of the Office of the Secretary of Transportation [OST]. The Office of the Secretary is composed of the Secretary and the Deputy Secretary immediate offices, the Office of the General Counsel, and five assistant secretarial offices for transportation policy, aviation and international affairs, budget and programs, governmental affairs, and administration. These secretarial offices have policy development and central supervisory and coordinating functions related to the overall planning and direction of the Department of Transportation, including staff assistance and general management supervision of the counterpart offices in the operating administrations of the Department.

Unlike the Transportation Appropriations Bill for fiscal year 2001 as passed by the Senate, the bill does not provide separate appropriations for each of the offices within the Office of the Secretary. However, the Committee expects the Secretary to adhere to all the reprogramming requirements governing his office. The Committee understands that the Secretary is giving consideration to reorganizing his office. The Committee will give careful consideration to such a reprogramming request once it is submitted.

The Committee recommends a total of $67,349,000 for the Office of the Secretary of Transportation including $60,000 for reception and representation expenses.

The following table summarizes the Committee's recommendation in comparison to the budget estimate:

(In thousands of dollars)

	Fiscal year—		Committee recommendation
	2001 enacted [1]	2002 estimate	
Immediate Office of the Secretary	1,823	1,989	1,929
Immediate Office of the Deputy Secretary	586	638	619
Office of the Executive Secretariat	1,178	1,241	1,204
Board of Contract Appeals	495	523	507
Office of Small and Disadvantaged Business Utilization	1,189	1,251	1,213
Office of Intelligence and Security	1,259	1,321	1,281
Office of the Chief Information Officer	6,208	6,331	6,141

(In thousands of dollars)

	Fiscal year— 2001 enacted[1]	Fiscal year— 2002 estimate	Committee recommendation
Office of the Assistant Secretary for Governmental Affairs	2,145	2,282	2,214
Office of the General Counsel	9,950	13,355	14,075
Office of the Assistant Secretary for Aviation and International Affairs	7,273	7,650	7,421
Office of the Assistant Secretary for Transportation Policy	3,004	3,153	3,058
Office of the Assistant Secretary for Budget and Programs	7,346	7,728	7,728
Office of the Assistant Secretary for Administration	18,978	20,262	18,236
Assistant to the Secretary and Director of Public Affairs	1,670	1,776	1,723
Total	63,106	69,500	67,349

[1] Reflects reduction of $139,139 (0.22 percent) pursuant to section 1403 of Public Law 106–554.

IMMEDIATE OFFICE OF THE SECRETARY

The Committee recommends an appropriation of $1,929,000 for fiscal year 2002 for the Immediate Office of the Secretary. The Immediate Office of the Secretary has the primary responsibility to provide overall planning, direction, and control of departmental affairs.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

The Committee has recommended a total of $619,000 for the Immediate Office of the Deputy Secretary which has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department.

OFFICE OF THE GENERAL COUNSEL

The Committee recommends $14,075,000 for fiscal year 2002 for the Office of the General Counsel. The Office of the General Counsel provides legal services to the Office of the Secretary and coordinates and reviews the legal work in the chief counsels' offices of the operating administrations. The General Counsel is the chief legal officer of the Department of Transportation and the final authority within the Department on all legal questions. The Committee approves the agency's request for an increase of $2,494,000 to be used for the Department's "Accessibility of All America" initiative. These resources will assist the Department in carrying out the requirements in the Air Carrier Access Act of 1986 (ACAA) and Section 707 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR–21). The Committee notes that the DOT Inspector General's final report on airline customer service (Report AV–2001–020) stated that complaints regarding the treatment of disabled passengers in 2000 increased by 14.8 percent over 1999. The Committee expects the Office of the General Counsel to move expeditiously in implementing the disability and consumer related provisions in AIR–21. The Committee further expects the Office of the General Counsel to take immediate steps to implement the ACAA technical assistance and information activities to include the following: updating all ACAA-related publications and preparing a quarterly newsletter; translating all ACAA publications into Braille and creating large-print and audiotape versions; establishing a 1–800 disability inquiry line staffed from 7 a.m. until 11 p.m. each day; creating a fax on-demand system for publications; conducting reviews of major airline ACAA training programs and providing relevant assistance; developing a plain language technical assistance manual for ACAA compliance. The Committee also includes $720,000 to establish a toll-free number for the aviation consumer protection division. This toll-free line will provide a centralized place for consumers to go to file aviation complaints.

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

For fiscal year 2002, the Committee provides $3,058,000 for the Office of the Assistant Secretary for Policy which is the primary policy office of the Department and is responsible to the Secretary for analysis, development, articulation, and review of policies and plans for domestic transportation.

OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

The Committee recommends $7,421,000 for the Assistant Secretary for Aviation and International Affairs which is responsible for administering the economic regulatory functions regarding the airline industry. In addition, the Assistant Secretary provides departmental leadership and coordination on international transportation policy issues relating to maritime, trade, technical assistance, and cooperation programs. As overseer of airline economic regulation, the Assistant Secretary is responsible for international aviation programs, the essential air service program, airline fitness and licensing, acquisitions, international route awards, and special investigations such as airline delays and computer reservations systems (CRS).

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

The Committee recommends a total of $7,728,000 for the Office of the Assistant Secretary for Budget and Programs. The Assistant Secretary for Budget and Programs is the principal staff advisor to the Secretary on the development, review, presentation, and execution of the Department's budget resource requirements, and on the evaluation and oversight of the Department's programs. The primary responsibilities of this office are to ensure the effective preparation and presentation of sound and adequate budget estimates for the Department, to ensure the consistency of the Department's budget execution with the action and advice of the Congress and the Office of Management and Budget, to evaluate the program proposals for consistency with the Secretary's stated objectives, and to advise the Secretary of program and legislative changes necessary to improve program effectiveness.

The Committee directs the Office of the Secretary to report monthly on the status of all outstanding report and reporting requirements, including how delinquent congressionally mandated or requested reports are and an estimated date for delivery. The Committee expects that the Department will constitute this responsibility in the Office of the Assistant Secretary for Budget and Programs.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

The Committee recommends $2,214,000 for the Office of the Assistant Secretary for Governmental Affairs which advises the Secretary on all congressional and intergovernmental activities and on all departmental legislative initiatives and other relationships with Members of Congress. The Assistant Secretary promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs; and ensures that consumer preferences, awareness, and needs are brought into the decision-making process.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

The Committee recommends $18,236,000 for the Office of the Assistant Secretary for Administration which includes the Office of the Secretary portion of rent. The Assistant Secretary for Administration is the principal advisor to the Secretary on departmental administrative management matters, and is responsible for personnel and training, management policy, employment ceiling control systems, automated systems policy, administrative operations, real and personal property management, acquisition management, and grants management.

OFFICE OF PUBLIC AFFAIRS

The Committee recommends $1,723,000 for the Office of Public Affairs which is the principal advisor to the Secretary and other senior departmental officials and news media on public affairs questions. The Office issues news releases, articles, fact sheets, briefing materials, publications, and audiovisual materials. It also provides information to the Secretary on opinions and reactions of the public and new media on transportation programs and issues.

EXECUTIVE SECRETARIAT

The Committee recommends an appropriation of $1,204,000 of the expenses of the Executive Secretariat. The Executive Secretariat assists the Secretary and Deputy Secretary in carrying out their management functions and responsibilities by controlling and coordinating internal and external written materials.

BOARD OF CONTRACT APPEALS

The primary responsibility of the Board of Contract Appeals is to provide an independent forum for the trial and adjudication of all claims by, or against, a contractor relating to a contract of any element of the Department, as mandated by the Contract Disputes Act of 1978, 41 U.S.C. 601. The Committee has provided $507,000 for the Board of Contract Appeals Board.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

The Office of Small and Disadvantaged Business Utilization has primary responsibility for providing policy direction for small and disadvantaged business participation in the Department's procurement and grant programs, and effective execution of the functions and duties under sections 8 and 15 of the Small Business Act, as amended. The Committee recommends $1,213,000.

OFFICE OF INTELLIGENCE AND SECURITY

The Committee recommends $1,281,000 for the Office of Intelligence and Security which coordinates security and intelligence policies and strategies among the modes of transportation and serves as liaison with other Government intelligence and law enforcement agencies.

OFFICE OF THE CHIEF INFORMATION OFFICER

The Committee recommends $6,141,000 for the Office of the Chief Information Officer which serves as the principal adviser to the Secretary on matters involving information resources and information systems management.

OFFICE OF INTERMODALISM

The Committee recommends $1,222,000 for the Office of Intermodalism to be funded within the Federal Highway Administration's limitation on administrative expenses. The Committee does not recommend funding for the Office of Intermodalism in the Office of the Secretary accounts.

OFFICE OF CIVIL RIGHTS

Appropriations, 2001 [1]	$8,140,000
Budget estimate, 2002	8,500,000
Committee recommendation	8,500,000

[1] Does not reflect reduction of $17,908 pursuant to section 1403 of Public Law 106–554.

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal employment opportunity matters, formulating civil rights policies and procedures for the operating administrations, investigating claims that small businesses were denied certification or improperly certified as disadvantaged business enterprises, and overseeing the Department's conduct of its civil rights responsibilities and making final determinations on civil rights complaints. In addition, the Civil Rights Office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs. The Committee has provided a funding level of $8,500,000 for the Office of Civil Rights.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 2001 [1]	$11,000,000
Budget estimate, 2002	5,193,000
Committee recommendation	15,592,000

[1] Does not reflect reduction of $24,200 pursuant to section 1403 of Public Law 106–554.

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted at the departmental level. This research effort supports the planning, research and development activities, and systems development needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms. The Committee recommends $15,592,000 for transportation planning, research, and development, $4,592,000 more than the fiscal year 2001 enacted level and $10,399,000 more than the President's budget request. Within the funds provided, the Committee includes $4,000,000 for the Northeast Advanced Vehicle Consortium for the development of a zero emission, hydrogen powered, ambient pressure, high efficiency fuel cell bus. The Committee also includes $1,000,000 for WestStart's development and demonstration of the Vehicular Flywheel Project in the Pacific Northwest. In addition, the Committee includes $200,000 for the design and analysis to establish a new international ferry service from Blaine, Washington to White Rock, British Columbia. Within the funds provided, the Committee has also included $3,000,000 to enable the Secretary to work with officials at Missoula International Airport in Missoula, Montana on a runway relocation study. In addition, the Committee has included $2,000,000 for capacity and safety improvements at the Richmond International Airport in Richmond, Virginia.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Limitation, 2001	($126,887,000)
Budget estimate, 2002 [1]	(125,323,000)
Committee recommendation	(125,323,000)

[1] Proposed without limitations. Includes DOT only.

The Transportation Administrative Service Center [TASC] provides a business operation fund for DOT to provide a wide range of administrative services to the Department and other customers. TASC functions as an entrepreneurial and self-sufficient entity and provides competitive quality services responsive to customer needs. The TASC is governed by a Board of Directors composed of customer agencies operating in a competitive business-like environment. The TASC presents proposed operating and financial plans to the Board at the beginning of each fiscal year. Once the Board has approved those plans the TASC provides products and services to its full customer base. The Director of TASC provides quarterly performance and financial reports to the Board, makes recommendations for changes to the approved plans and is responsible for the day-to-day management of the TASC. DOT administrations must procure consolidated administrative services from the TASC unless a financial analysis of the services demonstrates that it is more cost beneficial to the Department as a whole—not to an individual operating entity alone—to change the nature of the service delivery (to consolidate a service or to decentralize a service). TASC services are being marketed to customers outside DOT to provide greater economies of scale, thus reducing costs to individual customers. TASC services include:

—Functions formerly in DOT's working capital fund [WCF];
—Office of the Secretary [OST] personnel, procurement and information technology support operations;
—Systems development staff;

—Operations of the consolidated departmental dockets facilities; and
—Certain departmental services and administrative operations, such as human resources management programs, transit fare subsidy payments, and employee wellness including substance awareness and testing.

All of the services of the TASC will be financed through customer reimbursements, to the extent possible, on a fee-for-service basis.

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

	Approriations	Mandatory [2]	Total
Appropriations, 2001	[1] $14,000,000	$36,000,000	$50,000,000
Budget estimate 2002	[3] 10,000,000	40,000,000	50,000,000
Committee recommendation	....	50,000,000	50,000,000

[1] Transfer from FAA operations general fund.
[2] From overflight fees.
[3] From FAA Grants-in-aid for airports.

The Essential Air Service [EAS] and Rural Airport Improvement Program provides funds directly to commuter/regional airlines to provide air service to small communities that otherwise would not receive air service and for rural airport improvement as provided by the 1996 Federal Aviation Reauthorization Act.

The Federal Aviation Reauthorization Act of 1996 authorizes user fees for flights that fly over, but do not land in, the United States. The first $50,000,000 of each year's fees were to go directly to carry out the Essential Air Service Program and, to the extent not used for essential air service, to improve rural airport safety. If $50,000,000 in fees is not available, the Committee has included bill language permitting the FAA Administrator to transfer up to $10,000,000 from the grants-in-aid for airports program in order to bring funding for the EAS program to the $50,000,000 level.

The administration is proposing to tighten the eligibility criteria for communities to receive EAS subsidies. Specifically, no EAS subsidy would be provided to communities in the United States (except Alaska) that are located fewer than 100 highway miles from the nearest large or medium hub airport, or fewer than 70 highway miles from the nearest small hub airport, or fewer than 50 miles from the nearest airport providing scheduled service with jet aircraft.

Many EAS points are located in remote rural areas: over 70 percent of the communities receiving subsidized service under the program are more than 100 highway miles from the nearest small, medium, or large hub airport. Thirty more communities are located in Alaska, where, in all but two cases, year-round road access does not exist, and in many instances does not exist at all. Without air service, such communities would be further isolated from the Nation's economic centers. The funding provided is adequate to maintain existing levels of service in Alaska.

Moreover, businesses are typically interested in locating in areas that have convenient access to scheduled air service. Loss of service would seriously hamper small communities' ability to attract new business or even to retain those they now have, resulting in further strain on local economies and loss of jobs.

The following table reflects the points currently receiving service and the annual rates as of April 1, 2001 in the continental United States and Hawaii based on the President's new eligibility criteria.

EAS SUBSIDY RATES AS OF APRIL 1, 2001

States/communities	Estimated mileage to nearest hub (small, medium, or large) [1]	Average daily enplanements at EAS point (year ending September 30, 2000)	Annual subsidy rates (April 1, 2001)	Subsidy per passenger	Total passengers (year ending September 30, 2000)
ARIZONA:					
Kingman	101	7.6	$542,353	$114.69	4,729
Page	280	13.4	1,251,977	149.54	8,372
Prescott	102	22.9	542,353	37.81	14,343
Show Low	168	12.7	410,080	51.60	7,947
ARKANSAS:					
El Dorado/Camden	108	4.9	825,569	271.66	3,039
Harrison	77	7.1	1,125,591	255.00	4,414
CALIFORNIA:					
Crescent City	234	37.4	314,865	13.43	23,443
Merced	114	15.0	1,022,712	109.07	9,377
COLORADO:					
Alamosa	162	15.2	925,045	97.42	9,495
Cortez	258	28.0	403,311	23.02	17,519
HAWAII: Kalaupapa	([2])	6.8	272,807	64.48	4,231
ILLINOIS: Marion/Herrin	126	28.8	794,031	44.05	18,027
IOWA:					
Burlington	163	37.3	600,000	25.70	23,345
Ottumwa	85	2.6	380,039	233.73	1,626
KANSAS:					
Dodge City	149	16.5	760,384	73.68	10,320
Garden City	201	29.8	829,665	44.52	18,634
Great Bend	120	10.2	168,347	26.39	6,379
Hays	180	23.7	907,791	61.14	14,848
Liberal/Guymon	141	12.1	625,831	82.43	7,592
MAINE:					
Bar Harbor	157	42.4	634,145	23.88	26,556
Presque Isle	276	83.6	1,082,408	20.69	52,321
Rockland	80	23.9	634,145	42.33	14,982
MICHIGAN:					
Ironwood/Ashland	218	6.7	544,269	128.94	4,221
Iron Mountain/Kingsford	101	29.8	473,599	25.42	18,634
Manistee	110	3.8	361,808	153.18	2,362
MISSOURI:					
Cape Girardeau	123	24.1	$430,925	$28.51	15,117
Fort Leonard Wood	130	23.6	573,725	38.87	14,761
Kirksville	137	3.4	732,363	342.55	2,138
MONTANA:					
Glasgow	763	6.4	707,462	177.40	3,988
Glendive	624	3.5	707,462	319.97	2,211
Havre	674	3.8	707,462	298.51	2,370
Lewistown	558	3.2	707,462	357.85	1,977
Miles City	529	4.4	707,462	256.05	2,763
Sidney	653	8.6	707,462	131.33	5,387
Wolf Point	698	5.4	707,462	208.26	3,397
NEBRASKA:					
Alliance	256	4.4	785,175	282.23	2,782
Chadron	311	6.2	785,175	202.47	3,878
Kearney	181	31.9	839,487	42.10	19,941
McCook	271	7.7	1,325,289	275.07	4,818
Norfolk	109	6.1	531,735	139.97	3,799
North Platte	277	25.6	106,006	6.61	16,035
NEVADA: Ely	237	8.3	1,087,340	208.98	5,203
NEW MEXICO:					
Clovis	103	12.3	1,126,523	146.38	7,696
Gallup	143	4.5	691,080	245.50	2,815

EAS SUBSIDY RATES AS OF APRIL 1, 2001—Continued

States/communities	Estimated mileage to nearest hub (small, medium, or large) [1]	Average daily enplanements at EAS point (year ending September 30, 2000)	Annual subsidy rates (April 1, 2001)	Subsidy per passenger	Total passengers (year ending September 30, 2000)
Silver City/Hurley/Deming ...	133	10.5	938,297	143.14	6,555
NEW YORK:					
Massena	159	8.7	371,835	68.38	5,438
Ogdensburg	123	7.4	371,835	80.68	4,609
Saranac Lake	141	13.6	631,353	74.42	8,484
NORTH DAKOTA:					
Devils Lake	405	8.2	613,389	119.90	5,116
Dickinson	490	12.2	590,153	77.39	7,626
Jamestown	332	8.3	613,389	117.96	5,200
OKLAHOMA: Ponca City	81	11.5	972,122	135.43	7,178
SOUTH DAKOTA: Huron	121	10.3	$394,585	$61.44	6,422
TEXAS: Brownwood	145	6.7	865,886	206.80	4,187
UTAH:					
Cedar City	178	28.3	679,450	38.35	17,718
Moab	240	5.6	971,444	277.87	3,496
Vernal	174	11.4	1,102,967	154.63	7,133
VERMONT: Rutland	90	12.7	634,145	79.83	7,944
WASHINGTON: Ephrata/Moses Lake	101	33.0	514,311	24.93	20,630
WEST VIRGINIA:					
Beckley	181	9.7	857,530	140.88	6,087
Princeton/Bluefield	145	8.0	857,530	171.71	4,994
WYOMING:					
Laramie	144	36.7	297,633	12.94	23,003
Rock Springs	184	29.7	465,023	25.04	18,573
Worland	398	8.9	353,345	63.76	5,542

[1] Hub designations are recalculated annually and published by the FAA in the Airport Activity Statistics. The above distances are based on the 1999 Airport Activity Statistics, which is based on CY 1999 passenger data.
[2] There is no FAA-designated small, medium or large hub on the island of Molokai.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

Appropriations, 2001 [1]	$1,900,000
Budget estimate, 2002	900,000
Committee recommendation	900,000

[1] Does not reflect reduction of $4,180 pursuant to section 1403 of Public Law 106–554.

Office of Small and Disadvantaged Business Utilization [OSDBU]/Minority Business Resource Center [MBRC].—The OSDBU/MBRC provides assistance in obtaining short-term working capital and bonding for disadvantaged, minority, and women-owned businesses [DBE/MBE/WBE's]. In fiscal year 2001, the short-term lending program was converted from a direct loan program to a guaranteed loan program. In fiscal year 2002, the program will continue to focus on providing working capital to DBE/MBE/WBE's for transportation-related projects in order to strengthen their competitive and productive capabilities.

Since fiscal year 1993, the loan program has been a separate line item appropriation, which segregated such activities in response to changes made by the Federal Credit Reform Act of 1990. The limitation on guaranteed loans under the Minority Business Resource Center is at the administration's requested level of $18,367,000.

Of the funds appropriated, $500,000 covers the subsidy costs for loans not to exceed $18,367,000; and, $400,000 is for administrative expenses to carry out the Guaranteed Loan Program. The subsidy costs in fiscal year 2002 are $1,000,000 less than fiscal year 2001 due to the revised OMB credit subsidy rate.

MINORITY BUSINESS OUTREACH

Appropriations, 2001[1]	$3,000,000
Budget estimate, 2002	3,000,000
Committee recommendation	3,000,000

[1] Does not reflect reduction of $6,600 pursuant to section 1403 of Public Law 106–554.

This appropriation provides contractual support to assist minority business firms, entrepreneurs, and venture groups in securing contracts and subcontracts arising out of projects that involve Federal spending. It also provides support to historically black and Hispanic colleges. Separate funding is requested by the administration since this program provides grants and contract assistance that serves DOT-wide goals and not just OST purposes.

GENERAL PROVISIONS

Rebates, refunds, and incentive payments.—The Department receives funds from various Government programs at different time intervals (that is, weekly, monthly, quarterly). For example, under the General Services Administration's Travel Management Center [TMC] Program, rebate checks received from the travel contractor are distributed monthly to each element of the Department in proportion to net domestic airline sales arranged by the contractor. Past expenditures have to be analyzed to determine the proper sources to refund which can be a time-consuming process. The staff time and cost associated with the precise accounting for each such refund is prohibitive. To alleviate the need to specifically identify the source for each repayment the Committee has included language (sec. 329), as requested, that allows a fair and sensible allocation of the rebates and miscellaneous and other funds.

OTHER

Reductions and supplementals in fiscal year 2001 appropriations.—In fiscal year 2001, the Consolidated Appropriations Act, Public Law 106–554 rescinded 0.22 percent of discretionary budget authority and obligation limitations provided for fiscal year 2001. In the Senate Committee report, each account head shows the amount appropriated in Public Law 106–346 before the various reductions were made. The table below depicts the amount of funds appropriated for each of the accounts in Public Law 106–346, and the reductions and changes thereto.

CHANGES IN FISCAL YEAR 2001 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS

[In thousands of dollars]

Account	Public Laws 106–346, 106–554, 106–259 and 106–113 appropriations and obligation limitation	Public Law 106–554 Sec. 1403 0.22 percent cut	Net appropriation and obligation limitation
Office of the Secretary:			
Salaries and expenses	63,245	−139	63,106
Transportation planning, research, and development	11,000	−24	10,976

CHANGES IN FISCAL YEAR 2001 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS—Continued

[In thousands of dollars]

Account	Public Laws 106–346, 106–554, 106–259 and 106–113 appropriations and obligation limitation	Public Law 106–554 Sec. 1403 0.22 percent cut	Net appropriation and obligation limitation
Minority Business Resources Center	1,900	−4	1,896
Minority business outreach	3,000	−7	2,993
Office of Civil Rights	8,140	−18	8,122
Subtotal	87,285	−192	87,093
U.S. Coast Guard:			
Operating Expenses	3,192,000	−7,022	3,184,978
Acquisition, construction, and improvements	415,000	−913	414,087
Environmental compliance and restoration	16,700	−37	16,663
Alteration of bridges	15,500	−34	15,466
Retired pay	778,000		778,000
Reserve training	80,375	−177	80,198
Research, development, test, and evaluation	21,320	−47	21,273
Subtotal	4,518,895	−8,230	4,510,665
Federal Aviation Administration:			
Operations [1]	6,544,235	−14,397	6,529,838
Facilities and equipment	2,656,765	−5,845	2,650,920
Research, engineering, and development	187,000	−411	186,589
Grants-in-aid for airports (obligation limitation)	3,200,000	−7,040	3,192,960
Grants-in-aid for airports (rescission of contracts authority)	−579,000		−579,000
Grants-in-aid for airports (TF appropriation)	2,500	−6	2,495
Subtotal	12,011,500	−27,699	11,983,801
Federal Highway Administration:			
Limitation on administrative expenses	[295,119]	[−649]	[294,470]
Federal-aid highways (obligation limitation)	29,661,806	−65,256	29,596,550
Emergency relief	720,000	−1,584	718,416
Exempt obligations	1,068,926		1,068,926
Appalachian Development Highway System	254,963	−561	254,402
Miscellaneous appropriations (GF)	606,000	−1,333	604,667
Miscellaneous highway projects (TF)	1,185,100	−2,607	1,182,493
Subtotal	33,496,795	−71,341	33,425,454
Federal Motor Carrier Safety Administration:			
National motor carrier safety program (obligation limitation)	177,000	−389	176,611
Motor carrier safety (limitation on administrative expenses)	92,194	−203	91,991
Subtotal	269,194	−592	268,602
National Highway Traffic Safety Administration:			
Operations and Research, General Fund	116,876	−257	116,619
Operations and Research, Trust Fund (obligation limitation)	72,000	−158	71,842
National driver registration	2,000	−4	1,996
Highway safety grants	213,000	−469	212,531
Subtotal	403,876	−889	402,987
Federal Railroad Administration:			
Safety and operations	101,717	−224	101,493
Research and development	25,325	−56	25,269
Next generation high speed rail	25,100	−55	25,045
Alaska railroad rehabilitation	30,000	−44	29,956
Rhode Island rail development	17,000	−37	16,963

CHANGES IN FISCAL YEAR 2001 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS—Continued

[In thousands of dollars]

Account	Public Laws 106–346, 106–554, 106–259 and 106–113 appropriations and obligation limitation	Public Law 106–554 Sec. 1403 0.22 percent cut	Net appropriation and obligation limitation
Grants to Nat'l RR Passenger Corp	521,476	−1,147	520,329
West Virginia rail development	15,000	−33	14,967
Pennsylvania Station redevelopment	20,000	−44	19,956
Amtrak reform council	750	−2	748
Subtotal	756,368	−1,642	754,726
Federal Transit Administration:			
Administrative expenses (approps and oblig limitation)	64,000	−141	63,859
Formula grants (approps and oblig limitation) [2]	3,294,000	−7,247	3,286,753
Univ. transportation research (approps and oblig limitation)	6,000	−13	5,987
Transit planning and research (approps and oblig limitation)	110,000	−242	109,758
Capital investment grants (approps and oblig limitation)	2,696,000	−5,931	2,690,069
Capital investment grants (Trust Fund approps)	4,500	−10	4,490
Job access (approps and oblig limitation)	100,000	−220	99,780
Subtotal	6,274,500	−13,804	6,260,696
Saint Lawrence Seaway Development Corp: Operations and maintenance	13,004	−29	12,975
Research and Special Programs Administration:			
Research and special programs	36,373	−80	36,293
Pipeline safety	47,044	−103	46,941
Emergency preparedness grants	14,300	−31	14,269
Subtotal	97,717	−215	97,502
Bureau of Transportation Statistics [3]	[31,000]	[−68]	[30,932]
Office of the Inspector General: Salaries and expenses [4]	49,450	−109	49,341
Surface Transportation Board: Salaries and expenses	17,954	−38	17,916
Total, Department of Transportation—Excluding Maritime Administration	57,996,538	−124,779	57,871,759

[1] Does not reflect BA transfer to Essential Air Service.
[2] Reflects BA transfer of $50,000,000 from formula grants to capital discretionary; and $1,000,000 to OIG.
[3] BTS funding included within Federal-aid highways.
[4] Includes $1,000,000 BA transfer from FTA formula program.

U.S. COAST GUARD

SUMMARY OF FISCAL YEAR 2002 PROGRAM

The U.S. Coast Guard, as it is known today, was established on January 28, 1915, through the merger of the Revenue Cutter Service and the Lifesaving Service. In 1939, the U.S. Lighthouse Service was transferred to the Coast Guard, followed by the Bureau of Marine Inspection and Navigation in 1942. The Coast Guard has as its primary responsibilities the enforcement of all applicable Federal laws on the high seas and waters subject to the jurisdiction of the United States; promotion of safety of life and property at sea; assistance to navigation; protection of the marine environment; and maintenance of a state of readiness to function as a specialized service in the Navy in time of war (14 U.S.C. 1, 2).

The Committee recommends a total program level of $5,174,566,000 for the activities of the Coast Guard in fiscal year 2002. This represents an increase of $591,671,000 (13 percent) above the fiscal year 2001 enacted level. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year—		Committee recommendations
	2001 enacted [1]	2002 estimate	
Operating expenses [2]	3,192,000	3,382,838	3,427,588
Acquisition, construction, and improvements	415,000	659,323	669,323
Environmental compliance and restoration	16,700	16,927	16,927
Alteration of bridges	15,500	15,466	15,466
Retired pay (mandatory)	778,000	876,346	876,346
Reserve training	80,375	83,194	83,194
Research, development, test, and evaluation	21,320	21,722	21,722
Boat safety (mandatory)	64,000	64,000	64,000
Total	4,582,895	5,119,816	5,174,566

[1] Excludes reduction of $8,230,000 for the 0.22 percent government-wide rescission pursuant to Public Law 106–554.
[2] Includes funding for national security activities of the Coast Guard scored against budget function 050 (defense discretionary) as follows: fiscal year 2001 enacted amount includes $341,000,000 in defense discretionary funding; fiscal year 2002 estimate includes $340,250,000 and fiscal year 2002 Committee recommendation includes $695,000,000.

Operating Expenses

	General	Trust	Total
Appropriations, 2001 [1] [2]	$3,167,000,000	$25,000,000	$3,192,000,000
Budget estimate, 2002 [3]	3,357,893,000	24,945,000	3,382,838,000
Committee recommendation [4]	3,402,588,000	25,000,000	3,427,588,000

[1] Includes $341,000,000 for national security activities scored against budget function 050 (defense).
[2] Excludes reduction of $6,967,000 for the 0.22 percent government-wide rescission pursuant to Public Law 106–554.
[3] Includes $340,250,000 for national security activities scored against budget function 050 (defense).
[4] Includes $695,000,000 for national security activities including drug interdiction scored against budget function 050 (defense).

The "Operating expenses" appropriation provides funds for the operation and maintenance of multipurpose vessels, aircraft, and shore units strategically located along the coasts and inland waterways of the United States and in selected areas overseas.

The program activities of this appropriation fall into the following categories:

Search and rescue.—One of its earliest and most traditional missions, the Coast Guard maintains a nationwide system of boats, aircraft, cutters, and rescue coordination centers on 24-hour alert.

Aids to navigation.—To help mariners determine their location and avoid accidents, the Coast Guard maintains a network of manned and unmanned aids to navigation along our coasts and on our inland waterways, and operates radio stations in the United States and abroad to serve the needs of the armed services and marine and air commerce.

Marine safety.—The Coast Guard insures compliance with Federal statutes and regulations designed to improve safety in the merchant marine industry and operates a recreational boating safety program.

Marine environmental protection.—The primary objectives of this program are to minimize the dangers of marine pollution and to assure the safety of U.S. ports and waterways.

Enforcement of laws and treaties.—The Coast Guard is the principal maritime enforcement agency with regard to Federal laws on the navigable waters of the United States and the high seas, including fisheries, drug smuggling, illegal immigration, and hijacking of vessels.

Ice operations.—In the Arctic and Antarctic, Coast Guard icebreakers escort supply ships, support research activities and Department of Defense operations, survey uncharted waters, and collect scientific data. The Coast Guard also assists commercial vessels through ice-covered waters.

Defense readiness.—During peacetime the Coast Guard maintains an effective state of military preparedness to operate as a service in the Navy in time of war or national emergency at the direction of the President. As such the Coast Guard has primary responsibility for the security of ports, waterways, and navigable waters up to 200 miles offshore.

COMMITTEE RECOMMENDATION

The Committee recommendation for Coast Guard operating expenses is $3,427,588,000, including $25,000,000 from the oil spill liability trust fund and $695,000,000 from function 050 for the Coast Guard's defense-related activities including drug interdiction. This is $44,750,000 above the budget request and $235,588,000 (7.4 percent) more than the fiscal year 2001 enacted level.

Specific adjustments to the budget estimate are listed below:

Item	*Change to budget estimate*
Search and rescue program readiness	+$8,000,000
Pay and benefits shortfalls	+36,750,000

Service reductions.—The President's budget proposes a number of reductions in Coast Guard activities, including the decommissioning and retiring of aging surface and aviation assets, closure of air facilities, and reductions in some marine safety activities. In his June 13, 2001 testimony before this Committee, the Commandant of the Coast Guard stated that "we need to break the downward spiral of spending ever increasing amounts of money on older assets." The Committee agrees with this assessment and, therefore, has provided substantial funding for the Integrated Deepwater Systems program in order to equip the Coast Guard with modern and efficient assets.

Pay and benefits shortfalls.—The Committee has included $36,750,000 to fund the additional costs of pay and benefits, including military compensation, housing and subsistence allowances, and health care, resulting from passage of the Fiscal Year 2002 National Defense Authorization Act and other Department of Defense policies.

C–130 programmed depot maintenance.—During the past several fiscal years, the Coast Guard has diverted funds from the aircraft maintenance account to other operating expenses and then used funding shortages in aircraft maintenance as justification for supplemental appropriations. This pattern has been especially detrimental to the programmed depot maintenance of the long range maritime patrol aircraft. Due to the diversion of funds, the average interval in which C–130 aircraft undergo depot maintenance has increased from 48 months to as long as 59 months. In addition, the Coast Guard recently entered into a contract, that was issued on a sole-source basis through a military interdepartmental purchase request, in which the depot maintenance on the initial aircraft is estimated to cost nearly five times as much. The Committee is concerned about the Coast Guard's management of the funds provided for aircraft maintenance as well as the sole-source basis of the new contract. Accordingly, the Committee directs the Coast Guard not to reprogram or divert funds from the aircraft maintenance account. The Committee further directs the Coast Guard to procure depot maintenance through full and open competitive bid process.

AMSEA.—The Committee recommends $350,000 to be available only to continue this marine safety training program that trains fishermen and children in cold water safety techniques.

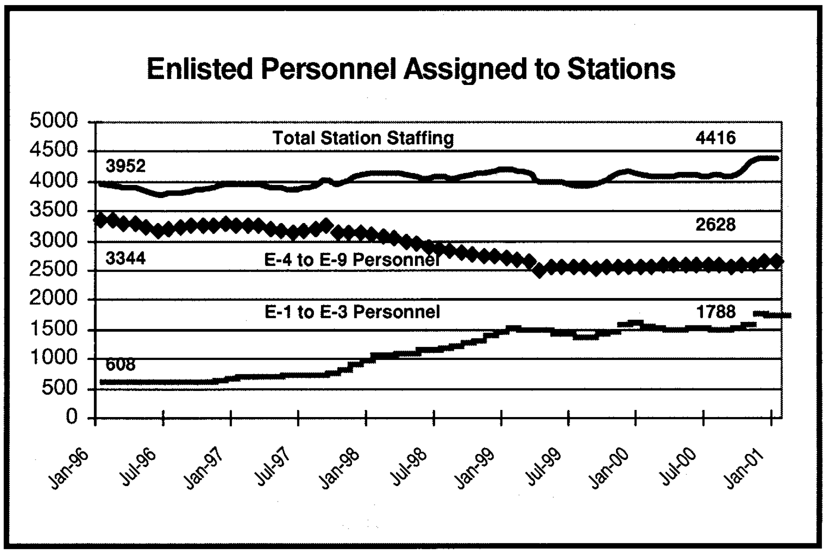
Marine Fire and Safety Association.—The Committee remains supportive of efforts by the Marine Fire and Safety Association (MFSA) to provide specialized firefighting training and maintain an oil spill response contingency plan for the Columbia River. The Committee encourages the Secretary to provide funding for MFSA consistent with the authorization and directs the Secretary to provide $255,000 to continue efforts by the nonprofit organization comprised of numerous fire departments on both sides of the Columbia River. The funding will be utilized to provide specialized communications, firefighting training and equipment, and to implement the oil spill response contingency plan for the Columbia River.

SEARCH AND RESCUE PROGRAM READINESS

In fiscal year 2000 the Coast Guard failed to meet its safety goal of saving at least 85 percent of all mariners in distress—only 82.7 percent were saved, which is the lowest result the Coast Guard has seen since 1993. The Committee is deeply concerned by this unmet safety goal and the serious staffing, training, and equipment shortfalls at the Coast Guard's Search and Rescue stations. In his June 13, 2001 testimony before the Committee, the Department of Transportation's Inspector General stated that a "21 percent decline in the number of experienced station personnel, an aging small boat fleet that is failing Coast Guard readiness inspections, and a 225 percent increase in mishaps involving Coast Guard small boats are indicative of a program with significant problems." The Inspector General also stated that "readiness levels at Coast Guard SAR stations have been deteriorating for more than 20 years".

Coast Guard data shows that today, 90 percent of the Coast Guard's 188 SAR stations operate with staffing levels so low that boat crews must work an average of 84 hours of duty weekly to maintain station readiness. This exceeds the Coast Guard's own 68-hour work week standard. In his Regional Strategic Assessment dated May 2001, the Coast Guard's Pacific Area Commander stated that, in the Thirteenth Coast Guard District, "we don't have enough personnel to safely man the watch or perform full multimission responsibilities . . . District 13 needs an additional 250 billets to staff our 10 surf stations and our other 4 stations . . . units are never fully manned with qualified personnel . . . the status quo is unsafe, inequitable, reduces readiness and is not sustainable.”

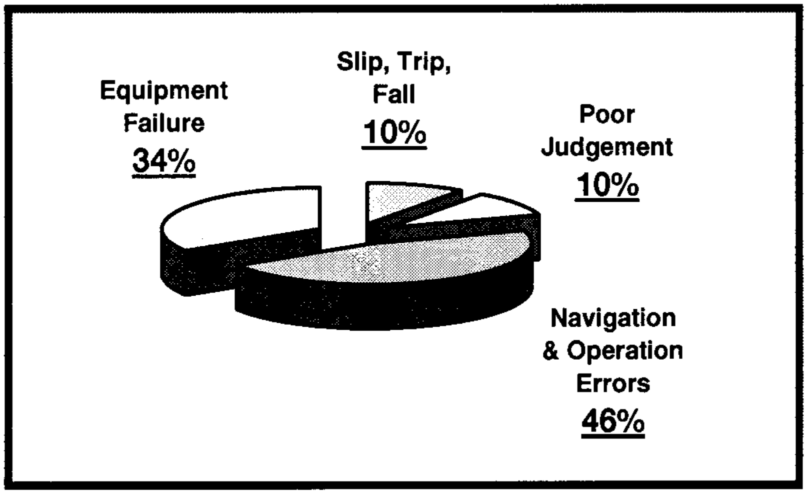
In addition to staffing shortages, SAR stations are experiencing critical shortfalls in the number of experienced personnel. As the chart below shows, since January 1996, the number of senior level Coast Guard personnel (E–4 through E–9) at SAR stations has decreased by 21 percent while the number of inexperienced Coast Guard personnel (E–1 through E–3) has increased by 194 percent.



Besides working excessive hours, the dwindling numbers of experienced SAR station personnel are continually burdened with the requirement to provide “on-the-job” training to an increasing number of inexperienced personnel. Boatswains Mates account for over 60 percent of the coxswains and boat crewmembers assigned to Coast Guard SAR stations. However, no entry-level training school currently exists for all active duty Boatswains Mates, even though 20 other Coast Guard enlisted job specialties do receive formal entry-level training ranging from 4 to 26 weeks in length.

Given these serious staffing and training shortfalls, it is not surprising to see an increase in the number of accidents involving Coast Guard rescue boats. Coast Guard data shows that, in fiscal year 2000, there were 130 rescue boat accidents, which represents a 225 percent increase over the 40 accidents that occurred during fiscal year 1998. The Coast Guard found that over half of these accidents were caused by navigational and operational errors or poor judgement, as shown in the following chart.

Causes of Rescue Boat Accidents (FY 2000)



During fiscal year 2000, 84 percent of the rescue boat fleet inspected by the Coast Guard was found "not ready for sea". This evaluation essentially means that Coast Guard inspectors identified mechanical or structural deficiencies that render the rescue boats not fully capable of performing SAR missions. The following table shows the breakdown of Coast Guard rescue boats found "not ready for sea" based on the Coast Guard's fiscal year 1999 boat-specific data.

Boat type	Average age of boat (years)	Percentage of boats found "Not Ready For Sea"
47-Foot Motor Lifeboat	0 to 4	90
44-Foot Motor Lifeboat	28	100
41-Foot Motor Lifeboat	18 to 28	99

In addition to standard motor lifeboats and utility boats, SAR stations maintain non-standard rescue boats, including rigid-hull inflatable boats, that comprise 53 percent of the boats operated by SAR station boat crews and execute over 30 percent of SAR missions. Coast Guard data shows that, during the past 3 years, over 50 Coast Guard members either fell overboard or were ejected from rigid-hull inflatable boats. As recently as March 2001, two Coast Guard members from Station Niagara lost their lives when their rigid-hull inflatable boat capsized and ejected its four-member crew into Lake Ontario. Despite their potential hazards, these non-standard rescue boats are not subject to formal readiness inspections. In addition, boat coxswains may not have adequate training on how to safely operate these boats. In July 2000, in response to a rise in accidents involving these boats, the Coast Guard conducted an internal study on non-standard rescue boat operations. To date, the Coast Guard has made little progress in implementing the majority of the study's recommendations.

The Committee is further disturbed to hear reports that small boat station personnel may not have adequate or enough personal safety equipment, including survival suits and equipment, to protect themselves fully while performing these dangerous SAR missions.

The Committee has included $8,000,000 above the fiscal year 2002 budget estimate for the Coast Guard to address the serious staffing, training, and equipment problems in its SAR program. These funds are in addition to the $5,541,000 in the fiscal year 2002 budget request for SAR system enhancements. Therefore, the Committee is recommending a total of $13,541,000 for SAR program enhancements for fiscal year 2002. As part of this initiative, the Committee authorizes up to a total of 450 new positions, including 194 positions that were requested in the fiscal year 2002 budget estimate.

The Committee directs the Commandant to develop and submit a strategic plan for improving SAR program readiness to the House and Senate Committees on Appropriations within 3 months after the date of the enactment of this bill. The Committee expects that the Coast Guard's strategic plan will address, at a minimum:

Increasing the staffing levels at SAR stations in order to meet the Coast Guard's 68-hour work week standard, including increasing the staffing at Coast Guard surf stations to maintain the Coast Guard's two-boat safety standard (two "Bravo zero" ready-to-go boat crews);

Increasing the staffing levels at SAR command centers to allow all watchstanders to stand 12-hour vice 24-hour "live" watches;

Increasing the training and experience level of SAR station personnel through targeted retention efforts, revised personnel policies, and expanded training programs; and

Modernizing and improving the quantity and quality of personal safety equipment, including survival suits and equipment, for all personnel assigned to SAR and surf stations.

The Committtee has included bill language that directs that the $13,541,000 in funds provided for fiscal year 2002 shall be used only for improving staffing, training and experience levels, and personal safety equipment in the SAR program. The bill also directs the Department of Transportation Inspector General to audit and certify to the House and Senate Committees on Appropriations that the funding provided is being used to supplement rather than supplant the Coast Guard's level of effort in this area in fiscal year 2001.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

	General	Trust	Total
Appropriations, 2001[1]	$395,000,000	$20,000,000	$415,000,000
Budget estimate, 2002	639,367,000	19,956,000	659,323,000
Committee recommendation	649,323,000	20,000,000	669,323,000

[1] Excludes reduction of $913,000 for the 0.22 percent government-wide rescission pursuant to Public Law 106–554.

This appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, shore units, and aids to navigation operated and maintained by the Coast Guard. Currently, the Coast Guard has in operation approximately 250 cutters, ranging in size from 65-foot tugs to 399-foot polar icebreakers, more than 2,000 boats, and an inventory of more than 200 helicopters and fixed-wing aircraft. The Coast Guard also operates approximately 600 stations, support and supply centers, communications facilities, and other shore units. The Coast Guard maintains over 48,000 navigational aids—buoys, fixed aids, lighthouses, and radio navigational stations.

COMMITTEE RECOMMENDATION

The recommended bill provides $669,323,000 for acquisition, construction, and improvements, including $20,000,000 from the oil spill liability trust fund. This represents a significant increase of $254,323,000 (61 percent) above last year's enacted level and $10,000,000 more than the budget request.

The following table summarizes the Committee's programmatic recommendations:

	Fiscal year 2001 enacted [1]	Fiscal year 2002 estimate	Committee recommendation
Vessels	$156,450,000	$79,390,000	$79,640,000
Integrated Deepwater Systems Program	42,300,000	338,000,000	325,200,000
Aircraft	37,650,000	500,000	12,500,000
Other equipment	60,113,000	95,471,000	97,921,000
Shore facilities and aids to navigation	63,336,000	79,262,000	88,862,000
Personnel and related support	55,151,000	66,700,000	65,200,000
Total	415,000,000	659,323,000	669,323,000

[1] Excludes reduction of $913,000 for the 0.22 percent government-wide rescission pursuant to Public Law 106–554.

The following table compares the fiscal year 2001 enacted level, the fiscal year 2002 estimate, and the recommended level by program, project, and activity.

Program name	Fiscal year		Committee recommendation
	2001 enacted	2002 estimate	
Vessels:			
Survey and design—cutters and boats	$500,000	$500,000	$500,000
Seagoing buoy tender (WLB) replacement	118,000,000	70,000,000	70,000,000
Polar icebreaker—USCGC Healy	1,000,000		
Configuration management	3,600,000		
Surface search radar replacement project	1,150,000		
Polar class icebreaker reliability improvement program	4,500,000	8,890,000	4,490,000
87-Foot patrol boat (WPB) replacement	22,000,000		
Alex Haley conversion project—phase II	3,200,000		
Over-the-horizon cutter boats	1,500,000		
Coast Guard patrol craft (WPC) conversion project	1,000,000		
85-Foot fast patrol craft			4,650,000
Subtotal Vessels	156,450,000	79,390,000	79,640,000
Integrated Deepwater Systems program	42,300,000	338,000,000	325,200,000
Aircraft:			
HH–65A helicopter mission computer replacement	3,650,000		

Program name	Fiscal year		Committee recommendation
	2001 enacted	2002 estimate	
HH–65 LTS–101 engine life cycle cost reduction	7,000,000	....	....
Aviation simulator modernization project	3,000,000	....	....
Coast Guard cutter Healy aviation support	24,000,000	....	....
C–130J system provisioning/training support analyses	....	500,000	500,000
Aviation parts and support	....	....	12,000,000
Subtotal Aircraft	37,650,000	500,000	12,500,000
Other Equipment:			
Fleet logistics system	5,500,000	....	....
Ports and waterways safety system (PAWSS)	6,100,000	17,600,000	14,400,000
Marine information for safety and law enforcement (MISLE)	8,500,000	7,450,000	7,450,000
Aviation logistics management information system (ALMIS)	1,100,000	....	....
National distress and response system modernization	23,800,000	42,000,000	42,000,000
Personnel MIS/Joint uniform military pay system	2,000,000	....	....
Local notice to mariners automation	600,000	....	....
Defense message system implementation	2,471,000	2,000,000	2,000,000
Commercial satellite communications	5,459,000	1,500,000	1,500,000
Global maritime distress and safety system (GMDSS)	3,083,000	2,200,000	2,200,000
Search and rescue capabilities enhancement project	1,500,000	1,320,000	1,320,000
Thirteenth district microwave modernization project	....	800,000	800,000
Hawaii rainbow communications system modernization	....	3,100,000	3,100,000
High frequency recapitalization and modernization	....	2,500,000	2,500,000
Readiness management system	....	1,675,000	1,675,000
DOD C41 interoperability	....	1,530,000	1,530,000
Command center readiness/infrastructure recapitalization	....	727,000	727,000
P–250 pump replacement	....	2,046,000	2,046,000
Configuration management—phase II	....	6,023,000	6,023,000
Self-contained breathing apparatus (SCBA) replacement	....	1,000,000	1,000,000
Minor information technology projects	....	2,000,000	2,000,000
Maritime electro-optical/infrared (EO/IR) sensors for cutters and boats	....	....	5,000,000
Ice detecting radar—Cordova, AK	....	....	650,000
Subtotal Other Equipment	60,113,000	95,471,000	97,921,000
Shore Facilities and Aids to Navigation:			
Survey and design—shore projects	7,000,000	8,000,000	7,000,000
Minor AC&I shore construction projects	5,330,000	7,262,000	7,262,000
Housing	10,000,000	11,000,000	11,000,000
Waterways aids to navigation projects	4,706,000	8,000,000	6,000,000
Air Station Kodiak, AK—renovate hanger	8,200,000	....	....
Transportation improvements—Coast Guard Island, Alameda, CA	8,000,000	....	....
Coast Guard MEC waterfront improvements—Portsmouth, VA	2,400,000	....	....
Modernize Coast Guard facilities—phase 1—Cape May, NJ	5,800,000	....	....
Rebuild Coast Guard Station, Port Huron, MI	1,300,000	3,100,000	3,100,000
Modernize Air Station Port Angeles hangar, Port Angeles, WA	3,800,000	....	....
Homeporting pier construction—Homer, AK	5,800,000	....	....
Helipad modernization—Craig, AK	1,000,000	....	....
Consolidate facilities—Elizabeth City, NC	....	6,300,000	6,300,000
Consolidate warehouse—Coast Guard Yard, MD	....	12,600,000	12,600,000
Rebuild Group/MSO—Long Island Sound, NY	....	4,900,000	4,900,000
Construct new station—Brunswick, GA	....	3,600,000	3,600,000
Replace utilities, ISC building number 8—Boston, MA	....	1,600,000	1,600,000
Construct engineering building—ISC Honolulu, HI	....	7,200,000	7,200,000
Consolidate Kodiak aviation support—Kodiak, AK	....	5,700,000	5,700,000
Rebuild ISC Seattle Pier 36—Phase I	....	....	12,600,000
Subtotal Shore Facilities and Aids to Navigation	63,336,000	79,262,000	88,862,000
Personnel and Related Support:			
Direct personnel costs	54,151,000	65,700,000	64,500,000
Core acquisition costs	1,000,000	1,000,000	700,000

Program name	Fiscal year		Committee recommendation
	2001 enacted	2002 estimate	
Subtotal Personnel and Related Support	55,151,000	66,700,000	65,200,000
Total appropriation	415,000,000	659,323,000	669,323,000

VESSELS

85-Foot fast patrol craft.—The Committee recognizes that the Coast Guard currently lacks multi-operational patrol craft capable of operating at high speeds and achieving sustained success against drug runners. The Committee recommendation includes $4,650,000 to test and evaluate a currently-developed 85-foot fast patrol craft that is manufactured in the United States and has a top speed of 40 knots. This appropriation is for purchase and delivery of such vessel. The Committee expects the Coast Guard to use funding made available in Operating Expenses to operate and maintain such vessel.

Polar class icebreaker reliability program.—Due to budget constraints, the Committee recommends $4,490,000, which is $10,000 less than the fiscal year 2001 enacted level. The Committee anticipates that this funding level will be sufficient for this program.

INTEGRATED DEEPWATER SYSTEMS PROGRAM

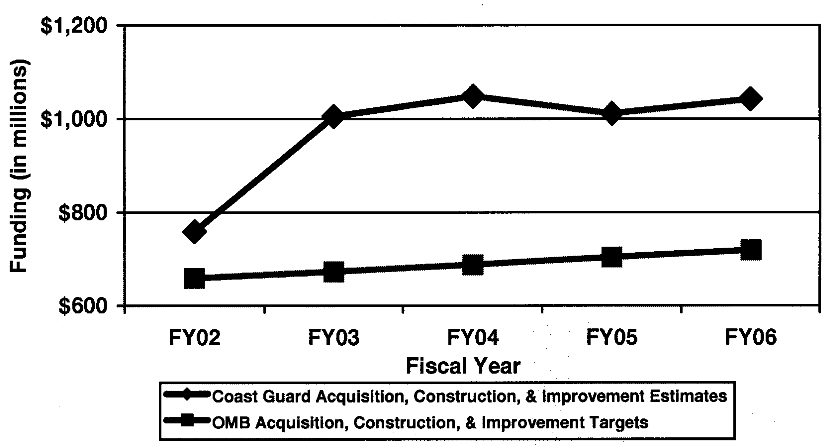
The Committee has provided $325,200,000 for the Integrated Deepwater Systems (IDS) program, which is $282,900,000 or 669 percent more than the fiscal year 2001 enacted level and $12,800,000 less than the budget request.

The Integrated Deepwater Systems program represents the largest and most costly procurement in the 35 year history of the Department of Transportation. As such, the Committee is greatly concerned that the program be executed in an efficient and affordable manner. The Federal Aviation Administration's delays in modernizing the Nation's air traffic control system is attributable in part to the billions of dollars wasted as part of that agency's failed Advanced Automation System (AAS) procurement. Similarly, the Coast Guard's delay in modernizing its deepwater assets, both ships and aircraft, is attributable in part to the millions of dollars of cost overruns that were encountered several years ago in the agency's effort to extend the service life of just 12 cutters through the Fleet Renovation and Modernization (FRAM) program. Neither the Coast Guard nor the taxpayers that depend on it can afford another failed modernization effort.

The Committee does not question the need to modernize the Coast Guard's deepwater assets. The service regularly operates both ships and aircraft well beyond their expected service lives. But the heavy maintenance costs attributable to operating these older assets are extraordinarily burdensome on the Coast Guard's operating budget. They undermine the service's ability to operate at maximum capacity and efficiency. In his testimony before the Committee, the Commandant of the Coast Guard stated that "we need to break the downward spiral of spending ever increasing amounts of money on older assets." The Committee agrees with this assessment and has concurred with the Commandant's request to decommission several older aircraft and cutters. This action, though painful, is necessary to free up the resources required to run existing assets at a sustainable rate and allow the Coast Guard to carry out all of its missions without the constant drag of punishingly high maintenance costs. This requested action by the Administration will also free up resources to modernize the Coast Guard's aviation and surface fleet.

Despite the widespread recognition of the need to modernize these deepwater assets, the Committee remains deeply concerned about the expected cost and complexity of the deepwater procurement. As stated earlier, the Committee provided almost a 700 percent increase in overall funding for this initiative, but the Committee still fell short of the President's budget request by almost $13,000,000 due to budget constraints. For fiscal year 2003 the cost of this program could grow to as much as $500,000,000 and remain at that level for the next two decades. At the same time, there are several other urgent procurements that threaten to push the total cost of the Coast Guard's annual acquisition budget to a level in excess of $1,000,000,000 per year. This funding dynamic is made clear in the chart below that was presented to the Committee in testimony by the Department of Transportation's Inspector General.

Coast Guard AC&I Estimates vs. OMB Targets



It is important to note in the context of this discussion that the Administration has taken a new position regarding the use of emergency appropriations to fund ongoing Government activities. Excluding the Coast Guard's acquisition funding that was provided in recent years as an emergency appropriation, the average annual appropriation over the last decade for Coast Guard acquisitions was $376,000,000. That amount by itself will not cover the Coast Guard's requirements just for the deepwater program in fiscal year 2003. The Inspector General testified that the significant cost associated with the deepwater program holds the potential to "crowd out" other critical acquisitions that will be necessary for the Coast Guard to perform some of its most important missions, including Search and Rescue. One such procurement is the urgently needed modernization of the National Distress and Response System (NDRS). The Committee is concerned about potential escalating costs and the affordability of the NDRS modernization program, which is discussed later in this report.

In order to address these concerns, the Committee has included bill language that prohibits the obligation of funds for the deepwater system integration contract until the Secretary or Deputy Secretary of Transportation and the Director of the Office of Management and Budget (OMB) jointly certify in writing to the House and Senate Committees on Appropriations that funding for the IDS program for fiscal years 2003 through 2007, funding for the NDRS modernization program to allow for full deployment of the system by 2006, and funding for other essential Search and Rescue procurements are fully funded in the Coast Guard's Capital Investment Plan and within the OMB's budgetary projections for the Coast Guard for those years.

The Committee remains concerned over the inherent risks of the acquisition strategy that the Coast Guard is pursuing. Reliance on a single contractor—over a planned period of 20 years—to develop, construct, and deliver a wide range of ships, aircraft, equipment, and communications systems presents a significant risk of cost overruns and schedule delays. In addition, the Committee is concerned that the Coast Guard may not have the management controls in place to control costs or ensure contractor performance. In light of these concerns, the Committee has included bill language that prohibits the obligation of funding provided for the Deepwater program until the Secretary or Deputy Secretary of Transportation and the Director, Office of Management and Budget jointly approve a contingency procurement strategy, developed by the Commandant, for the recapitalization of Coast Guard deepwater assets.

Finally, the accompanying bill directs the Coast Guard to identify in their fiscal year 2003 budget justification the following subheadings within the request for the Deepwater procurement: systems integrator, ship construction, aircraft, equipment, and communications and provides that specific assets, quantity requested, and associated costs be identified within each sub-heading.

AIRCRAFT

Aviation parts and support.—The Committee has included $12,000,000 for aviation spare parts and support to improve the readiness of the Coast Guard's aviation assets. This funding shall be available for overall support of the Coast Guard's aviation infrastructure at the discretion of the Commandant.

NATIONAL DISTRESS AND RESPONSE SYSTEM MODERNIZATION PROGRAM

The Committee recommends the full $42,000,000 requested for the modernization of the National Distress and Response System (NDRS), which is effectively the maritime 911 system for mariners in distress. At present, according to the Department of Transportation Inspector General, there are a total of 88 significant gaps ranging in size from 6 to more than 800 square nautical miles in which mayday calls are simply not detected by the Coast Guard's principle maritime distress radio system. The tragic case of the *Morning Dew*, which resulted in the loss of four lives, highlights the extreme urgency of modernizing the system as soon as possible.

The Inspector General testified to the Committee that the contractor bids for the modernization of the NDRS have been submitted at levels several hundred million dollars over the Coast Guard's current cost projection for this program. This only increases the Committee's concern about the affordability of the Coast Guard's overall acquisition program. The Committee is also concerned that the schedule for modernizing the NDRS may already have begun to slip. The Committee has received communications from the Coast Guard's Pacific Area Commander articulating his expectation that the modernized NDRS will be fully deployed in fiscal year 2005, while the Commandant testified separately to the Committee that he expects deployment to be in fiscal year 2006. The Committee is further concerned about statements by the Commandant that the NDRS modernization program may be "scalable". This statement can be taken to imply that the NDRS modernization can be deployed on a slower schedule so that funds remain available for the deepwater procurement. This approach will not be acceptable to the Committee, which expects the NDRS modernization to be fully deployed no later than fiscal year 2006.

In order to address these concerns, the Committee has included bill language that prohibits the obligation of funds for the deepwater system integration contract until the Secretary or Deputy Secretary of Transportation and the Director of the Office of Management and Budget (OMB) jointly certify in writing to the House and Senate Committees on Appropriations that funding for the IDS program for fiscal years 2003 through 2007, funding for the NDRS modernization program to allow for full deployment of the system by fiscal year 2006, and funding for other essential Search and Rescue procurements are fully funded in the Coast Guard's Capital Investment Plan and within the OMB's budgetary projections for the Coast Guard for those years.

The Committee believes that the Secretary or Deputy Secretary of Transportation and the OMB Director should be attendant to the following milestones in assessing whether the NDRS modernization will be fully deployed by fiscal year 2006:

Not later than December 31, 2002, the Coast Guard should fill all voice communications and recording gaps in areas of the U.S. marine coastline at high risk for vessel accidents or fatalities;

Not later than fiscal year 2003, the Coast Guard should have the capability to locate distressed vessels by identifying the origin of the communications signal over 60 percent of the U.S. marine coastline; and by fiscal year 2006, over 100 percent of the U.S. marine coastline;

Not later than fiscal year 2003, the Coast Guard should have the capability of sending and receiving data among Coast Guard and other Federal and State search and rescue assets;

Not later than fiscal year 2003, the Coast Guard should ensure compatibility of the system with international communications standards under the Convention for the Safety of Life at Sea over

50 percent of the U.S. marine coastline; and by fiscal year 2006, over 100 percent of the U.S. marine coastline.

Boatracs communications and positions systems.—The Committee understands that in 1998 the Coast Guard evaluated and reported on the operational effectiveness of the Boatracs communications and positioning system. The conclusions from that evaluation and continued use of the Boatracs system in the Eighth Coast Guard district clearly indicate the system provides immediate and effective coverage of dead zones in the existing command and control communications system. Further, this off-the-shelf system has proven easy to use, secure, and substantially less expensive than cellular telephone alternatives. The Committee directs the Coast Guard to submit a report to the House and Senate Committees on Appropriations not later than August 31, 2001 on its strategy regarding the use of this system. The report should explain why no effort has been initiated to procure, or allow the procurement of, additional units; install already purchased units; or facilitate the integration of those current in-service units into current command and control communications systems.

OTHER EQUIPMENT

Maritime electro-optical/infrared (EO/IR) sensors for cutters and boats.—The Committee recommendation includes $5,000,000 for the Coast Guard to procure maritime handheld and fixed mounted electro-optical/infrared (EO/IR) sensors for the Coast Guard's cutters and patrol boats. In its fiscal year 2002 Capital Investment Plan, the Coast Guard has identified the procurement of these sensors as a capital investment that supports its maritime safety and security goals. The addition of these thermal imaging systems will enable Coast Guard personnel to conduct maritime operations safely and effectively at night and in adverse weather conditions.

Ice detecting radar—Cordova, Alaska.—The Committee recommends $650,000 for the acquisition and installation of an ice detecting radar to increase awareness of hazards to maritime navigation and prevent oil spills in Prince William Sound. The Committee directs the Coast Guard to coordinate with the local community to procure and site this equipment expeditiously.

Ports and waterways safety system (PAWSS).—The Committee recommends $14,400,000, a reduction of $3,200,000 below the budget estimate but $8,300,000 more than the fiscal year 2001 enacted level. The Committee anticipates that this funding level will be sufficient to implement and upgrade vessel traffic service systems in select ports. The Committee encourages the Coast Guard to expand this maritime safety initiative to include additional ports.

SHORE FACILITIES AND AIDS TO NAVIGATION

Rebuild ISC Seattle Pier 36—Phase I.—The Committee recommendation includes $12,600,000 for costs associated with repairing and rebuilding the Coast Guard's Integrated Support Center at Pier 36 in Seattle. The Committee understands that discussions are underway that could result in the Coast Guard moving its activities from Pier 36 to an alternative site within the City of Seattle. As such, the funds provided may be used either to repair and rebuild the existing facility or to cover costs associated with a move to an alternative site, pending the outcome of these discussions.

Waterways aids to navigation projects.—The Committee recommends $6,000,000, a reduction of $2,000,000 below the budget estimate, due to budget constraints. Within the funds provided, the Committee directs $250,000 to be available only for the construction and installation of two aids to navigation on the Burlington, Vermont Breakwater to replace the existing dated equipment.

Survey and design—shore projects.—The Committee recommends $7,000,000, the same as the fiscal year 2001 enacted level. The reduction of $1,000,000 is due to budget constraints.

BILL LANGUAGE

Capital investment plan.—The bill maintains the requirement for the Coast Guard to submit a 5-year capital investment plan with initial submission of the President's budget request. This requirement was first established in fiscal year 2001.

Disposal of real property.—The bill maintains the provision enacted in fiscal year 2001 crediting to this appropriation proceeds from the sale or lease of the Coast Guard's surplus real property and providing that such receipts are available for obligation only for the national distress and response system modernization program.

Rescissions.—The bill rescinds a total of $8,700,000 of Coast Guard acquisition, construction, and improvements appropriations made available in Public Laws 105–277, 106–69, and 106–346 as shown below:

Public Law No.	Project title	Amount rescinded
Public Law 105–277	HH–65A Helo Kapton Wiring	$1,526,000
Public Law 106–69	HH–65A Helo Kapton Wiring	2,856,000
Public Law 106–69	HU–25 Reengineering	3,468,000
Public Law 106–346	PC–170	850,000
Total		8,700,000

ENVIRONMENTAL COMPLIANCE AND RESTORATION

Appropriations, 2001[1]	$16,700,000
Budget estimate, 2002	16,927,000
Committee recommendation	16,927,000

[1]Excludes reduction of $37,000 for the 0.22 percent government-wide rescission pursuant to Public Law 106–554.

The Environmental Compliance and Restoration account provides funds to address environmental problems at former and current Coast Guard units as required by applicable Federal, State, and local environmental laws and regulations. Planned expenditures for these funds include major upgrades to petroleum and regulated-substance storage tanks, restoration of contaminated ground water and soils, remediation efforts at hazardous substance disposal sites, and initial site surveys and actions necessary to bring Coast Guard shore facilities and vessels into compliance with environmental laws and regulations.

The recommended bill provides $16,927,000 for environmental compliance and restoration. The recommendation is the same as the budget request and $227,000 more than the fiscal year 2001 enacted level.

ALTERATION OF BRIDGES

(HIGHWAY TRUST FUND)

Appropriations, 2001[1]	$15,500,000
Budget estimate, 2002	15,466,000
Committee recommendation	15,466,000

[1] Excludes reduction of $34,000 for the 0.22 percent government-wide rescission pursuant to Public Law 106–554.

The "Alteration of bridges" appropriation provides funds for the Coast Guard's share of the cost of altering or removing bridges obstructive to navigation. Under the provisions of the Truman-Hobbs Act of June 21, 1940, as amended (33 U.S.C. 511 et seq.), the Coast Guard, as the Federal Government's agent, is required to share with owners the cost of altering railroad and publicly owned highway bridges which obstruct the free movement of navigation on navigable waters of the United States in accordance with the formula established in 33 U.S.C. 516. Alteration of obstructive highway bridges is eligible for funding from the Federal-Aid Highways program.

The Committee has provided an appropriation from the highway trust fund of $15,466,000 for the alteration of bridges, which is the same as the budget request.

The Committee recommendation is to be distributed as follows:

	Committee recommendation
Fourteen Mile Bridge, Mobile, AL	$5,766,000
Florida Avenue Railroad/Highway Bridge, New Orleans, LA	3,500,000
John F. Limehouse Bridge in Charleston, SC	2,200,000
Chelsea Street Bridge, Boston, MA	2,000,000
EJ&E Railroad Bridge, Morris, IL	2,000,000
Total	15,466,000

EJ&E Railroad Bridge, Morris, Illinois.—The Committee is concerned about the alteration of the EJ&E railroad bridge near Morris, Illinois. To date, the Committee has provided $5,000,000 for this important bridge project in fiscal years 2000 and 2001. It is the Committee's understanding that design and engineering work has begun and should be completed in February 2002. In fiscal year 2002, the Committee provides $2,000,000 for this bridge project and expects construction to commence in fiscal year 2002.

Millennium Port selection.—In an effort to expand United States trade with Latin America and South America, the State of Louisiana has developed the Millennium Port Commission. Funds were provided in fiscal years 2000 and 2001 for federal support of this Commission's activities. The Committee encourages the Millennium Port Commission to complete its analysis and release its final site selection study, with recommendations for a Millennium Port, by January 1, 2002.

RETIRED PAY

Appropriations, 2001 (mandatory)	$778,000,000
Budget estimate, 2002 (mandatory)	876,346,000
Committee recommendation (mandatory)	876,346,000

The "Retired pay" appropriation provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431–1446) and survivor benefit plan (10 U.S.C. 1447–1455), payments for career status bonuses under the National Defense Authorization Act for Fiscal Year 2000, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act. The average number of personnel on the retired rolls is estimated to be 34,311 in fiscal year 2002, as compared with an estimated 33,499 in fiscal year 2001 and 32,684 in fiscal year 2000. The recommended bill provides $876,346,000, the same as the budget estimate and $98,346,000 above the fiscal year 2001 enacted level.

RESERVE TRAINING

Appropriations, 2001[1]	$80,375,000
Budget estimate, 2002	83,194,000
Committee recommendation	83,194,000

[1] Excludes reduction of $177,000 for the 0.22 percent government-wide rescission pursuant Public Law 106–554.

Under the provisions of 14 U.S.C. 145, the Secretary of Transportation is required to adequately support the development and training of a Reserve force to ensure that the Coast Guard will be sufficiently organized, manned, and equipped to fully perform its wartime missions. The purpose of the Reserve training program is to provide trained units and qualified persons for active duty in the Coast Guard in time of war or national emergency, or at such other times as the national security requires. Coast Guard reservists must also train for mobilization assignments that are unique to the Coast Guard in times of war, such as port security operations associated with the Coast Guard's Maritime Defense Zone [MDZ] mission and include deployable port security units.

The recommended bill includes $83,194,000 for reserve training. This is the same as the budget request and $2,819,000 (3.5 percent) more than last year's enacted level. The Committee recommendation provides funds to fully train, support, and sustain a Selected Reserve level of 8,000. The Committee has included $25,800,000 as the limitation on allowable reimbursements of the Coast Guard operating expenses appropriation from the Coast Guard Reserve training appropriation.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

	General	Trust	Total
Appropriations, 2001[1]	$17,820,000	$3,500,000	$21,320,000
Budget estimate, 2002	18,230,000	3,492,000	21,722,000
Committee recommendation	18,230,000	3,492,000	21,722,000

[1] Excludes reduction of $47,000 for the 0.22 percent governement-wide rescission pursuant to Public Law 106–554.

The Coast Guard's Research and Development Program seeks to improve the tools and techniques with which Coast Guard carries out its varied operational missions and to increase the knowledge base upon which it depends to fulfill its regulatory responsibilities.

The recommended bill provides a funding level of $21,722,000 for research and development projects, which is consistent with the budget request. Of this amount $3,492,000 is to be derived from the oil spill liability trust fund. This recommendation is consistent with the budget request.

Columbia River Aquatic Nonindigenous Species Initiative (CRANSI) Center.—The Committee is concerned about the threat that invasive, nonindigenous plants and animals pose to United States waterways and the economy. Within the funds provided, the Committee provides $500,000 for the Columbia River Aquatic Nonindigenous Species Initiative (CRANSI) Center at Portland State University to support surveys of nonindigenous aquatic species in the Columbia River.

Environmentally sound synthetic lubricants evaluation.—The Committee directs the Coast Guard to evaluate Planet Green hydraulic fluid and Eagle G–4 synthetic engine lubricant for application on its ships. The Committee understands that less environmentally disruptive lubricants and fluids may cost slightly more initially, but is informed that lower life-cycle costs, improved efficiency, and maintenance benefits may justify the higher initial investment. The Coast Guard is directed to evaluate the applicability of these environmentally sound synthetic lubricants and the life cycle cost and performance considerations of introducing this class of products to the operation of Coast Guard vessels. The Committee anticipates the results of this evaluation to be completed in time for these products to be integrated into the fiscal year 2003 Coast Guard justification.

Demonstration and evaluation of engineered wood composites.—The Committee is aware of research on engineered wood composites sponsored by the U.S. Navy at the University of Maine Advanced Engineered Wood Composites Center. Engineered wood composites are designed to reduce the cost of maintenance and extend the useful life of waterfront structures. Within the funds provided, the Committee provides $1,000,000 to support the demonstration and evaluation of engineered wood composites at Coast Guard facilities.

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Appropriations, 2001 (mandatory)	$64,000,000
Budget estimate, 2002 (mandatory)	64,000,000
Committee recommendation (mandatory)	64,000,000

This account provides financial assistance for a coordinated National Recreational Boating Safety Program for the several States. Title 46, United States Code, section 13106, establishes a "Boat safety" account from which the Secretary may allocate and distribute matching funds to assist in the development, administration, and financing of qualifying State programs. The "Boat safety" account consists of amounts transferred from the highway trust fund which are derived from the motorboat fuel tax (18.4 cents per gallon).

The Transportation Efficiency Act for the 21st Century provides $64,000,000 of mandatory funding from the "Aquatic Resources Trust fund" annually for this program. Of this amount, $59,000,000 is provided for grants to States and $5,000,000 for Coast Guard administration. The President's budget requests no discretionary appropriations for fiscal year 2002.

GENERAL PROVISIONS

Vessel traffic safety fairway, Santa Barbara/San Francisco.—The bill retains a general provision (sec. 312) that would prohibit funds to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than 5 miles wide between the Santa Barbara traffic separation scheme and the San Francisco traffic separation scheme. On April 27, 1989, the Department published a notice of proposed rulemaking that would narrow the originally proposed 5-mile-wide fairway to two 1-mile-wide fairways separated by a 2-mile-wide area where off-shore oil rigs could be built if Lease Sale 119 goes forward. Under this revised proposal, vessels would be routed in close proximity to oil rigs because the 2-mile-wide non-fairway corridor could contain drilling rigs at the edge of the fairways. The Committee is concerned that this rule, if implemented, could increase the threat of offshore oil accidents off the California coast. Accordingly, the bill continues the language prohibiting the implementation of this regulation.

Quarterly acquisition reports.—The bill retains a general provision (sec. 341) requiring that the Coast Guard submit a quarterly report regarding the status of major acquisition programs.

Coast Guard Yard.—The Committee recognizes the Coast Guard Yard at Curtis Bay, Maryland is a critical component of the Coast Guard's core logistics capability that directly supports fleet readiness. The Committee further recognizes that the Yard has been a vital part of the Coast Guard's readiness infrastructure for more than 100 years and believes that sufficient industrial work should be assigned to the Yard to maintain this capability. Therefore, the Committee directs the Secretary of Transportation to submit a 5-year business plan for the Coast Guard Yard to the House and Senate Committees on Appropriations within 18 months after the date of the enactment of this bill.

The bill includes a general provision (sec. 332) that amends section 648 of title 14 of the U.S. Code. This bill language affords the Coast Guard Yard and other Coast Guard specialized facilities to qualify as components of the Department of Defense for competition and workload assignment purposes and to enter into public-private partnerships for the performance of work.

The bill also includes a general provision (sec. 328) requiring the Commandant of the Coast Guard to maintain an onboard staffing level at the Coast Guard Yard of not less than 530 full time equivalent civilian employees.

FEDERAL AVIATION ADMINISTRATION

SUMMARY OF FISCAL YEAR 2002 PROGRAM

The Federal Aviation Administration traces its origins to the Air Commerce Act of 1926, but more recently to the Federal Aviation Act of 1958 which established the independent Federal Aviation Agency from functions which had resided in the Airways Modernization Board, the Civil Aeronautics Administration, and parts of the Civil Aeronautics Board. FAA became an administration of the Department of Transportation on April 1, 1967, pursuant to the Department of Transportation Act (October 15, 1966).

The total recommended program level for the FAA for fiscal year 2002 amounts to $13,325,808,000, $38,027,000 more than the President's budget request. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year—		Committee recommendation
	2001 enacted [1]	2002 budget estimate	
Operations	6,544,235	6,886,000	6,916,000
General fund appropriation	[2] 2,129,366	1,108,781	1,138,781
Trust fund appropriation	4,414,869	5,777,219	5,777,219
Facilities and equipment	2,656,765	2,914,000	2,914,000
Research, engineering, and development	187,000	187,781	195,808
Airport improvement program	3,200,500	3,300,000	3,300,000
Total available budget resources	12,588,500	13,287,781	13,325,808

[1] Includes fiscal year 2001 rescissions pursuant to Public Law 106–554.
[2] Does not reflect transfer of $14,000,000 to the Essential Air Service program.

OPERATIONS

Appropriations, 2001 [1]	$6,544,235,000
Budget estimate, 2002	6,886,000,000
Committee recommendation	6,916,000,000

[1] Does not reflect rescissions pursuant to Public Law 106–554.

FAA's "Operations" appropriation provides funds for the operation, maintenance, communications, and logistic support of the air traffic control and navigation systems and activities. It also covers the administration and management of the regulatory, commercial space, medical, engineering, and development programs.

The bill includes $6,916,000,000 for the operations activities of the Federal Aviation Administration from the airport and airway trust fund. The balance of the operations appropriation will come from the general fund.

As in past years, FAA is directed to report immediately to the Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system.

The following table summarizes the Committee's recommendation in comparison to the budget estimate:

[In thousands of dollars]

	2001 program level [1]	2002 budget estimate	Committee recommendations
Air traffic services	5,160,833	5,447,421	5,447,421
Aviation regulation and certification	693,450	744,744	783,994
Civil aviation security	138,995	150,154	150,154
Research and acquisitions	189,570	196,674	196,674
Commercial space transportation	11,974	14,706	14,456
Regional coordination	99,128	90,893	90,893
Human resources	54,743	74,516	74,516
Financial services	48,337	50,684	50,684
Staff offices	104,807	116,208	116,208
Essential air service	14,000	([2])	([3])
Account-wide adjustments			−9,000
Total	6,515,838	6,886,000	6,916,000

[1] Does not reflect rescissions pursuant to Public Law 106–554.
[2] Proposes that the Essential air service (EAS) payment be paid out of the Airport Improvement Program in fiscal year 2002.
[3] Proposes that up to $10,000,000 of funds provided for the Airport Improvement Program may be used for the Essential Air Service (EAS) program.

Controller Staffing.—The President's budget requests funding to hire 600 additional air traffic controllers. This request is consistent with the labor agreement that the FAA negotiated with the National Air Traffic Controllers Association. These additional controllers will allow the FAA to address increased traffic demand as well as assist in the implementation of the agency's new choke point sectors. The Committee approves the agency's request for 300 FTE's and 600 FTP's and includes $23,814,000 for these additional air traffic controllers. The Committee expects the FAA to move expeditiously in filling these important positions.

Washington Air Route Traffic Control Center.—The northeastern corridor of the Nation's airspace is one of the busiest air traffic areas in the country. As air traffic continues to increase in the northeast, it is important that the FAA keep air traffic controller staffing at an appropriate level to manage the traffic. The controller workforce at the Washington Air Route Traffic Control Center is reportedly below the level that was determined in a staffing study that was conducted by the FAA. The Committee expects the Administrator to review the staffing levels at the Washington Air Route Traffic Control Center while taking into consideration the number of managers and staff that are eligible to retire. Once the review is completed, the Committee further expects the Administrator to take the appropriate steps to fill the vacancies as soon as possible.

Airway Facility technician levels.—The Committee is concerned over reports that there are Airway Facility technician positions that are authorized but remain vacant. The Committee is also concerned that the on-board strength of technicians is at dangerously low levels. The Committee expects the Administrator to review the technician staffing levels and to aggressively recruit to fill any vacancies as soon as possible.

Contract tower program.—The Committee continues to support the contract tower program and the cost-sharing program as a cost-effective way to enhance air traffic safety at smaller airports. The

Committee's recommendation includes $70,500,000 to fund the existing contract tower program, the remaining eligible non-Federal towers not currently operated by the FAA, and other non-towered airports eligible for the program. In addition to these resources, $6,000,000 is provided for the contract tower cost-sharing program. The Committee has been informed that the St. Cloud, Minnesota Airport and the Tuscaloosa Airport qualify for inclusion in the contract tower cost-sharing program and the Committee recommendation includes funding for their participation.

National airspace redesign.—Of the funds appropriated for this activity, $12,500,000 shall be for the NY/NJ Airspace Redesign effort and shall not be reprogrammed by the FAA for other activities, including airspace redesign activities outside the NY/NJ metro area.

Safety Personnel.—The Committee has approved 221 full time positions (FTPs) and 110.5 full time equivalent staff years (FTEs) for new Flight Standards, Aircraft Certification and Aviation Medical personnel. Following the ValuJet crash in 1996, the FAA Administrator tasked the agency's Deputy Administrator to lead a 90-day review of the FAA's safety oversight functions. The report generated by the agency's review team concluded that the FAA needed to improve its surveillance of newly certificated air carriers and increase its aviation inspector workforce to 3,297. In addition, the final report of National Civil Aviation Review Commission (the "Mineta Commission") in December, 1997 assumed that the FAA would exceed the inspector workforce levels that were established following the ValuJet crash.

The Committee notes that even with the funds provided in the fiscal year 2000 supplemental, the safety inspector workforce remains well below the employment levels recommended and achieved following the ValuJet crash. At the same time, the Department of Transportation's fiscal year 2002 performance plan has set an aggressive goal of an 80 percent reduction in the rate of fatal accidents in commercial aviation. Since the 90-day review and Mineta Commission reports, the Committee has been making steady progress toward growing the inspector workforce to reach the level of 3,297. However, the President's budget proposed freezing the number of inspectors at 3,229. The Committee believes that the safety inspection workforce plays a critical role in the FAA's efforts to meet its stated safety goals. The Committee expects the FAA to utilize the increased funding to reach the inspector level of 3,299. The Committee also expects the Administrator to aggressively recruit to achieve this level as soon as possible. The Committee includes $12,200,000 for these safety personnel.

Aircraft certification activities.—The Committee has provided additional resources for continued operational safety monitoring activities that are necessary as more aircraft and aircraft components are entered into service. Specifically, the Committee intends the funds to support safety enhancement activities resulting from accident investigations; the evaluation of new inspection techniques that require engineering support; the airworthiness certification reviews of new aircraft and components; and, the development and implementation of improved, data driven, and systemic approaches to monitoring the continued safety performance of certificated products. The Committee includes $3,600,000 for these aircraft certification activities which represents 52 FTP's and 26 additional FTE's. As the FAA begins to hire staff for these activities, the Committee requests that the Administrator review the staffing levels in the Northwest Mountain region. The Committee is concerned about reports that the Aircraft Certification Office in Seattle is understaffed and expects that the agency will take immediate corrective steps to fill any critical certification-related vacancies.

Safer Skies Agenda.—In 1998, the FAA unveiled its Safer Skies Agenda which was designed to develop, implement and monitor intervention strategies in nine accident cause categories. The agenda includes commercial aviation, general aviation and cabin safety initiatives. The Committee has provided $22,700,000 more than the President's request to enhance and expedite this initiative. The Committee includes resources for the development of operational and airworthiness criteria and guidance for instrument approach procedures; pilot training guidelines for advanced maneuvers; enhanced crew resource management training to include flight crew member situational awareness and use of automation to mitigate loss of control accidents. The Committee recognizes that severe weather conditions contribute heavily to aviation delays and if undetected, can present a significant safety risk. The Committee expects the FAA to expedite the curriculum development and implementation of advanced weather training for air traffic controllers and flight service specialists. The Committee also includes resources to implement the installation of the Aviation Digital Data System and to study the review facts surrounding aeronautical decision making. In addition, resources are included to open up additional Operational and Supportability Implementation System (OASIS) sites and to provide scenario-based weather training and testing. The Committee expects the FAA to provide a progress report to the House and Senate Appropriations Committee by February 1, 2002, on the major Safer Skies initiatives, especially in the area of cabin safety. The Committee includes 28 additional FTP's and 14 additional FTE's for these activities.

Human Intervention and Motivation Study.—Since 1974, the Human Intervention and Motivation Study (HIMS) has served as a comprehensive education and training program for alcohol and drug abuse prevention in the air transportation workplace. One of the successful components of the HIMS program has been its emphasis on peer identification and intervention. The 90 percent long term recovery rate is further evidence of the program's effectiveness. The Committee provides $500,000 out of available funds to continue the Human Intervention and Motivation Study.

Drug and Alcohol Validity Testing Study.—The Department of Transportation (DOT) revised its drug and alcohol regulations in December, 2000. The regulations address the use of validity testing which is designed to deter and detect attempts to adulterate or substitute specimens. The Committee is concerned over reports that some categories of transportation employees could inadvertently fail to meet the current validity standards due to treatments for certain health related issues, working conditions or dietary habits. The Committee is aware that the Department of Health and Human Services (HHS) is in the process of finalizing its rules on validity testing standards. The Committee is also aware that once the HHS rule is finalized that the DOT will publish a notice requiring validity testing in the transportation industry. The Committee recommendation provides $250,000 for a comprehensive study of validity testing to ensure the highest level of accuracy.

Airport Security Improvements.—With the passage last year of the Airport Security Improvement Act of 2000, the FAA is required to implement a fingerprint based criminal history background check at all commercial service airports within 24 months for all employees with unescorted privileges to secure airport areas. This act will significantly increase the number of aviation related employees that will be subject to fingerprint based criminal history checks from a few thousand to 100,000 or more annually for an indefinite period. Given that consideration and the importance of processing electronic fingerprints in a timely fashion to both strengthen airport security and prevent an unnecessary burden on potential employees, the Committee urges the FAA to work cooperatively with airports and the aviation industry to develop and implement a streamlined electronic process for transmitting fingerprints from airports and airlines directly to the FBI.

Medallion Program.—The Committee recommendation provides $3,000,000 for the government and industry cooperative program to improve rural air safety in Alaska. This program recognizes that aviation safety is the responsibility of all in the aviation industry as well as the regulatory responsibility of the FAA. This program focuses the effort to improve rural aviation safety in Alaska beyond the regulatory environment and provides proactive tools for industry participants to prevent accidents and to improve and measure safety management by air carriers.

Personnel Reform.—In April 1996, at the request of the Department of Transportation and the Federal Aviation Administration, Congress directed the FAA to develop its own personnel and compensation systems to give the agency more flexibility in hiring, training, compensating and retaining a highly technical and experienced workforce. Under congressional mandate and in consultation with experts in personnel management, FAA commenced negotiating with its employees. Four employee groups have completed negotiations with FAA thus far. Three of these negotiated agreements, two with the National Air Traffic Controllers Association and one with the Professional Airways Systems Specialists, were implemented immediately upon ratification by the employees. The fourth agreement, between the American Federation of State, County, and Municipal Employees and the FAA, covering employees in FAA's headquarters, was ratified in late February 2001 but has not been implemented by the agency. The Committee is concerned that the failure to implement this contract has resulted in lost opportunities to obtain important productivity gains and a deterioration in the relationship between the agency and its employees. The Committee expects the agency to implement the ratified agreement immediately so that improved productivity can be achieved and employee morale can be improved.

Alien Species Action Plan (ASAP).—The Committee provides $3,000,000 out of available funds for implementation of the Alien Species Action Plan (ASAP) which was adopted by the Federal

Aviation Administration as part of its August 26, 1998 Record of Decision approving certain improvements at Kahului Airport on the Island of Maui. These funds shall be used to reimburse the State of Hawaii for costs arising from the requirements of the ASAP mandated by the FAA.

Air Traffic Services Subcommittee.—Section 302(c) of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century established the Air Traffic Services Subcommittee. The Subcommittee is responsible for oversight of the administration, management, conduct, direction and supervision of the air traffic control system. In addition, the Subcommittee is expected to review and approve the strategic plan for the air traffic control system and all procurements of air traffic control equipment in excess of $100,000,000. While the Subcommittee members were appointed in December, 2000, the Subcommittee lacks specific resources to hire the staff necessary to support the Subcommittee's mission. Within the funds provided, the Committee includes $862,000 for the necessary staff and operational costs.

Wide Area Augmentation System (WAAS).—Last summer, the Administrator appointed an Independent Review Board to review and provide recommendations on the Wide Area Augmentation System (WAAS). The Review Board's final report in January found that the WAAS concept is sound and that the system's value will continue to grow once it is fully operational. The Board's report included recommendations for near term, mid-term and long-term actions that the FAA should take in order to achieve the maximum capability from WAAS. Within the funds provided, the Committee includes $5,000,000 to increase the number of non-precision GPS instrument approaches developed and published for airports that are not Part 139 certificated and to develop GPS routes to help supplement the current airway route system. These routes will allow general aviation pilots to safely transition through congested and special use airspace, to avoid weather conditions that may threaten flight safety and will permit increased access to airports currently inaccessible by instrument flight.

Account-wide adjustments.—The Committee recommends reductions totaling $9,000,000 in the following areas: travel and transportation of persons; communications, utilities, and miscellaneous charges; and, supplies and materials. These reductions are intended to maintain spending in these areas at the fiscal year 2001 levels and are necessary due to budget constraints.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2001 [1]	$2,656,765,000
Budget estimate, 2002	2,914,000,000
Committee recommendation	2,914,000,000

[1] Does not reflect reduction of $5,844,883 pursuant to section 1403 of Public Law 106–554.

Under the "Facilities and equipment" appropriation, safety, capacity and efficiency of the Federal airway system are improved by the procurement and installation of new equipment and the construction and modernization of facilities to keep pace with aeronautical activity and in accordance with the Federal Aviation Administration's comprehensive capital investment plan [CIP], formerly called the national airspace system [NAS] plan.

The Federal Aviation Administration's most recent estimate is that it will spend approximately $41,000,000,000 on the Air Traffic Control Modernization effort from 1981 through 2004.

The bill includes an appropriation of $2,914,000,000 for the facilities and equipment of the Federal Aviation Administration. This appropriation represents an increase of 10 percent above the level provided for fiscal year 2001. The bill does not provide the advanced appropriations requested by the administration. The Committee's recommended distributions of the funds for each of the major accounts are as follows:

FACILITIES AND EQUIPMENT

Program name	Fiscal year 2001 enacted	Fiscal year 2002 estimate	Committee recommendation
ENGINEERING DEVELOPMENT, TEST AND EVALUATION			
ADVANCED TECHNOLOGY DEVELOPMENT & PROTOTYPING	$56,480,000	$36,634,000	$36,834,000
SAFE FLIGHT 21	35,000,000	26,500,000	39,300,000
SUBTOTAL—ADV DEV/PROTOTYPING	91,480,000	63,134,000	76,134,000
AVIATION WEATHER SERVICES IMPROVEMENTS	18,400,000	....	....
EN ROUTE AUTOMATION	14,600,000	72,200,000	46,200,000
OCEANIC AUTOMATION SYSTEM	51,970,000	84,400,000	84,400,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	30,200,000	35,813,200	35,813,200
NEXT GENERATION VHF A/G COMMUNICATION SYSTEM	12,300,000	15,950,000	15,950,000
FREE FLIGHT PHASE ONE	177,800,000	122,570,000	122,570,000
FREE FLIGHT PHASE TWO	15,000,000	114,900,000	69,900,000
SUBTOTAL—EN ROUTE PROGRAMS	320,270,000	445,833,200	374,833,200
TERMINAL AUTOMATION (STARS)	117,000,000	104,700,000	104,700,000
LOCAL AREA AUGMENTATION SYSTEM FOR GPS (LAAS)	37,000,000	16,660,000	16,660,000
WIDE AREA AUGMENTATION SYSTEM (WAAS)	74,800,000	49,000,000	49,000,000
SUBTOTAL—LANDING/NAVAIDS	111,800,000	65,660,000	65,660,000
NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	2,162,000	2,300,000	2,300,000
TECHNICAL CENTER FACILITIES	8,795,000	11,000,000	11,000,000
TECHNICAL CENTER INFRASTRUCTURE SUSTAINMENT	2,726,000	2,900,000	2,900,000
SUBTOTAL, RDT&E EQUIPMENT AND FACILITIES	13,683,000	16,200,000	16,200,000
TOTAL ACTIVITY 1	654,233,000	695,527,200	637,527,200
AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT			
EN ROUTE AUTOMATION	122,200,000	162,763,000	155,863,000
NEXT GENERATION WEATHER RADAR (NEXRAD)	4,100,000	6,300,000	6,300,000
AIR TRAFFIC OPERATIONS MANAGEMENT	940,000	1,000,000	1,000,000
WEATHER AND RADAR PROCESSOR (WARP)	20,000,000	24,171,000	24,171,000
AERONAUTICAL DATA LINK (ADL) APPLICATIONS	1,200,000	2,300,000	2,300,000
ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	58,950,000	44,000,000	44,000,000
VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	2,700,000	13,100,000	16,000,000
AIR TRAFFIC MANAGEMENT	25,944,000	43,300,000	49,300,000
CRITICAL COMMUNICATIONS SUPPORT	1,880,000	1,900,000	1,900,000
AIR/GROUND COMMUNICATION INFRASTRUCTURE	16,074,000	24,400,000	30,700,000
VOLCANO MONITOR	2,000,000	....	2,000,000
ATC BEACON INTERROGATOR (ATCBI) REPLACEMENT	75,612,000	65,927,500	66,412,500
ATC EN ROUTE RADAR FACILITIES	2,844,000	3,000,000	3,000,000

FACILITIES AND EQUIPMENT—Continued

Program name	Fiscal year 2001 enacted	Fiscal year 2002 estimate	Committee recommendation
EN ROUTE COMMS AND CONTROL FACILITIES IMPROVEMENT	7,631,000	1,540,280	1,540,280
AVIATION WEATHER SERVICES IMPROVEMENTS	8,218,000	15,720,000	22,520,000
AVIATION WEATHER SERVICES IMPROVEMENTS—CORRIDOR INFORMATION WEATHER SYSTEM (CIWS)	....	....	5,000,000
FAA TELECOMMUNICATIONS INFRASTRUCTURE (FTI)	29,400,000	39,000,000	39,000,000
NATIONWIDE DIFFERENTIAL GPS	6,000,000	....	....
NEXT GENERATION VHF AIR-GROUND COMMS SYSTEM (NEXCOMM)	....	19,000,000	19,000,000
GUAM CERAP—RELOCATE	....	6,400,000	6,400,000
OCEANIC AUTOMATION SYSTEM	....	3,700,000	3,700,000
SUBTOTAL—EN ROUTE PROGRAMS	385,693,000	477,521,780	500,106,780
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE)	4,000,000	5,000,000	5,000,000
AIRPORT SURFACE DETECTION EQUIPMENT (ASDE–X)	8,400,000	24,800,000	24,800,000
TERMINAL DOPPLER WEATHER RADAR (TDWR)—PROVIDE	5,100,000	3,000,000	3,000,000
TERMINAL AUTOMATION	75,550,000	98,500,000	87,500,000
TERMINAL AIR TRAFFIC CONTROL FACILITIES REPLACEMENT	145,492,606	100,700,000	117,700,000
CONTROL TOWER/TRACON FACILITIES—IMPROVE	41,759,672	54,558,059	57,558,059
TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ETVS	14,000,000	11,947,500	21,947,500
EMPLOYEE SAFETY/OSHA AND ENVIRONMENTAL COMPLIANCE STDS	28,400,000	28,400,000	28,400,000
HOUSTON AREA AIR TRAFFIC SYSTEM	12,000,000	11,000,000	11,000,000
NEW AUSTIN AIRPORT AT BERGSTROM	2,500,000	....	....
POTOMAC METROPLEX	25,800,000	6,300,000	6,300,000
NORTHERN CALIFORNIA METROPLEX	6,000,000	5,000,000	5,000,000
ATLANTA METROPLEX	3,400,000	1,000,000	1,000,000
NAS INFRASTRUCTURE MANAGEMENT SYSTEM (NIMS)	13,100,000	30,325,100	18,000,000
AIRPORT SURVEILLANCE RADAR (ASR–9)	11,122,000	12,800,000	22,800,000
AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)	20,650,000	12,627,500	13,127,500
VOICE RECORDER REPLACEMENT PROGRAM	3,632,000	3,600,000	3,600,000
TERMINAL DIGITAL RADAR (ASR–11)	69,690,000	156,377,500	108,530,600
WEATHER SYSTEMS PROCESSOR	22,400,000	3,927,500	3,927,500
DOD/FAA ATC FACILITIES TRANSFER	2,600,000	1,100,000	2,800,000
PRECISION RUNWAY MONITORS	2,000,000	3,927,500	3,927,500
TERMINAL RADAR (ASR)—IMPROVE	3,233,000	3,837,500	3,837,500
TERMINAL COMMUNICATIONS IMPROVEMENTS	1,550,700	936,700	936,700
MODE S—PROVIDE	1,974,000	2,100,000	2,100,000
TERMINAL APPLIED ENGINEERING	6,700,000	6,500,000	6,500,000
SUBTOTAL—TERMINAL PROGRAMS	531,053,978	588,264,859	559,292,859
AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	11,500,000	12,300,000	13,280,000
OASIS	23,100,000	33,943,000	33,943,000
WEATHER MESSAGE SWITCHING CENTER REPLACEMENT	2,500,000	2,500,000	2,500,000
FLIGHT SERVICE FACILITIES IMPROVEMENT	1,277,500	1,202,100	1,202,100
FLIGHT SERVICE STATION SWITCH MODERNIZATION	6,000,000	10,000,000	10,000,000
FLIGHT SERVICE STATION MODERNIZATION	4,000,000	4,700,000	4,700,000
SUBTOTAL—FLIGHT SERVICE PROGRAMS	48,377,500	64,645,100	65,625,100
VOR	2,632,000	2,000,000	2,000,000
INSTRUMENT LANDING SYSTEM (ILS)—ESTABLISH/UPGRADE	85,000,000	18,753,000	30,753,000
ILS—REPLACE MARK 1A, 1B, AND 1C	1,000,000	....	....
TRANSPONDER LANDING SYSTEM (TLS)	3,000,000	....	6,000,000
LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	5,734,000	1,533,000	1,533,000
RUNWAY VISUAL RANGE (RVR)	8,000,000	3,000,000	3,000,000
NDB SUSTAIN	940,000	1,013,000	1,013,000
NAVIGATIONAL AND LANDING AIDS—IMPROVE	2,955,922	2,525,361	2,525,361
ILS—REPLACE GRN–27	1,000,000	....	....
APPROACH LIGHTING SYSTEM IMPROVEMENT (ALSIP)	30,000,000	5,367,000	33,331,000
PRECISION APPROACH PATH INDICATORS (PAPI)	6,000,000	13,500,000	13,500,000
DISTANCE MEASURING EQUIPMENT (DME)	1,428,000	2,800,000	4,800,000
VISUAL NAVAIDS	2,820,000	3,000,000	3,000,000
GULF OF MEXICO OFFSHORE PROGRAM	1,900,000	6,900,000	6,900,000

FACILITIES AND EQUIPMENT—Continued

Program name	Fiscal year 2001 enacted	Fiscal year 2002 estimate	Committee recommendation
LORAN-C UPGRADE/MODERNIZATION	25,000,000	13,000,000	21,000,000
WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR GPS	....	26,900,000	26,900,000
LOCAL AREA AUGMENTATION SYSTEM (LAAS) FOR GPS	....	17,449,700	27,449,700
INSTRUMENT APPROACH PROCEDURES AUTOMATION (IAPA)	....	3,700,000	3,700,000
NAVIGATION AND LANDING AIDS—SERVICE LIFE EXTENSION PROGRAM (SLEP)	....	3,000,000	3,000,000
SUBTOTAL—LANDING AND NAVIGATIONAL AIDS	177,409,922	124,441,061	190,405,061
ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	6,000,000	2,500,000	4,000,000
FUEL STORAGE TANK REPLACEMENT AND MONITORING	10,500,000	9,300,000	9,300,000
FAA BUILDINGS AND EQUIPMENT—IMPROVE/MODERNIZE	10,000,000	11,700,000	11,700,000
ELECTRICAL POWER SYSTEMS—SUSTAIN/SUPPORT	28,200,000	54,200,000	54,200,000
AIR NAVAIDS AND ATC FACILITIES (LOCAL PROJECTS)	1,880,000	2,000,000	2,000,000
AIRCRAFT RELATED EQUIPMENT PROGRAM	6,000,000	14,700,000	7,500,000
COMPUTER AIDED ENG GRAPHICS (CAEG) REPLACEMENT	2,600,000	2,600,000	2,600,000
CABLE LOOP SYSTEMS	5,400,000	4,000,000	4,000,000
INFORMATION TECHNOLOGY INTEGRATION	....	1,500,000	1,500,000
AIRCRAFT FLEET MODERNIZATION	....	1,500,000	1,500,000
SUBTOTAL—OTHER ATC FACILITIES	70,580,000	104,000,000	98,300,000
TOTAL ACTIVITY 2	1,213,114,400	1,358,872,800	1,413,729,800
NON-ATC FACILITIES AND EQUIPMENT			
NAS MANAGEMENT AUTOMATION PROGRAM (NASMAP)	1,034,000	1,100,000	1,100,000
HAZARDOUS MATERIALS MANAGEMENT	22,600,000	21,700,000	21,700,000
AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	15,980,000	22,100,000	22,100,000
OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS)	1,000,000	3,000,000	3,000,000
LOGISTICS SUPPORT SYSTEM AND FACILITIES	7,500,000	5,000,000	5,000,000
TEST EQUIPMENT—MAINTENANCE SUPPORT	940,000	900,000	900,000
INTEGRATED FLIGHT QUALITY ASSURANCE	2,200,000	2,000,000	2,000,000
SAFETY PERFORMANCE ANALYSIS SUBSYSTEM (SPAS)	2,400,000	2,100,000	2,100,000
NATIONAL AVIATION SAFETY DATA CENTER	1,800,000	1,800,000	1,800,000
NAS RECOVERY COMMUNICATIONS (RCOM)	4,700,000	4,800,000	4,800,000
PERFORMANCE ENHANCEMENT SYSTEM	2,500,000	2,500,000	2,500,000
EXPLOSIVE DETECTION TECHNOLOGY	99,500,000	97,500,000	97,500,000
FACILITY SECURITY RISK MANAGEMENT	19,339,000	22,400,000	22,400,000
INFORMATION SECURITY	11,200,000	13,600,000	13,600,000
SUBTOTAL—SUPPORT EQUIPMENT	192,693,000	200,500,000	200,500,000
AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	7,200,000	12,000,000	12,000,000
NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES	1,880,000	2,000,000	....
DISTANCE LEARNING	2,162,000	1,300,000	1,300,000
SUBTOTAL—TRAINING EQUIPMENT & FACILITIES	11,242,000	15,300,000	13,300,000
TOTAL ACTIVITY 3	203,935,000	215,800,000	213,800,000
MISSION SUPPORT			
SYSTEM ENGINEERING AND DEVELOPMENT SUPPORT	24,711,000	26,300,000	26,300,000
PROGRAM SUPPORT LEASES	33,800,000	35,500,000	35,500,000
LOGISTICS SUPPORT SERVICES	6,300,000	7,200,000	7,200,000
MIKE MONRONEY AERONAUTICAL CENTER—LEASE	14,000,000	14,600,000	14,600,000
IN-PLANT NAS CONTRACT SUPPORT SERVICES	2,619,000	2,800,000	2,800,000
TRANSITION ENGINEERING SUPPORT	37,539,000	38,300,000	38,300,000
FREQUENCY AND SPECTRUM ENGINEERING—PROVIDE	2,900,000	3,000,000	3,000,000
PERMANENT CHANGE OF STATION MOVES	26,400,000	11,800,000	11,800,000
FAA SYSTEM ARCHITECTURE	1,000,000	1,000,000	1,000,000
TECHNICAL SERVICES SUPPORT CONTRACT (TSSC)	44,911,000	45,800,000	45,800,000
RESOURCE TRACKING PROGRAM	3,450,000	4,000,000	4,000,000

FACILITIES AND EQUIPMENT—Continued

Program name	Fiscal year 2001 enacted	Fiscal year 2002 estimate	Committee recommendation
CENTER FOR ADVANCED AVIATION SYSTEM DEV. (MITRE)	65,200,000	76,400,000	81,543,000
TOTAL ACTIVITY 4	262,830,000	266,700,000	271,843,000
PERSONNEL AND RELATED EXPENSES			
PERSONNEL AND RELATED EXPENSES	322,652,600	377,100,000	377,100,000
TOTAL	2,656,765,000	2,914,000,000	2,914,000,000

ENGINEERING, DEVELOPMENT, TEST, AND EVALUATION

The Committee recommends $637,527,200 for engineering, development, test and evaluation. Adjustments to the budget request are explained below.

Advanced Technology Development and Prototyping.—The recommendation includes $6,700,000 for the wind profiling and weather research activities at Juneau, Alaska, transfers the ADS–B surveillance funding ($2,800,000) to the Safe Flight 21 line, and denies the funding for Navigation ($5,700,000) included in this line. Also included in the recommendation is $2,000,000 for the airfield pavement improvement program authorized under section 905 of Public Law 106–181.

Safe Flight 21.—The Committee recommendation includes full funding of the President's budget request for Safe Flight 21. The funding in excess of the request is for additional activities associated with the Capstone initiative including funding to install a Capstone display in the Bethel, Alaska tower. In addition, the Committee believes that ADS–B technologies hold promise for addressing the growing problem of runway incursions, particularly at airports with the most complicated ground traffic patterns. As the Safe Flight 21 program proceeds, attention should be given to how this program might contribute to greater safety on the airport and how Safe Flight technologies could be applied to the runway incursion challenge. The Committee notes that the additional resources provided for the Capstone program include resources to be used for the development of additional cockpit weather software and continuation of the ground station and avionics installed in Frederick, Maryland. In addition, the Committee supports the continuation of survey data collection, validation and dissemination in pursuit of the goal to place maps of general aviation airports on moving map equipment in the cockpit. The Committee believes that this process is the first step to determine whether ADS–B technology can play a constructive and meaningful role in reducing runway incursions and further enhancing aviation safety. Accordingly, the Committee encourages the FAA to disseminate the database of airport diagrams at no cost to manufacturers.

En Route Automation.—The Committee is aware of the recent Board of Contract Appeals decision that prohibited a single source award in the En Route Automation Modernization (ERAM) procurement. While the Committee remains hopeful that the procurement flexibility that Congress allowed the FAA will expedite modernization and the pace of procurements, unfortunately, the ERAM program would seem to have resulted in a delay of this modernization initiative. The Committee encourages the FAA to proceed with this procurement consistent with the order issued by the Special Master. The funding in this account has been reduced to reflect the delay in the procurement as a result of the FAA sole source procurement approach which resulted in the Special Master's decision.

Free Flight Phase Two.—The Committee recommendation denies $45,000,000 of the budget request for this activity in order to fund higher priority activities. The Committee recommendation includes $69,900,000 for Free Flight Phase Two activities, an increase of $44,900,000 from the fiscal year 2001 appropriated level.

Air Traffic Simulation Equipment.—The Committee understands that FAA plans to provide new air traffic simulation capabilities for air traffic controller training as part of its program to modernize the en route ATC automation system. Given the major changes anticipated in the future en route ATC environment coupled with controller retirements, air traffic controller training requirements are expected to grow and new traffic simulation capabilities will play a vital role in the training program. Further, a major lesson learned from the upgrade of the terminal part of the ATC system is that early involvement of the controller workforce in development of the system is critical to timely acceptance and implementation of any significant changes. Therefore, the Committee expects the FAA to proceed with the acquisition of any new simulation capabilities carefully and follow a procurement plan that protects the best interests of the government. At a minimum, the plan should assure the timely input of the controller workforce and that the best available technology at the lowest life-cycle costs is acquired through an approach that encourages participation by experienced commercial suppliers of simulation technology.

Subtotal—Terminal Programs

Local Area Augmentation System for GPS (LAAS).—The Committee recommendation for LAAS activity I and activity II provides an increase of $10,000,000 more than the budget request for certification support and additional implementation activities. The Committee believes that LAAS can provide significant safety, operational, and capacity enhancing benefits in the terminal and airport environment. The Committee supports the industry efforts to facilitate the realization of the system benefits envisioned by this program and recommends the following program distribution: development of minimum operational performance standards (MOPS) and Standards and Recommended Practices (SARPS) for LAAS Category II/III, $6,000,000; complete development of competitive LAAS Category I RFP for fiscal year 2002 award, $4,000,000; Terminal Procedures (TERPS) development, data collection, procedures, and flight inspection for Category I at Government/Industry Partnership (GIP) sites, $6,000,000; completion of receiver development and certification, $3,000,000; Area Navigation (RNAV) Instrument Flight Procedures, $1,000,000; Category I LAAS full scale development contract, $3,209,700; Category I LAAS system acquisition, $15,000,000; and FAA-Industry Cooperative Agreement, $5,900,000. Under the recommendation, funding is provided for the procurement and installation of a LAAS system at Las Vegas-McCarran International Airport. In addition, the Committee recommendation includes funds within the various distributions to resolve the integrity issues to be addressed consistent with the FAA certification process.

Wide Area Augmentation System (WAAS).—The Committee recommendation fully funds the WAAS budget requests for both Activity I and Activity II. The Committee encourages the FAA to aggressively pursue resolution of the integrity challenges facing the program and to expeditiously seek certification of procedures consistent with the current program decision altitudes. The FAA Administrator has advocated "build a little, test a little" concepts for NAS modernization and the Committee believes that this program provides an opportunity for implementation of that strategy.

In addition, the Committee notes that the recommendation includes $10,000,000 for the development of standards and procedures, including surveys. The Committee directs the FAA to focus on increasing the number of non-precision GPS instruments approaches developed and published for airports that are not Part 139 certificated. In addition, should this program continue to experience the programmatic slippages that have plagued it since its inception, the Committee would look favorably on a reprogramming to commit additional resources to this immediately beneficial activity.

Technical Center Facilities.—The Committee recommendation provides for the full request for technical center facilities.

AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT

En Route Automation.—The Committee recommendation deletes $6,900,000 in NAS handoff costs not appropriately budgeted in facilities and equipment.

Voice Switching and Control System (VSCS).—The Committee recommendation provides $16,000,000 for this program to facilitate the FAA creation of additional sectors to address aviation traffic choke points.

Air Traffic Management.—The Committee recommendation provides $49,300,000 for Air Traffic Management delay reduction efforts to permit greater realization of departure sequencing program initiatives providing fast, graphical interface communications among and between controllers and traffic managers.

Air/Ground Communications Infrastructure.—The Committee recommendation provides $30,700,000, an increase of $6,300,000. The additional resources are in support of the Choke Point program to alleviate delays reflected in the Committee's recommended increases in other lines in this account. The Committee anticipates regular communication from the Administrator related to the execution of the Choke Point program consistent with the program justification provided with the budget request.

Volcano Monitor.—The Committee recommendation includes $2,000,000, the same level provided in the fiscal year 2001 bill.

ATC Beacon Interrogator (ATCBI)—Replacement.—The Committee recommendation includes an increase of $485,000 to the budget request for an air traffic control beacon interrogator 5 (ATCBI–5) at Keahole-Kona Airport.

Aviation Weather Services Improvements.—The Committee recommendation includes $22,500,000, an increase of $6,800,000 from the budget request. The increase is for increased deployment of Integrated Terminal Weather Systems (ITWS) beyond the four prototype systems. Weather is the largest contributor to air traffic delays and ITWS technologies integrate weather data from various weather sensors and will provide increased forecasts of anticipated weather conditions.

Aviation Weather Services Improvements—Corridor Information Weather System (CIWS).—The Committee recommendation provides $5,000,000 for the Corridor Information Weather System (CIWS). CWIS is a multi-phase program that will utilize terminal and enroute real time weather sensors to provide a convective weather forecast for congested enroute corridors.

Terminal programs

Terminal Air Traffic Control Facilities—Replace.—The Committee recommendation provides $117,700,000 for this program. The recommendation provides funding for the following projects:

Newburgh, NY	$2,200,000
Portland (TRACON), OR	75,000
Deer Valley, AZ	805,000
Seattle (TRACON), WA	26,084,000
Bedford, MA	468,000
Newport News, VA	1,300,000
Louisville, KY	1,600,000
Corpus Christi, TX	650,000
Vero Beach, FL	592,000
Spokane, WA	3,120,000
Reno—Tahoe (Relocation of tower and TRACON), NV	11,080,000
Indianapolis, IN	820,000
Swanton, OH	824,000
Oshkosh, WI	365,000
Chantilly, VA	970,000
Manchester, NH	5,840,000
Wilmington, DE	55,000
Albuquerque, NM	593,000
Battle Creek, MI	2,125,000
Savannah, GA	500,000
Newark, NJ	1,407,000
Everett, WA	1,064,000
Rogers, AR	750,000
Billings, MT	2,725,000
Baltimore (ATCT), MD	175,000
Houston (TRACON), TX	75,000
Islip, NY	550,000
Phoenix, AZ	18,330,000
St. Louis (TRACON), MO	2,400,000
Boston, MA	7,066,000
Port Columbus, OH	1,229,000
Salina, KS	560,000
Richmond, VA	2,500,000
N. Las Vegas, NV	550,000
East Saint Louis, IL	572,000
Fort Lauderdale(Exec), FL	638,000
Seattle (ATCT), WA	2,922,000
Abilene, TX	1,045,000
LaGuardia, NY	2,000,000
Pascagoula, MS	2,125,000
West Palm Beach (ATCT), FL	175,000
Beaumont, TX	800,000
Roanoke, VA	2,140,000
Grand Canyon, AZ	1,500,000

Topeka, KS	2,875,000
Reno, NV	1,461,000

Terminal Doppler Weather Radar (TDWR)—Provide.—The Committee recommendation provides $3,000,000 for this activity and is supportive of siting a TDWR at Baton Rouge Metropolitan Airport, but is mindful that the procurement of TDWR equipment is virtually completed. As additional technologies are fielded and TDWR units become available, or as the Low Level Windshear Alert System (LLWAS) procurement matures, the Committee expects the FAA to fully explore siting a LLWAS or TDWR system at Baton Rouge Metropolitan Airport.

Terminal Automation.—The Committee recommendation deletes $11,100,000 from the budget request for activity 2 terminal sustainment support for ARTS IIIA and ARTS IIE/IIIE. Further, the Committee recommendation denies $11,000,000 of the STARS deployment funding due to anticipated schedule slippages in installation of the new equipment and the need to fund higher priority activities. The Committee is aware of the concern about potential delays in the STARS "waterfall" related to facilities not being ready for deployment of the new Stars equipment. The Committee directs the FAA to aggressively manage facility preparation to allow the introduction of this modernized equipment and to report to the House and Senate Committees on Appropriations if delays in the deployment schedule become inevitable. In addition, the Committee directs the FAA to report to the House and Senate Committees on Appropriations on the status of the cost and deployment baseline for the STARS procurement. Failure to provide such a baseline will jeopardize the Committee's support for future deployment funding for STARS.

Control Tower/tracon Facilities—Improve.—The Committee recommendation includes an additional $3,000,000 to continue the cable loop relocation project at Lambert-St. Louis International Airport. In addition, the Committee directs the FAA to report to the House and Senate Committees on Appropriation on the cost, feasibility, and schedule to the acquisition of an air traffic control tower simulation facility sited in the new Newark Traffic Control Tower.

Terminal Voice Switch Replacement (TVSR)/ETVS.—The Committee recommendation provides an increase of $10,000,000 to $21,947,500 to expedite the replacement of electromechanical and non-supportable electronic voice switching systems to continue reliable voice communications in support of air traffic terminal operations.

NAS Infrastructure Management System (NIMS).—The Committee recommends $18,000,000 for the NAS infrastructure management system (NIMS), an increase of $4,900,000 from the fiscal year 2001 appropriated level.

Airport Surveillance Radar (ASR–9).—The Committee recommendation provides $22,800,000, an increase of $10,000,000 above the budget request. The additional funds are to expedite the ASR–9 service life extension program.

Airport Movement Area Safety System (AMASS).—The Committee recommendation provides $13,127,500, an increase of $500,000 above the budget request. Within the funds provided,

$500,000 is to procure and deploy an AMASS unit at the North Las Vegas Airport.

Voice Recorder Replacement Program.—The Committee recommendation fully funds the Administration request. The Committee notes that the FAA is delinquent in reporting to the House and Senate Committees on Appropriations evaluating the benefits and advisability of deployable flight data recorders to complement current voice and data recorders. The FAA is directed to complete and transmit the report as soon as possible to permit consideration before the conclusion of congressional consideration of the fiscal year 2002 appropriations act.

Terminal Digital Radar (ASR–11).—The Committee recommendation provides $108,530,600 for the ASR–11 procurement, a reduction of $47,846,900 from the budget request, but an increase of almost $40,000,000 from the fiscal year 2001 appropriation. The Committee is aware of the persistent delays in this procurement and the testing difficulties that the FAA and the Department of Defense have encountered. Accordingly, the FAA schedule to procure ASR–11 radars under this program will continue to slip, obviating the need for the requested funding in fiscal year 2002. Within the funds provided, the Committee directs the FAA to complete surveys for the following siting of ASR–11 or ASR–9 radars, which may become available as the FAA ASR–9 SLEP proceeds: Eagle County Airport, Colorado (site survey and study anticipated to be completed in September 2001); Yakutat ASR–11; Cleveland Hopkins International Airport (or southern coast of Lake Erie) ASR–11; Jackson Hole, WY ASR–11 (site survey and study anticipated to be completed by September 2001); and Central Oregon ASR–11.

The Committee notes that a temporary ASR–9 is anticipated to be sited between Salt Lake City and Provo, Utah in time for the 2002 Winter Olympics. The Committee directs the FAA to plan for leaving the ASR–9 radar at the Utah location after the Olympics until an ASR–11 is available to replace the temporary ASR–9. The Committee understands that this may require acquisition of another temporary air surveillance radar to meet other temporary surveillance radar requirements.

DOD/FAA ATC Facilities Transfer.—The Committee recommends $2,800,000, including $1,700,000 for the Lawton/Fort Sill regional Airport ARAC (Airport Radar Approach Control). The Committee directs the FAA to provide a report outlining the costs and benefits of a permanent solution to the Fort Sill ARAC staffing and equipment requirement not later than September 5, 2001.

Automated Surface Observing System (ASOS).—The Committee recommends $13,280,000 and directs the distribution of the funding over the budget request as follows:

Henderson Executive Airport, NV	$300,000
Curry Coastal Airpark/Brookings Airport, OR	80,000
Mexico Municipal Airport, MO	100,000
Las Vegas-McCarran International Airport, NV	300,000
West Memphis Airport, AR	100,000
Newport Municipal Airport, AR	100,000

Instrument Landing System (ILS)—Establish/upgrade.—The Committee recommendation provides $30,753,000 and directs the increase above the budget request to be distributed as follows:

Lambert-St. Louis International Airport, MO	$2,000,000
Wilmington International Airport, NC	1,154,000
Edenton Northeastern regional airport, NC	500,000
Reno Stead Airport, NV	2,595,250
Keokuk Airport, IA	350,000
Rice Lake Regional Airport, WI	1,000,000
Orlando International Airport, FL (Cat 3)	2,000,000
Dalles Municipal Airport, OR	1,400,750
Klawock, AK	1,000,000

Transponder Landing System (TLS).—The Committee recommendation provides $6,000,000, an increase of $3,000,000 over the fiscal year 2001 appropriated level to acquire and site TLS units. The Committee directs the FAA to conduct surveys and cost benefit analysis for TLS deployments with the appropriated funding at the following locations: Brigham City Airport, UT; Sandpoint Airport, ID; Minden-Tahoe Airport, NV; Bowers Field, WA; Ellensburg Airport, WA; Friday Harbor Airport, WA; Omak Airport, WA; Pangborn Memorial Airport, WA; Prosser Airport, WA; Sunnyside Airport, WA; Elko Regional Airport, NV; Reno/Stead Airport, NV; La Grande/Union County Airport, OR; and William H. Morse Airport, VT.

Approach Lighting System Improvement (ALSIP).—The Committee recommendation provides $33,331,000 for the procurement and deployment of runway lighting system to facilitate improved and precision landing capabilities at various airports. The Committee directs funding to be allocated to the airports listed below as follows:

Hartsfield Atlanta International Airport lighting upgrades	$4,000,000
North Bend Airport, OR (ALSIP)	4,500,000
Olive Branch Airport, MS (MALSR)	855,000
Stennis International Airport, MS (MALSR)	750,000
North Las Vegas Airport, NV (MALSF)	750,000
Rutland Airport Lighting, VT	1,000,000
Reno-Tahoe International Airport, NV (MALSR)	1,000,000
Alaska statewide rural airport lighting	11,000,000
Reno Stead Airport, NV (MALSR)	1,462,500
Niagara Falls International Airport, NY (MALSR)	2,400,000
Reading Airport, PA (MALSR)	500,000
Baton Rouge Municipal Airport, LA (MALSR)	500,000

Distance Measuring Equipment (DME).—The Committee recommendation provides $4,800,000 for continued acquisition, replacement, and siting of DME systems. The additional $2,000,000 above the budget request is to procure and site DME systems, including localizers, at Batesville Municipal Airport and Cleveland Hopkins International Airport.

Loran-C Upgrade/Modernization.—The Committee recommendation provides $21,000,000 for Loran-C upgrades and modernizations, an increase of $8,000,000 over the budget request.

Alaskan NAS Interfacility Comm System (ANICS).—The Committee recommendation provides $4,000,000 for the ANICS communications program, an increase of $1,500,000 over the budget request. The increased funding will permit the expedited improvement of communications capabilities for the FAA in rural Alaska.

Aircraft Related Equipment Program.—The Committee recommendation provides $7,500,000, an increase of $1,500,000 over fiscal year 2001 and $7,200,000 below the request. The reduction is made because of budgetary pressures and without prejudice.

Non ATC Facilities and Equipment

Explosive Detection Technology.—The Committee recommendation fully funds the budget request and rejects the approach taken in the fiscal year 2001 statement of managers regarding the pairing of the purchase of explosives detection equipment. Under the acquisition management system used by the FAA, integrated product teams are established for all major procurements. These teams include all necessary stakeholders and resources to manage procurements and deployments critical to the FAA's mission. The Security Equipment Integrated Product Team (SEIPT) includes key members from the major air carriers, regional air carriers, airports and the FAA plus contractors. The SEIPT is charged with making reasoned procurement decisions in the best interests of the aviation security program.

Directed contract pairing undermines the basic tenant of competition by assuring certain procurements regardless of product performance, the needs and desires of the end users or the regulatory standards established for utilization. The benefit of a competitive procurement environment is good value, cost effectiveness and a product that improves performance beyond the initial EDS certification standards. To realize a truly competitive environment the Committee believes that it is more effective to provide adequate funding to attract and motivate capable vendors willing to invest in the development, improvement and maintenance of their products.

Competition already exists for the funding within the explosive detection systems line item among various initiatives such as bulk explosives detection, trace detection systems, threat imaging projection X-ray systems and systems integration. The Committee through the SEIPT should continue to provide the requirements, guidance and plans to enhance aviation baggage and passenger screening and security.

National Airspace System (NAS) Training Facilities.—The Committee recommendation deletes this request due to budget constraints, a reduction of $2,000,000 below the budget request.

Mission Support

Center For Advanced Aviation System Dev. (Mitre).—The Committee recommendation fully funds this budget request including a $5,143,000 transfer from elsewhere in the FAA account.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2001	[1] $187,000,000
Budget estimate, 2002	187,781,000
Committee recommendation	195,808,000

[1] Excludes $411,000 in across the board reduction.

This appropriation finances research, engineering, and development programs to improve the national air traffic control system by increasing its safety, security, productivity, and capacity. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety. The major objectives are to keep the current system operating safely and efficiently; to protect the environment; and to modernize the system through improvements in facilities, equipment, techniques, and procedures in order to insure that the system will safely and efficiently handle the volume of aircraft traffic expected to materialize in the future.

The Committee directs the FAA to include prior year breakout information with the budget justification. While the current justifications are generally informative and useful, greater detail on the prior and current fiscal year budget execution would be very useful in the Committee's annual review and oversight responsibilities.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $195,808,000, an increase of $8,027,000 from the fiscal year 2002 budget request, and an increase of $8,808,000 from the fiscal year 2001 enacted level.

A table showing the fiscal year 2001 enacted level, the fiscal year 2002 budget estimate, and the Committee recommendation follows:

RESEARCH, ENGINEERING AND DEVELOPMENT

Program Name	Fiscal year 2001 enacted	Fiscal year 2002 estimate	Committee recommendation
System Development and Infrastructure:			
System planning and resource management	$1,164,000	$1,458,000	$1,458,000
Technical laboratory facility	12,250,000	12,545,000	12,545,000
Center for Advanced Aviation System Development	4,000,000	5,143,000	....
Information security	....	2,581,000	2,581,000
Subtotal	17,414,000	21,727,000	16,584,000
Weather:			
National laboratory program	16,615,000	....	....
In-house support	4,391,000	1,962,000	1,962,000
Center for Wind, Ice and Fog	700,000	....	....
Inflight Icing	....	2,068,000	2,068,000
Storm Growth and Decay	....	2,964,000	2,964,000
NEXRAD Algorithms	....	1,500,000	1,500,000
Aviation Gridded Forecast System	....	1,870,000	1,870,000
Model Development and Enhancement	....	1,659,000	1,659,000
Winter Weather Research	....	1,550,000	1,550,000
Ceiling and Visibility	....	750,000	750,000
Juneau, AK	3,100,000	6,700,000	....
Turbulence	....	2,749,000	2,749,000
Airborne Humidity Sensor	....	501,000	501,000
National Ceiling and Visibility	....	1,956,000	1,956,000
Oceanic Convective Nowcasting	....	1,139,000	1,139,000
Wake Turbulence	....	1,000,000	5,000,000
Subtotal	24,806,000	28,368,000	25,668,000
Aircraft Safety Technology:			
Aircraft systems fire safety	4,750,000	....	....
Advanced materials/structural safety	2,797,000	2,974,000	2,974,000
Propulsion and fuel systems	8,200,000	5,168,000	8,968,000
Flight safety/atmospheric hazards research	4,109,000	4,150,000	6,420,000
Aging aircraft	33,384,000	27,111,000	31,911,000
Aircraft catastrophic failure prevention research	2,782,000	2,794,000	2,794,000

RESEARCH, ENGINEERING AND DEVELOPMENT—Continued

Program Name	Fiscal year 2001 enacted	Fiscal year 2002 estimate	Committee recommendation
Aviation safety risk analysis	6,657,000	5,784,000	5,784,000
Fire research and safety		5,242,000	5,242,000
Subtotal	62,679,000	53,223,000	64,093,000
System Security Technology:			
Explosives and weapons detection	42,606,000	38,438,000	43,438,000
Aircraft hardening	4,307,000	4,640,000	4,640,000
Airport security technology integration	2,462,000	2,084,000	2,084,000
Aviation security human factors	5,145,000	5,163,000	5,163,000
Subtotal	54,520,000	50,325,000	55,325,000
Human Factors and Aviation Medicine:			
Flight deck/maintenance/system integration human factors	10,100,000	9,906,000	9,906,000
Air traffic control/airway facilities human factors	8,000,000	9,900,000	9,900,000
Aeromedical research	6,000,000	6,121,000	6,121,000
Subtotal	24,100,000	25,927,000	25,927,000
Environment and Energy	3,481,000	7,602,000	7,602,000
Strategic Partnerships		609,000	609,000
Total appropriation	187,000,000	187,781,000	195,808,000

SYSTEM DEVELOPMENT AND INFRASTRUCTURE

System Planning and Resource Management.—The Committee recommends $1,458,000 for System Planning and Resource. The Committee recommendation includes $150,000 for North Dakota State University (NDSU) to conduct a study on the pricing behavior of airlines operating in small and medium-sized communities.

Center for Advanced Aviation System Development.—The Committee recommendation transfers this funding consistent with the direction provided in the recommendation for the Facilities and Equipment guidance.

WEATHER

Juneau, AK.—Consistent with the transfer to, and the guidance provided in the Facilities and Equipment account, no funding is provided in the Weather line for the Juneau, Alaska wind initiative.

Wake Turbulence.—The Committee recommendation provides $5,000,000 for Wake turbulence research, an increase of $4,000,000 from the budget estimate.

Aircraft Safety Technology Propulsion and fuel systems.—The Committee recommendation is $8,968,000, an increase of $3,800,000 from the budget estimate. Within the funds provided in the Committee recommendation, $2,000,000 is to continue activities of the specialty metals processing consortium. The Committee recommendation includes $1,000,000 for continued research into the performance and combustion characteristics of blended aviation fuels containing at least 80 percent ethanol. In addition, the Committee recommendation includes $800,000 for the General Aviation Propulsion—Compression Ignition Test and Evaluation Program (GAP–CITEP), a joint NASA and FAA effort to evaluate durability testing of alternative fuels (Jet A and diesel) to facilitate the transition away from leaded aviation fuels for general aviation.

Flight safety/atmospheric hazards research.—The Committee recommends $6,420,000, including $2,270,000 for a joint industry-university aviation safety initiative to conduct in-flight simulation research at the Roswell Industrial Air Center for civilian aircraft pilots. The Committee recognizes the contribution that this research can make to civilian aviation safety, but is also mindful of the safety considerations implicit in conducting such research safely in flight. Accordingly, this research should only be undertaken with this funding upon determination by the FAA administrator that it can be conducted safely and consistently with the FAA's research mission.

Aging aircraft.—The Committee recommendation includes $31,911,000 for this program, an increase of $4,800,000 from the budget estimate. The Committee has provided the additional resources to continue the strong collaboration between the Government, universities, and industry as represented by the Center for Aviation Systems Reliability (CASR) initiative, the Aging Aircraft Nondestructive Inspection Validation Center (AANC), the Airworthiness Assurance Center of Excellence (AACE) and the Engine Titanium Consortium (ETC). Within the appropriation, the recommendation includes $3,800,000, an increase of $2,000,000 from the budget request for the Center for Aviation Systems Reliability (CASR); $3,000,000 for the Aircraft Nondestructive Inspection Validation Center (AANC); $4,000,000 for the activities of the Engine Titanium Consortium (ETC) effort, $1,900,000 more than the budget estimate; and $5,000,000 for other activities of the Airworthiness Assurance Center of Excellence (AACE), an increase of $1,900,000, over the budget estimate.

SYSTEM SECURITY TECHNOLOGY

Explosives and weapons detection.—The Committee recommendation includes $5,000,000 to continue development of the pulsed fast neutron analysis (PFNA) cargo inspection system.

ENVIRONMENT AND ENERGY

Aircraft Engine Noise reduction technology research.—The Committee is concerned about aircraft engine noise and the impact that it has on efforts to increase airport capacity and reduce airline delays. Although airports spend hundreds of millions of dollars per year on aircraft noise mitigation and abatement efforts, the FAA and the National Aeronautics and Space Administration (NASA) spend only a few million dollars for aircraft engine noise reduction technology research and development. The Committee directs the FAA to work with NASA to conduct a study on aircraft engine noise reduction technology research. The study shall: (1) examine the goals that the two agencies and the National Science Technology Council have for aircraft engine noise reduction and abatement; (2) examine the research currently being conducted by FAA, NASA, academia, airports, airlines, as well as aircraft and aircraft engine manufacturers; (3) determine whether Federal goals and objectives for aircraft engine noise reduction are consistent with that research; and (4) if the study concludes that a gap exists between Federal goals and current research, make recommendations on how to coordinate aircraft engine noise reduction research to ensure that most efficient use of Federal dollars.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2001	$3,200,000,000
Budget estimate, 2002	1,800,000,000
Committee recommendation	1,800,000,000

Chapter 471 of title 49, U.S.C. authorizes a program of grants to fund airport planning and development and noise compatibility planning and projects for public use airports in all States and territories.

The Committee recommends $1,800,000,000 in liquidating cash for grants-in-aid for airports. This is consistent with the Committee's obligation limitation on airport programs for fiscal year 2002 and for the payment of previous years' obligations.

COMMITTEE RECOMMENDATION

Obligation limitation, 2001 [1]	$3,200,000,000
Budget estimate, 2002	3,300,000,000
Committee recommendation	3,300,000,000

[1] Does not reflect reduction of $7,040,000 pursuant to section 1403 of Public Law 106–554.

The total program level recommended for fiscal year 2002 for grants-in-aid to airports is $3,300,000,000 and is intended to be sufficient to continue the important tasks of enhancing airport and airway safety, ensuring that airport standards can be met, maintaining existing airport capacity, and developing additional capacity. The amount provided includes $64,597,000 for administration and airport technology research. Also, the Administration proposes that the grants-in-aid funds be used to make up for shortfalls in overflight fee collections to fund the essential air service program.

The Committee notes that a sizable alternative source of funding is available to airports in the form of passenger facility charges [PFC's]. The first PFC charge began for airlines tickets issued on June 1, 1992. DOT data shows that as of April 1, 2001, 322 airports have been approved for collection of PFC's in the amount of $29,600,000,000. During calendar year 2000 airports collected $1,550,000,000 in PFC charges and $1,900,000,000 is estimated to be collected in calendar year 2001. Of the airports collecting PFC's, approximately one-fifth collected about 90 percent of the total, and all of these are either large or medium hub airports. Prior to the authorized increase in PFC charges, the DOT estimated that these airports will collect more than $1,600,000,000 in calendar year 2001, depending on the number of applications received and approved and assuming current statutory authority. The first collections at the new $4.50 PFC level began on April 1, 2001 at 31 airports. Eventually, the funding to airports from the 50 percent nominal increase in authorized passenger facility charges will result in dramatically increased resources for airport improvements, expansions, and enhancements.

LIMITATION ON OBLIGATIONS

The bill includes a limitation on obligations of $3,300,000,000 for fiscal year 2002. This is the same as the President's budget request and $100,000,000 over the fiscal year 2001 enacted level.

A table showing the distribution of these funds compared to the fiscal year 2001 levels and the President's budget request follows:

	Fiscal year 2001 enacted	Fiscal year 2002 estimate	Committee recommendation [1]
Entitlements	$1,943,800,000	$2,070,864,521	$2,068,956,211
Primary airports	1,067,900,000	1,053,755,561	1,053,755,561
Cargo airports (3 percent)	94,200,000	97,311,000	97,062,090
Alaska supplemental	21,100,000	21,057,960	21,057,960
States (20 percent)	628,000,000	648,740,000	647,080,600
Carryover entitlement	132,600,000	250,000,000	250,000,000
Small Airport Fund	269,000,000	305,399,619	305,399,619
Non hub	....	174,514,068	174,514,068
Non commercial service	....	87,257,034	87,257,034
Small hub	....	43,628,517	43,628,517
Discretionary Set Asides	358,500,000	335,350,704	332,880,836
Noise (34 percent of discretionary)	315,300,000	294,928,193	292,756,038
Reliever (0.66 percent of discretionary)	6,100,000	5,725,077	5,682,911
Military airport program (4 percent of discretionary)	37,100,000	34,697,434	34,441,887
Other Discretionary	568,800,000	532,085,156	528,166,334
Capacity/Safety/Security/Noise	426,600,000	399,063,867	396,124,751
Remaining discretionary	142,200,000	133,021,289	132,041,584
Administration	59,900,000	56,300,000	57,050,000
Airport Research	....	....	7,547,000
Total limitation on obligations	3,200,000,000	3,300,000,000	3,300,000,000

[1] Assumes EAS will be fully supported through overflight fee collections.

AIRPORT DISCRETIONARY GRANTS

Within the overall obligation limitation in this bill, over $1,200,000,000 is available for discretionary grants to airports. The Committee has carefully considered a broad array of discretionary grant requests that can be expected in fiscal year 2002. Specifically, the Committee expects the FAA to give priority consideration to applications for the projects listed below in the categories of the AIP for which they are eligible. If funds in the remaining discretionary category are used for any projects in fiscal year 2002 that are not listed below, the Committee expects that they will be for projects for which FAA has issued letters of intent (including letters of intent the Committee recommends below that the FAA subsequently issues), or for projects that will produce significant aviation safety improvements or significant improvements in systemwide capacity or otherwise have a very high benefit/cost ratio.

Within the program levels recommended, the Committee directs that priority be given to applications involving the further development of the following airports:

Airport/State	Project
Abbeville Municipal Airport, AL	Various improvements
Abilene Airport, TX	Apron rehab, runway improvements & taxiway extension
Abrams Municipal Airport, MI	Parallel taxiway & runway extension
Akutan Airport, AK	Access road
Albertus Airport, IL	Runway & taxiway rehabilitation
Anchorage International Airport, AK	North/South runway expansion and maintenance facility
Andrews-Murphy Airport, NC	Land acquisition & extension of runway
Ankeny Regional Airport, IA	Taxiways & access road improvements
Atka Airport, AK	Runway extension
Baltimore-Washington International, MD	Expansion & rehabilitation airfield, taxiways & ramps
Barbour County Regional Airport, WV	Various improvements
Bartlesville Municipal Airport, OK	Runway safety improvements
Baton Rouge Metropolitan Airport, LA	Apron improvements, master plan, noise mitigation, reconstruct runway
Baxter County Regional Airport, AR	Various improvements
Benedum Airport, WV	Various improvements
Bennington Airport, VT	Runway extension
Bert Mooney Airport, MT	Reconstruct ramp
Bismarck Municipal Airport, ND	Comprehensive terminal improvement
Bowling Green-Warren County, KY	Land acquisition
Bowman Field, KY	Air ambulance facility
Braxton County Airport, WV	Various improvements
Buffalo Niagara International Airport, NY	Runway improvements & land acquisition
Burlington Municipal Airport, IA	Taxiway relocation
Cambridge Municipal Airport, OH	Land acquisition, runway construction, taxiway improvements
Cartersville Airport, GA	Runway & taxiway lighted signage
Central Illinois Regional, IL	Purchase equipment
Centre Municipal Airport, AL	Runway extension
Charleston International Airport, SC	Various improvements
Clarion County Airport, PA	Runway extension
Clayton County-Tara Field, GA	Land acquisition & runway rehabilitation
Clayton Municipal Airport, AL	Runway extension
Clinton Municipal Airport, IA	Rehab. & resurface runway & taxiway
Columbia County Airport, NY	Rehabilitation of access road & taxiway
Concord Regional Airport, NC	Runway extension
Connellsville Airport, PA	Runway expansion
Council Bluffs Municipal Airport, IA	Various improvements
Dane County Regional Airport, WI	Apron reconstruction & drainage system
Davis Airport, WV	Various improvements
DeKalb-Peachtree Airport, GA	Airport expansion & noise control
Denver International, CO	Construct new runway
Des Moines International Airport, IA	Various improvements
Detroit Metro Airport, MI	Terminal redevelopment/rehabilitation
Dona Ana County Airport, NM	Widening & strengthening of runway & taxiway
Double Eagle II Airport, NM	Runway rehabilitation and runway equipment
Eastern Iowa Airport, IA	Taxiway & apron reconstruction
Eastern West Virginia Regional/Shephard Field, WV	Various improvements
Eau Claire-Chippewa Valley Airport, WI	Runway improvements
Elkins-Randolph County-Jennings Randolph Field, WV	Various improvements

Airport/State	Project
Erie International Airport, PA	Runway extension
Fairfield Municipal Airport, IA	Construct new runway
Fairmont Municipal Airport, WV	Various improvements
Fayette Airport, WV	Various improvements
Floyd Bennett Memorial Airport, NY	Rehabilitation of taxiways
Ford Airport, MI	Runway reconstruction, tiedown rehab & apron rehab
Fork-Quillayute, WA	Master plan improvements
Galveston-Scholes Field, TX	Taxiway reconstruction, apron rehab. & main runway overlay
Gary/Chicago Airport, IN	Expansion of general use apron
General Mitchell Field, WI	Taxiway relocation & expansion
Girdwood Airport, AK	Miscellaneous improvements
Glynco Jetport, GA	Terminal renovation
Gogebic County Airport, MI	Land acquisition
Grand Forks International Airport, ND	Construct runway
Grant County Airport, WV	Various improvements
Great Falls International, MT	Upgrade runways to cat IIIc status
Greater Rochester International, NY	Terminal improvements, construct taxiway, & runway improvements
Greenbrier Valley, WV	Various improvements
Gulfport-Biloxi Regional Airport, MS	Land acquisition for runway extension
Hector International Airport, ND	Runway extension, taxiway reconstruction & construct taxiway
Helena Regional Airport, MT	Terminal remodeling & expansion project
Houghton County Memorial Airport, MI	Runway rehabilitation
Huntsville International Airport, AL	Miscellaneous improvements
Indiana County Airport, PA	Runway extension
Indianapolis International Airport, IN	Various improvements
Iowa City Municipal Airport, IA	Land acquisition
Ivanof Bay Airport, AK	Runway extension
Jackson County Airport, WV	Various improvements
Jackson International Airport, MS	Cargo apron improvements & related projects
Jonesboro Municipal Airport, AR	Runway extension
Juneau International Airport, AK	Snow removal maintenance facility
Kee Field, WV	Various improvements
Kodiak Airport, AK	Passenger terminal
LaCrosse Municipal Airport, WI	Runway & taxiway reconstruction
Lafayette Regional Airport, LA	Various improvements
Lake Placid Airport, NY	Rehabilitation of taxiway
Lambert-St. Louis International, MO	Noise mitigation
Lancaster Airport, PA	Runway extension
Lee Gilmer Memorial Airport, GA	Construct new taxiways
Logan County Airport, WV	Various improvements
Louisville International, KY	Reconstruction of taxiway, land acquisition & noise reduction
Madisonville Municipal, KY	Extension project
Manhattan Regional Airport, KS	Aircraft parking expansion project
Marlinton Airport, WV	Various improvements
Marshall County Airport, WV	Various improvements
Mason County Airport, WV	Various improvements
McComas-Lee's Summit Municipal, MO	Runway improvement, land acquisition, hangar removal
McComb-Pike County Airport, MS	Lengthen runway & install taxiway
Memphis International Airport, TN	Taxiway extension
Mercer County Airport, WV	Various improvements
Mid-Delta Regional Airport, MS	Runway repaving
Middle Georgia Regional Airport, GA	Runway extension
Mingo County Airport, WV	Various improvements

Airport/State	Project
Minot International Airport, ND	Runway reconstruction
Missoula International Airport, MT	Land acquisition & runway relocation
Monroe County Airport, AL	Various improvements
Monroe Regional Airport, LA	Terminal & infrastructure improvements
Montgomery Regional Airport (Dannelly Field), AL	Terminal reconstruction (phase II)
Morehead-Rowan County, KY	New airport
Morey Airport, WI	Land acquisition
Morgantown Municipal-Walter L. Bill Hart Field, WV	Various improvements
Mt. Vernon Airport, IL	Runway rehabilitation & land acquisition
New Orleans International Airport, LA	Runway improvements & safety enhancements
Oakland-Pontiac Airport, MI	Land acquisition for noise reduction
Ogden-Hinckley Airport, UT	Runway, taxi lane, and ramp improvements
Olive Branch Airport, MS	Extend runway & construct new ramp
Orlando International Airport, FL	Runway improvements
Otsego County Airport, MI	Runway reconstruction
Outagamie County Regional Airport, WI	Taxiway, apron, & lighting improvements
Owensboro-Daviess County, KY	Runway extension
Panama City-Bay County Airport, FL	Various improvements
Pellston Regional Airport, MI	Terminal construction & road relocation
Petersburg Airport, AK	Runway extension
Philadelphia Municipal Airport, MS	Various improvements
Philadelphia International Airport, PA	Runway lighting & visual navigation aids
Piedmont Triad International Airport, NC	Construct new runway
Pittsburgh International Airport, PA	Runway lighting & various improvements
Port Columbus International Airport, OH	Airport renovation
Princeton-Caldwell County, KY	Airport expansion
Pryor Field Regional Airport (Decatur), AL	Runway extension, apron improvements, terminal expansion
Quad City Airport, IL	Taxiway extension
Raleigh County Memorial, WV	Various improvements
Redmond Airport, OR	Terminal area expansion
Reno/Stead Airport, NV	Runway & taxiway reconstruction, extension, & lighting improvements
Reno/Tahoe International Airport, NV	Ramp expansion, land acquisition, noise reduction, & various improvements
Richard B. Russell Airport, GA	Runway, infrastructure improvements
Richmond International Airport, VA	Taxiway improvement
Richwood City Airport, WV	Various improvements
Rickenbacker International Airport, OH	Various improvements
Ripley Airport, MS	Runway extension
Rock County Airport, WI	Runway & taxiway improvements
Ronald Reagan Washington National, VA	Various improvements
Saline County Airport, AR	Airport relocation
San Francisco International Airport, CA	Site and engineering studies
Saratoga County Airport, NY	Construction of runway
Schroon Lake Airport, NY	Construction of apron and taxiway
Shreveport Regional Airport, LA	Runway extension
Southcentral Alaska Float Plane Facility, AK	Master plan and preliminary engineering and design
Spencer Airport, WV	Various improvements
Spokane International Airport, WA	Various improvements
St. Paul Airport, AK	Runway improvements
Stanly County Airport, NC	Apron improvements & airport upgrades
Stennis International Airport, MS	Land acquisition, apron expansion, & various improvements
Stillwater Airport, OK	Runway & taxiway extension
Stockton Metropolitan Airport, CA	Various improvements
Sullivan County International Airport, NY	Construction of apron & taxiway
Summersville Airport, WV	Various improvements

Airport/State	Project
Ticonderoga Municipal Airport, NY	Reconstruction of runway
Toledo Express Airport, OH	Airport expansion & cargo parking apron
Tri-State/Walker-Long Field, WV	Various improvements
Troy Municipal Airport, AL	Security and safety improvements
Tulsa International Airport, OK	Terminal & baggage claim improvements
Tunicia Municipal Airport, MS	Design, planning, & construction
Tyler Pounds Field, TX	Terminal (phase III) & building lighting facilities
Unalaska Airport, AK	Runway extension
Upper Cumberland Regional Airport, TN	Apron expansion
Upshur County Regional Airport, WV	Runway extension
Valley International Airport, TX	Land acquisition, road relocation
Washington Dulles International, VA	Various improvements
Waynesboro Municipal Airport, MS	Runway extension
Welch Municipal Airport, WV	Various improvements
Westchester County Airport, NY	Design & construction of deicing facility
Wheeling-Ohio County Airport, WV	Various improvements
Wilkes-Barre/Scranton International Airport, PA	Various improvements
William B Hartsfield-Atlanta International, GA	Runway extension
Williamsport Airport, PA	Runway extension
Wilmington International Airport, NC	Land acquisition for runway & taxiway widening
Winfield Airport, WV	Various improvements
Wittman Field, WI	Land acquisition
Wood County/Gill Robb Wilson Field, WV	Various improvements
Yeager Airport, WV	Various improvements
Zanesville Municipal Airport, OH	Runway resurfacing

Indianapolis International Airport, IN.—The Committee commends the FAA for technical assistance provided in the development of the mid-field terminal project at Indianapolis International Airport. The Committee urges the FAA to give full and fair consideration to requests for discretionary funding for the construction of the new passenger terminal complex, including taxiways, air traffic control tower, aprons, and associated lighting, marking and drainage improvements to support the relocated terminal complex.

Charleston International Airport, SC.—The Committee urges the FAA to give full and fair consideration to requests for discretionary funding for the expansion of vehicle parking capacity at the airport. Continued expansion of the existing flat lot will result in unreasonable walking distances for passengers; therefore, a vertical deck is required.

Noise mitigation.—The Committee is aware of the recent agreement between the FAA, the Port of Seattle, the Highline School District and the State of Washington to fund and undertake noise mitigation activities and improvements to 15 schools in the Highline School District. Given the longstanding need to address the negative impact of noise on children in the Highline school system, the Committee commends FAA's critical role in helping all parties reach this agreement and expects the FAA to expeditiously commit funds and assistance to this effort.

LETTERS OF INTENT

Congress authorized FAA to use letters of intent [LOI's] to fund multiyear airport improvement projects that will significantly enhance systemwide airport capacity. FAA is also to consider a project's benefits and costs in determining whether to approve it for AIP funding. FAA adopted a policy of committing to LOI's no more than about 50 percent of forecasted discretionary funds allocated for capacity, safety, security, and noise projects. The Committee viewed this policy as reasonable because it gave FAA the flexibility to fund other worthy projects that do not fall under a LOI. Both FAA and airport authorities have found letters of intent helpful in planning and funding airport development.

Hartsfield Atlanta International Airport.—Hartsfield Atlanta International Airport is undertaking the construction of a critical 5th runway in order to relieve congestion at the world's busiest airport which is expected to experience a 28 percent growth rate in the next 10 years. According to the recently released FAA Airport Capacity Benchmark Report, Hartsfield exceeds its capacity for more than eight hours a day during bad weather. The new runway will increase capacity by 58 (37 percent) additional operations in good weather and 45 (34 percent) additional operations in bad weather. At a cost of more than $1,000,000,000, the Hartsfield 5th runway is one of the most expensive runways in the nation since the additional runway must cross an interstate. Local officials are carrying over 80 percent of the cost and are seeking a $171,000,000 Letter of Intent (LOI) over 10 years from the Airport Improvement Program (AIP) funds to cover the cost of this critical capacity project. Therefore, the Committee strongly recommends that the FAA give priority consideration to this important funding request.

Piedmont Triad International Airport (Greensboro, High Point, Winston-Salem, North Carolina).—The Committee encourages the FAA to give full and immediate consideration to the Piedmont Triad Airport Authority's application for a Letter of Intent for construction of a parallel runway (5L–23R), and related improvements described in the Authority's application which are necessary to integrate this new runway into existing facilities. The Committee is informed that substantial safety, capacity and economic benefits will accrue from the completion of this project.

ADMINISTRATION

The bill provides that, within the overall obligation limitation, $64,957,000 is available for administration of the airports program by the FAA and airport technology research.

The Committee recommendation includes $7,547,000 for Airport Technology Research. The program is included in AIP for fiscal year 2002 as the research directly supports improvements in airport safety, capacity, and efficiency. The research is directed at mitigation of wildlife strike hazards to aircraft, improvement of airport rescue and firefighting, improvement of airport lighting and marking, reduction in runway incursions, and improvement in airport pavement and design. It also includes funding for the 18 FTE in the Airport Technology Branch at the William J. Hughes Technical Center and continued operation of the pavement test facility at the Technical Center.

SMALL COMMUNITY AIR SERVICE DEVELOPMENT PILOT PROGRAM

Appropriations, 2001	....
Budget estimate, 2002	....
Committee recommendation	[1] $20,000,000

[1] Funded within the Federal Aviation Administration.

The Committee bill includes $20,000,000 for the Small Community Air Service Development Pilot Program authorized by section 203 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century. The program is designed to improve air service to underutilized airports in small and rural communities. The total number of communities or groups of communities that can participate in the program is limited to no more than 4 from any one State and no more than 40 overall. The program gives priority to communities that have high air fares, will contribute a local share of the cost, will establish a public-private partnership to facilitate airline service, and where assistance will provide benefits to a broad segment of the traveling public.

GENERAL PROVISIONS

Second career training program.—The Committee has included bill language which was included in the President's budget request which prohibits the use of appropriated funds for the second career training program. This prohibition has been carried in annual appropriations acts for many years.

Sunday premium pay.—The bill retains a provision, first included in the fiscal year 1995 appropriations bill, which prohibits FAA from paying Sunday premium pay, except in those cases where the individual actually worked on a Sunday. This provision is identical to that which was in effect for fiscal years 1995–2000. It was requested by the administration for fiscal year 2002.

Manned auxiliary flight service stations.—The Committee has retained bill language which was requested by the administration to prohibit the use of funds for operating a manned auxiliary flight service station in the contiguous United States. There is no funding provided in the "Operations" account for such stations in fiscal year 2002.

Facilitating Environmental Reviews to Increase Airport Capacity.—The bill authorizes the Federal Aviation Administration (sec. 335) to use funds from airport sponsors, including the airport's "Grants-in-Aid for Airports" entitlement funds, for the hiring of additional staff or for obtaining services of consultants for the purpose of facilitating environmental activities related to airport projects that add critical airport capacity to the national air transportation system.

FAA Facilities on Airport Property.—The bill includes a provision (sec. 340) that prohibits funds in this Act to be used to adopt guidelines or regulations requiring airport sponsors to provide the Federal Aviation Administration "without cost" buildings, maintenance, or space for FAA services. The prohibition does not apply to negotiations between FAA and airport sponsors concerning "below market" rates for such services or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

Southeast Louisiana Regional Airport.—The Committee notes that substantial Federal investments have already been made in the New Orleans International Airport and the Baton Rouge Metropolitan Airport. Accordingly, the Committee has included language (sec. 336) that would prohibit the use of funds made available in this Act from being used to further any efforts toward developing a new regional airport for southeast Louisiana until a comprehensive plan is submitted by a commission of stakeholders to the Administrator of the Federal Aviation Administration and that plan, as approved by the Administrator, is submitted to and approved by both the Senate and House Committees on Appropriations. The commission of stakeholders is to be comprised of one representative from each of the following entities: the Louisiana Airport Authority, the New Orleans Aviation Board, the Greater Baton Rouge Airport District, Orleans Parish, Jefferson Parish, St. Charles Parish, St. John the Baptist Parish, St. James Parish, Ascension Parish, Iberville Parish, and East Baton Rouge Parish. The comprehensive plan shall analyze the feasibility of building a new regional airport for southeast Louisiana. This analysis shall consider future demand and existing capacity of the New Orleans International Airport and the Baton Rouge Metropolitan Airport. If a new airport is recommended, the plan shall propose a site, estimate total project costs and benefits, and identify funding sources with projected contribution percentages from each source. Additionally, if a new airport is recommended, the plan shall also analyze the impact of a new airport on the existing New Orleans International Airport and Baton Rouge Metropolitan Airport, and identify the short and long term roles of these existing airports and the proposed new airport.

Mandatory separation for controllers.—The bill includes a provision (sec. 337) that allows air traffic controllers, covered under the Civil Service Retirement System, who reach the age of 56 years to work until they have completed their 20 years of service. The Civil Service Retirement System allows other groups who are covered under mandatory separation requirements, such as firefighters and law enforcement officers, to continue working until they have completed their 20 years of service unless the Secretary determines such action would compromise safety. This provision targets a limited population of air traffic control specialists that, due to unusual circumstances, would not qualify for an annuity upon mandatory separation from the air traffic controller profession.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

The bill includes a rescission of $301,720,000 in contract authority. This budget authority was made available in Public Law 106–181 for prior fiscal years. However, since such funds were above the obligation limitation for those years, they are not available for obligation and are therefore available for rescission. This recommendation will have no programmatic impact, since the funding is not currently available for use in the AIP program.

FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2002 PROGRAM

The principal mission of the Federal Highway Administration is to, in partnership with State and local governments, foster the development of a safe, efficient, and effective highway and intermodal system nationwide including access to and within National Forests, National Parks, Indian Lands and other public lands.

Under the Committee recommendations, a total program level of $32,873,695,000 would be provided for the activities of the Federal Highway Administration in fiscal year 2002. The following table summarizes the fiscal year 2001 program levels, the fiscal year 2002 program request and the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year— 2001 program level	Fiscal year— 2002 budget estimate	Committee recommendation
Federal-aid highways limitation [1] [2]	29,661,806	31,563,157	31,919,103
Limitation on administrative expenses [2]	(295,119)	(317,693)	(316,521)
Exempt Federal-aid obligations	1,068,926	954,592	954,592
Emergency relief supplemental obligations	729,452	....	....
Appalachian Development Highway System	279,963	([3])	350,000
Total	31,730,769	32,518,157	33,224,103

[1] Includes Transportation Infrastructure Finance and Innovation Act program.
[2] Does not reflect 0.22 percent reduction in section 1403 of Public Law 106–554.
[3] Requested within Federal-aid Highway limitation on obligations.

LIMITATION ON ADMINISTRATIVE EXPENSES

Appropriations, 2001 [1]	$295,119,000
Budget estimate, 2002 [2]	317,693,000
Committee recommendation [2]	316,521,000

[1] Does not reflect 0.22 percent reduction in section 1403 of Public Law 106–554.
[2] Funding for motor carrier administration expenses is included as a separate limitation in the Federal Motor Carrier Safety Administration.

The limitation on administrative expenses controls spending for virtually all the salaries and expenses of the Federal Highway Administration. The Transportation Equity Act for the 21st Century changed the funding source for the highway research accounts from the administrative takedown of the Federal-Aid Highway Program to individual contract authority provisions. The Committee recommends a limitation of $316,521,000.

The following table reflects the fiscal year 2001 level, the 2002 level requested by the administration, and the Committee's recommendation:

[In thousands of dollars]

Program	Fiscal year— 2001 level [1]	Fiscal year— 2002 budget estimate	Committee recommendation
Administrative expenses:			
Salaries and benefits	210,748	222,094	221,594

[In thousands of dollars]

Program	Fiscal year— 2001 level [1]	Fiscal year— 2002 budget estimate	Committee recommendation
Travel	9,473	9,473	9,473
Transportation	465	465	465
GSA rent	16,537	20,621	20,621
Communications, rent, and utilities	9,857	9,857	9,857
Printing	1,512	1,512	1,512
TASC	6,621	7,025	7,025
Supplies	2,000	2,000	2,000
Equipment	4,736	7,265	4,736
NDGPS	[2] 6,000	6,000	6,000
Other	32,521	37,381	33,238
Total	294,470	317,693	316,521

[1] Reflects reduction of $649,000 pursuant to section 1403 of Public Law 106–554.
[2] Reflects fiscal year 2001 appropriation in FAA facilities and equipment.

Administrative expenses.—The Committee recommends $316,521,000 for this appropriation. The reduction to the budget estimate were made for lack of adequate justification and are made without prejudice. The Committee recommendation for administrative expenses provides FHWA the flexibility to allocate the appropriation among such expenses as ADP, permanent change of station, travel, transportation, salaries and benefits consistent with the other recommendations in the report. The Committee notes that the on-board workforce is 200 FTE below authorized levels for fiscal year 2002 which should provide ample flexibility to execute the program within the appropriated level.

The Committee recommends the following items be funded under section 104(a)(1)(A): $7,000,000 for motor carrier research and technology to support ongoing research and technology efforts in the areas of driver, both commercial and non-commercial; carriers; and vehicle; $11,000,000 for the motor carrier crash data improvement program, the commercial driver's license program and to staff FMCSA's 24-hour toll-free hotline for reporting safety violations. The programs were requested under the Federal Motor Carrier Safety Administration's limitation on administrative expenses.

Incidental Appurtenances For Recreational Vehicles.—The Committee notes that the Federal Highway Administration issued a Notice of Proposed Rulemaking (65 FR 50471) for excluding devices from the measurement of commercial vehicle length and width. The Committee recognizes that recreational vehicles may have incidental appurtenances, such as retractable awnings, which may exceed the Federal width limitation when transported commercially from the manufacturer to the dealer or to a recreational vehicle show. A number of States have enacted, and more are working to enact, laws that allow incidental appurtenances on noncommercial recreational vehicles to exceed State width limitations. The Committee encourages the FHWA Administrator to include in its final rule an allowance within reasonable safety limitations for the commercial transport of these recreational vehicles with appurtenances.

Child passenger protection education grants.—The Committee recommendation includes $7,500,000 to continue providing grants, as authorized under section 2003(b) of TEA21, that train safety professionals on all aspects of proper child restraint use and educate the public on the installation, selection, and placement of child safety seats. The Committee commends NHTSA and its private sector partners for the progress made in training child passenger safety technicians and the local law enforcement and fire and rescue departments in jurisdictions throughout the Nation that have embraced this training to prevent children from sustaining serious injuries or death in motor vehicle crashes that could be avoided with the correct use of safety seats and seat belts.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2001[1]	$29,661,806,000
Budget estimate, 2002	31,563,157,000
Committee recommendation	31,919,103,000

[1] Does not reflect 0.22 percent reduction in section 1403 of Public Law 106–554.

The accompanying bill includes language limiting fiscal year 2002 Federal-aid highways obligations to $31,919,103,000, an increase of $2,257,297,000 over the fiscal year 2001 enacted level and $355,946,000 over the budget request.

The obligation limitation for the Federal-aid highways program included in this bill includes $4,543,000,000 in obligations resulting from revenue aligned budget authority. TEA21 provides for an automatic increase in the Federal-aid highways program budget authority and obligation authority in any budget year in which projected income to the highway account of the highway trust fund exceeds estimates of income to the trust fund that were made at the time TEA21 was enacted. Under law, a determination of the size of this increase in so-called "firewall" spending levels is made in the President's budget submission. TEA21 calls for any such increases in budget authority to be distributed proportionately among Federal-aid highways apportioned and allocated programs, and for the overall Federal-aid obligation limitation to be increased by an equal amount, and certain amounts to be distributed to the motor carrier safety grants program of the Federal Motor Carrier Safety Administration.

The budget request proposes to allocate most of this additional obligation authority in fiscal year 2002 as prescribed in TEA21. However, under the budget request $45,000,000 would be for a pilot program that promotes innovative transportation solutions for people with disabilities, $100,000,000 would be available for a matching grant program to promote access to alternative methods of transportation, and $56,300,000 would be for infrastructure improvements and new construction of State border inspection facilities. As structured in the budget request, the funding for these three new initiatives serves to divert funds that the States would otherwise receive for their highway construction program.

The Committee bill takes an alternative approach in funding the Federal Aid Highway program. Rather than allow the Administration's new initiatives to divert funds from critical construction projects, the Committee bill funds these initiatives while simultaneously increasing the overall highway obligation ceiling to a level that exceeds the President's request by more than $350,000,000 and exceeds the TEA21 "guarantee" level by more than $200,000,000. In so doing, the Committee has ensured that the inclusion of funding for the Administration's new initiatives does not cause any State to receive less funding than it would receive under TEA21. The following table shows the distribution of highway funds apportioned to the States under three scenarios: the President's budget, the TEA21 "guarantee" level, and the Committee bill.

ESTIMATED FISCAL YEAR 2002 DISTRIBUTIONS OF OBLIGATION AUTHORITY INCLUDING REVENUE ALIGNED BUDGET AUTHORITY (RABA)

STATES	PRESIDENT'S BUDGET	TEA21	COMMITTEE RECOMMENDATION
ALABAMA	$566,511,257	$574,827,776	$577,421,616
ALASKA	324,269,096	328,940,873	330,068,374
ARIZONA	476,186,349	483,272,351	485,296,910
ARKANSAS	369,931,009	375,335,782	377,007,862
CALIFORNIA	2,575,356,363	2,613,436,166	2,625,371,789
COLORADO	331,829,877	336,803,854	338,367,119
CONNECTICUT	418,735,856	424,857,291	426,604,579
DELAWARE	123,731,983	125,597,446	126,156,512
DIST. OF COL	111,232,620	112,905,811	113,461,761
FLORIDA	1,315,964,047	1,335,314,821	1,340,727,168
GEORGIA	993,260,885	1,007,842,452	1,012,084,040
HAWAII	143,636,258	145,749,736	146,396,732
IDAHO	213,144,293	216,207,782	217,132,444
ILLINOIS	940,718,957	954,584,798	958,973,791
INDIANA	684,089,673	694,124,843	697,056,932
IOWA	335,934,637	340,935,302	342,544,279
KANSAS	327,546,106	332,420,255	333,998,171
KENTUCKY	502,204,627	509,616,053	511,902,994
LOUISIANA	452,090,581	458,744,179	460,828,129
MAINE	148,115,406	150,296,194	150,965,783
MARYLAND	450,456,522	457,141,037	459,221,107
MASSACHUSETTS	521,389,676	529,010,797	531,382,806
MICHIGAN	897,902,206	911,099,796	915,086,478
MINNESOTA	416,823,370	422,952,733	424,903,997
MISSISSIPPI	359,469,679	364,785,349	366,433,631
MISSOURI	674,762,726	684,712,687	687,857,328
MONTANA	274,978,039	279,067,519	280,191,315
NEBRASKA	218,374,158	221,682,069	222,730,540
NEVADA	201,004,225	203,981,546	204,845,632
NEW HAMPSHIRE	143,859,654	145,954,414	146,607,934
NEW JERSEY	744,416,758	755,388,010	758,848,367
NEW MEXICO	274,300,109	278,349,735	279,567,454
NEW YORK	1,431,997,998	1,452,991,989	1,459,524,558
NORTH CAROLINA	784,611,105	796,163,503	799,597,222
NORTH DAKOTA	183,292,508	186,051,055	186,888,899
OHIO	953,452,799	967,530,840	971,945,447
OKLAHOMA	431,826,535	438,264,878	440,305,534
OREGON	343,975,034	348,986,794	350,610,314

ESTIMATED FISCAL YEAR 2002 DISTRIBUTIONS OF OBLIGATION AUTHORITY INCLUDING REVENUE ALIGNED BUDGET AUTHORITY (RABA)—Continued

STATES	PRESIDENT'S BUDGET	TEA21	COMMITTEE RECOMMENDATION
PENNSYLVANIA	1,402,932,188	1,423,214,880	1,429,841,991
RHODE ISLAND	166,909,740	169,397,262	170,141,877
SOUTH CAROLINA	471,171,962	478,115,699	480,130,208
SOUTH DAKOTA	202,904,761	205,868,131	206,798,300
TENNESSEE	642,143,249	651,607,025	654,553,557
TEXAS	2,129,063,307	2,160,512,571	2,169,688,601
UTAH	218,330,009	221,562,282	222,596,372
VERMONT	127,800,270	129,716,683	130,304,157
VIRGINIA	721,735,421	732,406,462	735,639,679
WASHINGTON	498,001,860	505,357,221	507,717,553
WEST VIRGINIA	315,004,203	319,563,087	321,079,763
WISCONSIN	551,294,746	559,402,290	561,790,930
WYOMING	195,809,021	198,756,810	199,678,939
TOTAL	28,304,483,718	28,721,408,919	28,848,877,475

FEDERAL-AID HIGHWAYS PROGRAMS

The roads and bridges that make up our nation's highway infrastructure are built, operated, and maintained through the joint efforts of Federal, State, and local governments. States have much flexibility to use Federal-aid highway funds to best meet their individual needs and priorities, with FHWA's assistance and oversight.

The Transportation Equity Act for the 21st Century (TEA21), the highway, highway safety, and transit authorization through fiscal year 2003 makes funds available in the following major categories:

National highway system.—The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the National Highway System (NHS), which was subsequently established as a 163,000-mile road system by the National Highway System Designation Act of 1995. This system serves major population centers, intermodal transportation facilities, international border crossings, and major destinations. It is comprised of all interstate routes, selected urban and principal rural arterials, defense highways, and major highway connectors carrying up to 76 percent of commercial truck traffic and 44 percent of all vehicle traffic. A State may transfer up to half of its NHS funds to the Surface Transportation program (STP) and all NHS funds with the concurrence of the Secretary of Transportation. The Federal share of the NHS is an 80 percent match and funds remain available for 4 fiscal years.

Interstate maintenance.—The 46,567-mile Dwight D. Eisenhower National System of Interstate and Defense Highways retains a separate identity within the NHS. This program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction of bridges, interchanges, and over-crossings along existing interstate routes is also an eligible activity if it does not add capacity other than high occupancy vehicle (HOV) and auxiliary lanes.

All remaining Federal funding to complete the initial construction of the interstate system has been provided through previous highway legislation. The TEA21 provides flexibility to States in fully utilizing remaining unobligated balances of prior Interstate Construction authorizations. States with no remaining work to complete the Interstate System may transfer any surplus Interstate Construction funds to their Interstate Maintenance program. States with remaining completion work on Interstate gaps or open-to-traffic segments may relinquish Interstate Construction fund eligibility for the work and transfer the Federal share of the cost to their Interstate Maintenance program.

Funds provided for the Interstate maintenance discretionary program in fiscal year 2002 shall be available for the following activities in the corresponding amounts:

Project	*Amount*
Brent Spence Bridge replacement I–75/I–71, Kentucky	$2,000,000
I–15 reconstruction, Utah	10,000,000
I–25 Broadway & Alameda Interchanges, Colorado	6,000,000
I–44 Fenton industrial corridor improvements in St. Louis County, Missouri	5,000,000
I–470 reconstruction and removal of bridges, Missouri	8,000,000
I–65 & Valley Dale Road interchange, Alabama	10,000,000
I–70 improvements from CBD to northside, Missouri	5,000,000
I–70/MD85/MD355 intersection reconstruction, Maryland	12,000,000
I–79 Bridgeport to Meadowbrook Road, Harrison County, West Virginia	12,000,000
I–80 widening & reconstruction in Johnson County, Iowa	8,129,000
I–81 South Martinsburg I/C Bridge, Berkeley County, West Virginia	8,000,000
I–95 Northern Maine	6,000,000
Pearl River Bridge—I–55 Connector, Mississippi	11,000,000
Woodall Rodgers Extension Bridge, Texas	10,000,000

Surface transportation program.—The surface transportation program (STP) is a very flexible program that may be used by the states and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as Federal-aid highways. Bridge projects paid with STP funds are not restricted to Federal-aid highways but may be on any public road. Transit capital projects are also eligible under this program. The total funding for the STP may be augmented by the transfer of funds from other programs and by minimum guarantee funds under TEA21 which may be used as if they were STP funds. Once distributed to the states, STP funds must be used according to the following percentages: 10 percent for safety construction; 10 percent for transportation enhancement; 50 percent divided among areas of over 200,000 population and remaining areas of the State; and, 30 percent for any area of the state. Areas of 5,000 population or less are guaranteed an amount based on previous funding, and 15 percent of the amounts reserved for these areas may be spent on rural minor collectors. The Federal share for the STP program is 80 percent with a 4-year availability period.

Bridge replacement and rehabilitation program.—This program is continued by the TEA21 to provide assistance for bridges on public roads, including a discretionary set-aside for high cost bridges and for the seismic retrofit of bridges. Fifty percent of a state's bridge funds may be transferred to the NHS or the STP, but the amount of any such transfer is deducted from the national bridge needs used in the program's apportionment formula for the following year.

At least 15 percent, but not more than 35 percent, of a State's apportioned bridge funds must be spent on bridges not on the Federal-aid system.

Funds provided for the bridge discretionary program in fiscal year 2002 shall be available for the following activities in the corresponding amounts:

Project	*Amount*
Antelope Valley Overpass Bridge, Nebraska	$1,000,000
Avis Overhead Bridge WV107, West Virginia	6,183,000
Cooper River Bridge, South Carolina	15,000,000
Covered Bridges, Section 1224 of TEA21	10,000,000
Golden Gate Bridge seismic retrofit program, California	3,500,000
Hoan Bridge rehabilitation, Wisconsin	15,000,000
Hood Canal Bridge replacement, Washington	5,967,000
I–195 Washington Bridge, Rhode Island	5,000,000
Missisquoi Bay Bridge, Vermont	5,000,000
James Rumsey Bridge WV480, West Virginia	11,680,000
Lafourche Parish-Leeville Bridge, Louisiana	3,000,000
Metro Parks Zoo Historic Bridge replacement, Ohio	2,000,000
Missouri River Bridge approach from Route 74, Missouri	1,300,000
Route 13 Bridge between Route 10 & Ray County, Missouri	2,000,000
Sand Island Bridge resurfacing, Hawaii	5,000,000
SR–240 Yakima Bridge replacement, Washington	5,000,000
US–81 Missouri River Bridge PE, South Dakota	1,000,000
Wacker Drive Disc Bridge reconstruction, Illinois	8,000,000
Waldo-Hancock Suspension Bridge replacement, Maine	7,000,000

National Historic Covered Bridge Preservation Program.—The Committee recommendation provides $10,000,000 for the covered bridge program within the funds made available for the discretionary bridge program.

Congestion mitigation and air quality improvement program.—This program provides funds to States to improve air quality in non-attainment and maintenance areas. A wide range of transportation activities are eligible, as long as DOT, after consultation with EPA, determines they are likely to help meet national ambient air quality standards. TEA21 provides greater flexibility to engage public-private partnerships, and expands and clarifies eligibilities to include programs to reduce extreme cold starts, maintenance areas, and particulate matter (PM–10) nonattainment and maintenance areas. If a State has no non-attainment or maintenance areas, the funds may be used as if they were STP funds.

On-road and off-road demonstration projects may be appropriate candidates for funding under the CMAQ program. Both sectors are critical for satisfying the purposes of the CMAQ program, including regional emissions and verifying new mobile source control techniques.

Federal lands highways.—This program provides authorizations through three major categories—Indian reservation roads, parkways and park roads, and public lands highways (which incorporates the previous forest highways category)—as well as a new category for Federally-owned public roads providing access to or within the National Wildlife Refuge System. TEA21 also establishes a new program for improving deficient bridges on Indian reservation roads.

The Committee directs that the funds allocated for this program in this bill and in permanent law are to be derived from the FHWA's public lands discretionary program, and not from funds allocated to the National Park Service's regions. Funds provided for the Federal lands program in fiscal year 2002 shall be available for the following activities:

Project	*Amount*
Bear River Migratory Bird Refuge access road, Utah	$500,000
Blackstone River Bikeway, Rhode Island	1,000,000
Blueberry Lake road improvements, Green Mountain National Forest, VT	750,000
Broughton Bridge over USACOE Milford Lake, Kansas	1,500,000
Chincoteague Wildlife Refuge access roads, Virginia	1,000,000
Metlakatla/Walden Point Road, AK	2,000,000
City of Rocks Back Country Byway, Idaho	2,000,000
Clark Fork River Bridge replacement, Idaho	3,000,000
Forkland Park Access Road improvements, Alabama	475,000
Fort Peck Lake public access road, Montana	1,000,000
Glade Creek Road & Brooklyn Road, New River Gorge National River, West Virginia	3,500,000
Highway 26, Oregon	2,000,000
Hoover Bridge Bypass, Arizona	8,000,000
Lewis & Clark Bicentennial Roadway project, North Dakota	1,500,000
Lewis & Clark Interpretive Center access road, Montana	1,200,000
Little River Bridge in Pocahontas County, WV28, West Virginia	800,000
Shotgun Cove Road, Alaska	650,000
Ramport Road, Alaska	500,000
Little River Canyon National Reserve Road Improvements, Alabama	500,000
Marshall County #10 & BIA #15 through Sica Hollow State Park, South Dakota	500,000
Mat-Su Borough/Wasilla, Alaska	500,000
Miller Creek Road preliminary design & EIA, Montana	5,000,000
Alaska Maritime National Wildlife Refuge and parking	850,000
New Bedford Whaling National Historic Park Sign project, Massachusetts	500,000
New Highway from North Dakota to Idaho, Montana	1,000,000
Noxubee River Bridge replacement & access route, Mississippi	1,300,000
Route 4 Jemez Pueblo Bypass, New Mexico	1,000,000
Sand Point Road Improvement, Alaska	1,500,000
SD–63 Corson County reconstruction, South Dakota	5,000,000
SH–149 Rio Grande National Forest resurfacing, Colorado	3,500,000
Statewide Improvements, Hawaii	6,000,000
US–3 & Acadia National Park Road improvement, Maine	1,000,000
US–30 Morrison/Whiteside county expansion, Illinois	1,000,000
USA–95 Laughlin cut-off to RR Pass widening, Nevada	9,000,000
Wind Cave National Park Highway resurfacing, South Dakota	1,500,000
Clark's River National Wildlife, Kentucky	2,200,000
Wood River Road upgrades, Alaska	800,000
Yellowstone & Missouri Rivers, & Fort Union Trading Post Bike Trail, North Dakota	500,000

Revenue Aligned Budget Authority.—TEA21 provides that guaranteed funding levels for the Federal-aid highways and highway safety programs are adjusted to reflect revised receipt estimates for the Highway Account of the Highway Trust Fund. In conjunction with this adjustment, section 110 of Title 23, entitled Revenue Aligned Budget Authority (RABA), authorizes contract authority in an amount equal to the additional obligation limitation. This follows through on the TEA21 philosophy that highway program funding levels are linked to receipts to the Highway Account of the Highway Trust Fund.

In fiscal year 2002, the RABA adjustment is $4,543,000,000. The budget request proposes to reallocate and set-aside $145,000,000 for the New Freedom initiative and $56,300,000 to support State border infrastructure construction.

The Committee allocation increases the Federal highway obligation limitation above the President's budget estimate by $355,946,000. This was done so the Committee allocation could fund the New Freedom initiative and the additional border infrastructure investments articulated in the budget estimate while still providing for all States to receive more under the Committee recommendation than under the budget estimate or under the TEA21 distribution.

Minimum guarantee.—Under TEA21, after the computation of funds for major Federal-aid programs, additional funds are distributed to ensure that each State receives an additional amount based on equity considerations. This minimum guarantee provision ensures that each State will have a return of 90.5 percent on its share of contributions to the highway account of the Highway Trust Fund. To achieve the minimum guarantee each fiscal year, $2,800,000,000 nationally is available to the States as though they are STP funds (except that requirements related to set-asides for transportation enhancements, safety, and sub-State allocations do not apply), and any remaining amounts are distributed among core highway programs.

Emergency relief.—This program provides for the repair and reconstruction of Federal-aid highways and Federally-owned roads which have suffered serious damage as the result of natural disasters or catastrophic failures. TEA21 restates the program eligibility specifying that emergency relief (ER) funds can be used only for emergency repairs to restore essential highway traffic, to minimize the extent of damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs. If ER funds are exhausted, the Secretary of Transportation may borrow funds from other highway programs.

Emergency Relief Highways.—The Committee is aware that, under the Federal-aid Highway Program, the Emergency Relief Program will be replenished with $100,000,000 on October 1, 2001. This replenishment will take place whether or not the Transportation Appropriations Bill for fiscal year 2002 is enacted by that date. The Committee directs the Federal Highway Administrator to be especially attentive to the timely processing of applications stemming from recent Federal disasters including recent floods in Southern West Virginia.

High priority projects.—TEA21 includes 1,850 high priority projects specified by the Congress. Funding for these projects totals $9,500,000,000 over the 6 year period with a specified percentage of the project funds made available each year. Unlike demonstration projects in the past, the funds for TEA21 high priority projects are subject to the Federal-aid obligation limitation, but the obligation limitation associated with the projects does not expire.

National corridor planning and border infrastructure programs.—TEA21 created a national corridor planning and development program that identifies funds for planning, design, and construction of highway corridors of national significance, economic growth, and international or interregional trade. Allocations may be made to corridors identified in section 1105(c) of ISTEA and to other corridors using considerations outlined in legislation. The coordinated border infrastructure program is established to improve the safe movement of people and goods at or across the U.S./Mexico and U.S/Canada borders.

Project	*Amount*
Alameda corridor east construction project, California	$5,000,000
Border Inspection Stations	56,300,000
Coalfields Expressway, West Virginia	16,000,000
Cross-Harbor Freight Tunnel EIS, New York	5,000,000
East-West Highway, Maine	5,000,000
Everett Development, 41st Street Overpass project, Washington	1,500,000
FAST Corridor, Tacoma to Everett, Washington	20,000,000
Highway 20 Freeport bypass review, design, & engineering, Illinois	1,100,000
Highway 61, Ave. of the Saints interchange, Moscow Mills, Missouri	3,000,000
I–29 construction from Exit 81 North to South of I–90 at Sioux Falls, South Dakota	14,000,000
I–49 South from Lafayette east to Westbank, Louisiana	17,181,000
I–5 Trade Corridor, Oregon	6,000,000
I–69 Great River Bridge, Arkansas	10,000,000
I–69 construction Odom Road to I–55, Mississippi	12,000,000
I–69 corridor, Louisiana	12,000,000
I–69 Evansville to Indianapolis, Indiana	5,000,000
I–85 extension to I–59/20, Alabama	5,000,000
I–90/94 new by-pass to Highway 3 EIS, Montana	5,000,000
I–905 Otay Mesa Border Port of Entry, California	10,000,000
King Coal Highway, West Virginia	20,000,000
North/South transitway Charlotte/Mecklenburg, North Carolina	5,000,000
Northern Border Cascadia Program of Projects, Washington	3,500,000
Route 10, West Virginia	15,000,000
Route 71 McDonald County, Missouri	8,000,000
SR–67 between I–110 & US–49, Mississippi	12,000,000
State border safety inspection facilities, Texas	15,000,000
Tuscaloosa Eastern Bypass from I–59 to Rice Mine Road, Alabama	20,000,000
US–15 expansion from Pennsylvania to Presho, New York	4,000,000
US–151 expansion Dickeyville & Dodgeville, Wisconsin	6,000,000
US–2 planning & construction, New Hampshire	1,500,000
US–278 Beaufort County widening project, South Carolina	6,000,000
US–395 North Spokane Corridor, Washington	7,000,000
US–49—I–55 flyover, Mississippi	3,000,000
US–63 improvements for Corridor 39, Arkansas	18,000,000
US–64/87 Ports-to-Plains corridor study, New Mexico	1,000,000
US–95 improvements Milepost 522 to Canadian boarder, Idaho	12,600,000
Yakima Grade Separation Program of Projects, Washington	4,000,000

Ferry boats and ferry terminal facilities.—Section 1207 of TEA21 reauthorized funding for the construction of ferry boats and ferry terminal facilities.

Funds provided for the Ferry boats and ferry terminal facilities program under the Committee recommendation shall be available for the following activities in the corresponding amounts:

Project	*Amount*
Bainbridge-Seattle Ferry, dolphin replacement project, Washington	$4,000,000
Baylink Ferry intermodal center, California	2,000,000
City of Brewer, Maine	1,000,000
Cleveland Trans-Erie Ferry Service, Ohio	800,000
Fishers Island Ferry District, Connecticut	1,000,000
Hatteras Inlet Ferry between Ocracoke Island & Outer Banks, North Carolina	1,500,000
High Speed Ferry & facility, New Bedford & Martha's Vineyard, Massachusetts	1,500,000
Inter-Island Ferry Authority, Coffman Cove, Alaska	3,000,000
Jersey City Pier redevelopment & terminal construction, New Jersey	2,000,000
Kings Point Ferry, Mississippi	500,000

Project	*Amount*
North Carolina State Ferry, North Carolina	689,000
Port of Rochester Harbor & Ferry Terminal improvements, New York	3,500,000
Station Square River Landing Boat Docks, Pennsylvania	1,000,000
TEA21 Setaside	20,000,000
Toledo-Lucas County Port Authority Marina Ferry, Ohio	500,000

National scenic byways program.—This program provides funding for roads that are designated by the Secretary of Transportation as All American Roads (AAR) or National Scenic Byways (NSB). These roads have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. The Committee recommendation provides $28,550,348 for this program in fiscal year 2002. Funds provided for the national scenic byways program shall be available for the following activities in the corresponding amounts:

Project	*Amount*
Lewis and Clark Northwest Passages—US–12 in Nez Perce and Lewis Counties, Idaho	$2,000,000
Program of Projects, Washington	2,683,767
Program of Projects, West Virginia	6,599,062
Route 29 Scenic Byway improvements between I–295 to Frenchtown Borough Line, New Jersey	4,000,000
Seward Highway Millenium Trail improvements, Alaska	5,000,000
Talladega Scenic Highway, Alabama	5,000,000

West Virginia Program of Projects, National Scenic Byways program.—The Committee provides $6,599,062 to the State of West Virginia for Section 1219 National Scenic Byways program. The Committee expects the following projects to be funded: (1) $20,000 for Washington Heritage Trail Seed Grant; (2) $25,000 for Midland Trail CMP Implementation; (3) $87,160 for Washington Heritage Trail Map/Guide; (4) $115,280 for West Virginia Byways and Backways Program; (5) $19,000 for Promoting Treasures within the Mountains II; (6) $8,000 for Little Kanawha/Cedar Creek Brochure; (7) $204,000 for Beverly Byway Center; (8) $99,432 for Cranberry Mountain Nature Center; (9) $28,570 for Mountain Waters Byway Project #1; (10) $96,800 for Little Kanawha Byway Rathbone Phase II; (11) $145,808 for General Andrew Lewis Park; (12) $8,000 for improvements to Virginia's Chapel; (13) $22,640 for SP Turnpike Walking Tour; (14) $3,973,244 for Fayette Station Road Improvements; (15) $150,128 for Fayette Station Road Interpretation; (16) $1,596,000 for Booker T. Washington Institute.

Washington State Program of Projects, National Scenic Byways program.—The Committee provides $2,683,767 to the State of Washington for Section 1219 National Scenic Byways program. The Committee expects the following projects to be funded : (1) $790,680 for North Pend Oreille Scenic Byway—Sweet Creek Falls interpretive trail project; (2) $112,800 to Construct Diablo Lake Overlook Facility; (3) $88,000 for Oakcreek Wildlife Byway interpretive site project; (4) $190,730 for Paden Creek visitor and salmon access; (5) $1,397,557 for Northeast Peninsula safety facility; (6) $64,000 for Byway interpretive center Design at Federation Forest; (7) $40,000 for SR 231 Corridor Management Plan.

Transportation and community and system preservation pilot program.—TEA21 created a new transportation and community and system preservation program that provides grants to States and local governments for planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and projects. These grants may be used to improve the efficiency of the transportation system, reduce transportation externalities and the need for future infrastructure investment, and improve transportation efficiency and access consistent with community character. Funds provided for this program for fiscal year 2002 shall be available for the following activities:

Project	*Amount*
Everett Development Project, Track Replacement, Washington	$3,700,000
Alkali Creek Bike/Pedestrian Trail, Montana	500,000
Buffalo City inner harbor & waterfront development, New York	1,570,000
Casper Second Street Extension, Wyoming	1,000,000
Cedar Rapids Edgewood Road Project, Iowa	3,000,000
Charles Town Streetscape improvements & welcome center, West Virginia	400,000
Charleston Renaissance Project, West Virginia	600,000
Chester Waterfront Development Streetscape, Pennsylvania	500,000
Church Street Marketplace in Burlington, Vermont	1,500,000
City of Elk Point bike/pedestrian trail system, South Dakota	200,000
City of Tea bike/pedestrian path, South Dakota	50,000
Claymont Transportation Project, Delaware	100,000
Colombia Harden Street improvements, South Carolina	5,000,000
Concord 20/20 Vision Program, New Hampshire	500,000
Crowley Historic Parkerson Avenue redevelopment, Louisiana	500,000
Cullman County pedestrian walkway, Alabama	100,000
East Chicago Railroad Avenue Project, Indiana	1,000,000
Farrington safety enhancements, Hawaii	2,000,000
Grand Forks Greenway trail system, North Dakota	1,000,000
Henderson downtown street widening, North Carolina	1,000,000
Henderson Riverfront Project, Kentucky	1,000,000
Highway 61 from KY487 to Columbia PE/Design, Kentucky	1,000,000
Kenai River Trail, Alaska	500,000
Lewisburg Comprehensive Transportation Plan, West Virginia	125,000
Lincoln Antelope Valley 16th Street overpass, Nebraska	1,600,000
Littleton Integrated & Networked Community, New Hampshire	750,000
Littleton Main Street pedestrian improvements, New Hampshire	2,000,000
Los Angeles county bike path, California	1,000,000
Macon Community Preservation, Georgia	200,000
Madison State Street project, Wisconsin	1,000,000
Maryville Downtown revitalization, Tennessee	4,000,000
Metrowest Community Transportation pilot project, Massachusetts	500,000
Montana Highway 2 feasibility project, Montana	1,000,000
Phalen Boulevard Project, St. Paul, Minnesota	1,600,000
Museum Campus Trolleys expanded service, Illinois	500,000
Mystic Streetscape Projects, Connecticut	1,000,000
National Underground Railroad Freedon Center, Ohio	3,000,000
Olympic Discovery Trail, Washington	1,600,000
Palmer Railroad right-of-way, Alaska	1,100,000
Payette river Greenway Project, Idaho	105,000
Peachtree Corridor Project, Atlanta	6,000,000
Prattville-Daniel Pratt Historic District development, Alabama	500,000
Riverwinds Project in West Deptford, New Jersey	500,000
Route 101 Corridor study for Amherst, Milford, & Wilton, New Hampshire	200,000
Route 3 upgrade PE between Franklina & Boscawen, New Hampshire	100,000
Route 79 relocation & Harbor enhancements, Massachusetts	1,000,000
Saddle Road Improvement Project, Hawaii	4,000,000
Satsop Development Park road improvements, Washington	1,500,000
Springfield Center City streetscape improvements, Missouri	1,000,000
SR–520 Coverings with Communities, Washington	1,000,000
St. Landry Road extension in Ascension Parish & I–10 link study, Louisiana	500,000

Project	Amount
Stockton Miracle Mile/Pacific Avenue resurfacing, California	1,000,000
Strong Avenue improvements & rail relocation in Rutland, Vermont	1,500,000
Sutherland, NE viaduct to UP Tracks & US–30, Nebraska	2,000,000
Temple Street Reopening Project, Connecticut	1,000,000
Trunk Highway 610/10 interchange at I–94, Minnesota	1,600,000
Tukwila Transit Oriented Development at Long Acres, Washington	1,500,000
Tuscaloosa City Riverwalk & Parkway development, Alabama	1,000,000
Tuscaloosa Interdisciplinary Research Improvements, Alabama	5,000,000
US–61 Woodville widening project, Mississippi	300,000
Waterford National Historic District, Virginia	1,000,000

Statewide planning rules.—The Committee is concerned that the Department has yet to issue final regulations implementing Section 1204 of the Transportation Equity Act for the 21st Century. This section was intended to strengthen statewide planning by ensuring that all stakeholders—in metropolitan and non-metropolitan areas—are involved in the long-range transportation planning process. The Committee is aware that earlier this year the FHWA and FTA notified their field offices that despite the fact that new planning regulations have not been finalized, the requirements in TEA21 are in effect. The Committee does not believe that this guidance should serve as a substitute for the issuance of a final rule for metropolitan and statewide planning. The Committee directs the FHWA Administrator to submit a letter to the House and Senate Appropriations Committees describing what actions the agency has taken to ensure that transportation officials from rural areas are being consulted in the long-range transportation planning process.

Seattle, Washington.—The Federal Highway Administration is expected to continue working with the I–90 Steering Committee in Washington State to advance the R–8A alternative through the environmental review process.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Appropriations, 2001	$279,963,000
Budget estimate, 2002	(1)
Committee recommendation	350,000,000

[1] The budget estimate requests funding under the Federal-Aid Highway obligation limitation.

The Committee recommendation includes $350,000,000 for the Appalachian Development Highway System (ADHS). The amount provided is $70,037,000 more than the fiscal year 2001 comparable level. The budget request assumes funding to be provided for the ADHS under the Federal-aid highway obligation ceiling. Funding for this initiative is authorized under section 1069(y) of Public Law 102–240—the Intermodal Surface Transportation Efficiency Act. The ADHS program provides funds for the construction of the Appalachian corridor highways in the 13 States that comprise the Appalachian region. These highways, in many instances, are intended to replace some of the most deficient and dangerous segments of rural roadway in America.

The accompanying bill includes a general provision (sec. 331) providing $20,000,000 for surface transportation projects. Within the funding provided, $3,000,000 shall be available for interstate maintenance at I–405 Renton/Port Quendall, Washington; $5,000,000 for improvements to Titan Road, Colorado; $1,000,000 for the Owensboro Riverfront redevelopment project, Kentucky; and $2,000,000 for the Martinsburg Roundhouse redevelopment project in Martinsburg, West Virginia.

LIMITATION ON TRANSPORTATION RESEARCH

Limitation, 2001 [1]	
Budget estimate, 2002 [1]	
Committee recommendation	($447,500,000)

[1] Resources available in fiscal year 2001 and requested in fiscal year 2002 are assumed within the Federal aid highway obligation limitation in the budget request for fiscal year 2002.

The limitation controls spending for the transportation research and technology programs of the FHWA. This limitation includes the intelligent transportation systems, surface transportation research, technology deployment, training and education, and university transportation research. The Committee recommendation provides an obligation limitation for transportation research of $447,500,000. This limitation is consistent with the provisions of TEA21.

Surface transportation research	$101,000,000
Technology deployment program	45,000,000
Training and education	19,000,000
Bureau of Transportation Statistics	31,000,000
ITS standards, research, operational tests, and development	105,000,000
ITS deployment	120,000,000
University transportation research	26,500,000
Subtotal	447,500,000

Highway research and development.—The Committee appreciates the improvement in the justification accompanying the budget request and notes the presentation of the surface research estimate separate from the presentation of the technology deployment funding estimate. The Committee notes that FHWA is compiling a list of research and technology accomplishments and will be reporting to both the House and Senate Committees on Appropriations on how funds to advance research and development are being tracked separately from funds spent on technology deployment and assessment functions. The tracking of these expenses and a summary of the resulting accomplishments will help the Committee exercise oversight over the R&T program. Within the funds provided for highway research and development under the surface transportation research program, the Committee recommends the following allocation consistent with the provisions of TEA21:

Environment, planning, and real estate	$15,558,000
Research and technology program support	8,510,000
International research	500,000
Structures	14,250,000
Safety	14,619,000
Operations and asset management	10,200,000
Pavements research	13,753,000
Policy research	8,330,000
Long Term Pavement Project (LTTP)	10,000,000
Advanced Research	1,000,000
Other	4,280,000

Environment, planning, and real estate.—The Committee recommends $15,558,000 for environment, planning, and real estate research, $31,000 more than the budget estimate and $5,258,000 more than the fiscal year 2001 appropriated level. Within the funds provided, the Committee recommendation includes $1,300,000 for the completion of the dust and persistent particulate abatement demonstration study at Kotzebue, Alaska.

Research and technology program support.—The Committee recommends $8,510,000, a reduction of $750,000 from the budget estimate, and $7,610,000 above the fiscal year 2001 appropriated level. The Committee recommendation includes $750,000 for the Center for Coastal Transportation Engineering Research at the University of South Alabama to develop civil engineering design of transportation facilities in environmentally sensitive coastal areas.

International research.—The Committee recommendation provides $500,000 for international research activities, the amount authorized in TEA21, and a reduction of $700,000 from the budget estimate.

Structures.—The Committee recommends $14,250,000 for structures research, an increase of $4,801,000 from the budget estimate. The funds provided will help the FHWA reduce deficiencies on National Highway System Bridges and should facilitate continued progress on high performance materials and engineering applications to design, repair, retrofit, inspect, and rehabilitate bridges. Within the funds provided, $1,500,000 is for research into composite structure and related engineering research at West Virginia University; $850,000 is to conduct non-corrosive anti-icing projects in the Chicago region; $2,000,000 is for research conducted at the Transportation Research Center (TAC) at the Washington State University including non-destructive evaluation of bridges to determine load capacities, impacts of earthquakes mitigation on elevated highway structures and the development of advanced composite materials for bridges; and $500,000 is for the Electromagnetic Interrogation of Structures Project at the University of Vermont to develop wireless methods of assessing structure integrity.

Safety.—The Committee recommendation provides $14,619,000 for safety research activities consistent with the budget estimate. These funds will allow FHWA to continue to accelerate the substantial progress being made on technologies or strategies to reduce run-off-the-road crashes, improve night-time driving, reduce the frequency of crashes at intersections, improve pedestrian safety, and develop and test the Interactive Highway Safety Design Model (IHSDM). The Committee understands that the IHSDM is ready for additional testing by State DOTs. The additional funds will expedite this process, and will also allow the use of the IHSDM to explore the safety implications of alternative designs. The Committee recommendation includes $500,000 to continue the research into the effectiveness of Freezefree anti-icing systems.

Operations and asset management.—The Committee recommendation provides $10,200,000 for highway operations and asset management research activities, an increase of $5,000,000 from the fiscal year 2001 appropriated level, and $4,382,000 less than the budget estimate.

Pavements research.—The Committee recommends $13,753,000 for highway pavement research, including work on asphalt, Portland cement concrete pavements, polymer additives, and recycled materials, $1,000,000 more than the budget estimate. Along with the funds provided for the LTPP, this appropriation will allow FHWA to undertake research projects to improve the quality of America's highway infrastructure. Within the funds provided, $1,000,000 is for a continuation of alkali silica reactivity research with lithium based technologies to mitigate alkali silica reactivity to prevent highway pavement cracking. In addition, the Committee supports funding for the Center for Portland Cement Concrete Pavement Technology Research.

Policy research.—The Committee recommendation provides $8,330,000, consistent with the budget estimate and an increase of $3,730,000 from the fiscal year 2001 appropriated level.

Advanced research.—The Committee recommendation provides $1,000,000 for advanced research, consistent with the budget estimate. The Committee requests FHWA to review the advanced research program as it currently exists and to explore the role FHWA should play in sponsoring a more robust national effort that focuses on fundamental, long-term research. The results of this effort should be reflected in the fiscal year 2003 budget request or accompanying communications.

Other.—The Committee supports the FHWA effort with AASHTO, TRB, among others in advancing a national R&T agenda in the areas of safety, infrastructure renewal, operations and mobility, planning and environment, and policy analysis and systems monitoring. The Committee recognizes the benefits of improved communication and coordination between key partners and stakeholders, and awaits completion of the synthesis report on the partnership initiative.

ITS Standards, Research, Operational Tests, Development, and Deployment.—The Committee recommends that the $225,000,000 authorized in TEA21 for ITS research and associated activities in fiscal year 2002 be allocated in the following manner:

Research and Development	$48,680,000
Operational Tests	12,930,000
Evaluation/Program Policy Assessment	7,750,000
Architecture and Standards	15,290,000
Program Support	9,000,000
Integration	11,350,000
ITS Deployment Incentive Program	120,000,000

Specified ITS deployment projects.—It is the intent of the Committee that the following projects contribute to the integration and interoperability for intelligent transportation systems in metropolitan and rural areas as provided under section 5208 of TEA21 and promote deployment of the commercial vehicle intelligent transportation system infrastructure as provided under section 5209 of TEA21. Funding for deployment activities are to be available as follows:

Project	Amount
Alaska Statewide	$3,000,000
Arizona Statewide EMS	1,000,000
Atlanta Metropolitan GRTA, Georgia	1,000,000
Central Ohio	3,000,000
Chattanooga, Tennessee	2,380,000
Clark County, Washington	1,000,000
Crash Notification, Alabama	2,500,000
Delaware Statewide	4,000,000

Project	*Amount*
Detroit, Michigan (Airport)	4,500,000
Durham, Wake Counties, North Carolina	1,000,000
Fargo, North Dakota	1,500,000
Forsyth, Guilford Counties, North Carolina	2,000,000
Harrison County, Mississippi	1,000,000
Hawaii Statewide	1,750,000
Illinois Statewide	3,750,000
Indiana Statewide	1,500,000
Jackson Metropolitan, Mississippi	1,000,000
Las Vegas, Nevada	3,000,000
Lexington, Kentucky	1,500,000
Macomb, Michigan (border crossing)	2,000,000
Maine Statewide (Rural)	1,000,000
Maryland Statewide	2,000,000
Moscow, Idaho	2,000,000
Nebraska Statewide	5,000,000
New York, New Jersey, Connecticut (TRANSCOM)	7,000,000
North Greenbush, New York	2,000,000
Pennsylvania Statewide (Turnpike)	1,000,000
Philadelphia, Pennsylvania (Drexel)	3,000,000
Rutland, Vermont	1,200,000
Sacramento, California	6,000,000
SAFE–T, Indiana	3,000,000
Santa Anita, California	1,000,000
Santa Teresa, New Mexico	1,500,000
South Carolina Statewide	7,000,000
Southeast Corridor, Colorado	9,900,000
Southern Nevada (bus)	2,200,000
St. Louis, Gateway Guide, Missouri	1,500,000
Texas Statewide	4,000,000
Travel Network, South Dakota	3,200,000
Vermont Statewide (Rural)	1,500,000
Washington Metropolitan Region	4,000,000
Washington Statewide	6,000,000
Wisconsin Communications Network	620,000
Wisconsin Statewide	2,000,000

Illinois Statewide.—The Committee provides $3,750,000 to the Illinois Department of Transportation (IDOT) for Intelligent Transportation Systems grants. Within the funds provided, the Committee expects IDOT to fund the following projects: (1) $750,000 to Lake County for a Traffic Management Center; (2) $750,000 to DuPage County for projects affecting Army Trail Road, Glen Ellyn Road, and Maple Avenue Signal Interconnects; (3) $750,000 to the City of Quincy for the 18th Street Bridge; and (4) $750,000 to the City of Carbondale for Southern Illinois University-Carbondale's Materials Technology Center.

NATIONWIDE DIFFERENTIAL GLOBAL POSITIONING SYSTEM

Appropriations, 2001 [1]	....
Budget estimate, 2002 [2]	$6,000,000
Committee recommendation	6,000,000

[1] Funding for NDGPS provided within FAA "facilities and equipment" account.
[2] Funding to be derived from administrative takedown under 23 U.S.C. 104(a)(1)(A).

NDGPS.—The Committee recommendation includes $6,000,000 for continued investment in the Nationwide NPGPS Network, as proposed in the budget estimate and as presented in the limitation on administrative expenses.

BUREAU OF TRANSPORTATION STATISTICS

(LIMITATION ON OBLIGATIONS)

Appropriations, 2001[1]	$31,000,000
Budget estimate, 2002	43,760,000
Committee recommendation	34,760,000

[1] Does not reflect 0.22 percent reduction in section 1403 of Public Law 106–554.

The Bureau of Transportation Statistics [BTS] was established in section 6006 of the Intermodal Surface Transportation Efficiency Act [ISTEA], to compile, analyze, and make accessible information on the Nation's transportation systems, collect information on intermodal transportation, and enhance the quality and effectiveness of the statistical programs of the Department of Transportation. For fiscal year 2002, the Committee recommends a funding level of $34,760,000, $3,760,000 more than the fiscal year 2001 enacted level and $9,000,000 less than the President's budget request.

Office of Airline Information.—Section 103(b) of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century authorizes funding from the Airport and Airway Trust Fund for the Office of Airline Information (OAI) within the Bureau of Transportation Statistics.

The Office of Airline Information collects and compiles financial and traffic (passenger and cargo) data. This information provides the Government with uniform and comprehensive economic and market data on individual airline operations. This program includes a small field office located in Anchorage, AK, which provides consumers and the Government with airline data related to essential air service and the intra-Alaskan mail rate program. The statistical aviation data compiled by OAI includes: airline passenger traffic statistics, ontime performance data by carrier, financial performance and certification data, fuel purchase and consumption, and other business and consumer directed statistics. The Committee provides $3,760,000 for the Office of Airline Information to be derived from the Airport and Airway Trust Fund.

Bureau of Transportation Statistics safety data action plan.—The Committee has denied BTS's request for the agency's safety data action plan due to higher funding priorities in other critical areas.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2001	$28,000,000,000
Budget estimate, 2002	30,000,000,000
Committee recommendation	30,000,000,000

The Committee recommends a liquidating cash appropriation of $30,000,000,000.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2002 PROGRAM

In December 1999, the Congress passed the Motor Carrier Safety Improvement Act (Public Law 106–159), which established the Federal Motor Carrier Safety Administration (FMCSA) within the Department of Transportation. Prior to this legislation, motor carrier safety responsibilities were housed within the Federal Highway Administration.

The preeminent mission of the FMCSA is to improve the safety of commercial vehicle operations on the nation's highways. A primary goal of the agency is to reduce the number of accidents and fatalities due to truck accidents. FMCSA resources and activities contribute to safety in commercial vehicle operations through enforcement, safety regulation, technological innovation, improvements in information systems, training, and improvements to commercial driver's license testing, record keeping, and sanctions. To achieve these goals, the FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, and highway safety organizations.

MOTOR CARRIER SAFETY

(HIGHWAY TRUST FUND)

The Motor Carrier Safety account provides for the salaries, operating expenses and research funding for the FMCSA. The Motor Carrier Safety Improvement Act of 1999 (MCSIA) amended Section 104(a)(1) of title 23 to provide one-third of 1 percent of the administrative takedown to be made available to administer motor carrier safety programs and motor carrier research. The administration's budget requests a takedown of two-thirds of 1 percent for these purposes.

LIMITATION ON ADMINISTRATIVE EXPENSE

Appropriations, 2001 [1]	$92,194,000
Budget estimate, 2002	139,007,000
Committee recommendation	105,000,000

[1] Does not reflect reduction of $202,827 pursuant to section 1403 of Public Law 106–554; and does not reflect $375,000 obligation limitation transfer from FHWA.

The Committee recommends the following adjustments to the budget request:

Deny BTS Safety Data Improvements	−$9,000,000
Reduce research and technology activities	−7,128,000
Transfer funding for crash data improvements, CDL program, and hotline to FHWA	−11,000,000

Motor Carrier Research.—The Committee recommends $7,000,000 for motor carrier research and technology, which is $7,128,000 less than the amount requested. The amount provided is funded under the section 104(a)(1)(A) takedown within the Federal Highway Administration.

Truck Drivers' Fatigue management study.—Within the funds provided, the Committee includes $400,000 for a study to determine the fatigue management techniques used by truck drivers during overnight operations with an organization representing unionized motor carriers in cooperation with their labor organization.

In Senate Report 106–55 and Senate Report 106–309, the Committee specified the information that it needed to review properly the request for this R&T program. The fiscal year 2002 budget submittal fails to respond to these specifications and is inadequate to justify a 40 percent increase in funds over the fiscal year 2001 appropriation. The Committee continues to seek a budget justification for FMCSA's R&T program that is of the same level of detail and quality as that provided by other surface transportation agencies.

Highway Watch Program.—Within the amount provided for motor carrier research, the Committee directs that not less than $1,000,000 shall be made available to analyze, evaluate and expand the Highway Watch program. The program is a national safety outreach initiative that trains professional truck drivers to recognize and report a variety of incidents on the Nation's highways.

Crash Causation and Data Analysis.—The Committee encourages FMSCA to make available the preliminary results of the crash causation study as soon as a sufficiently large and representative data set is analyzed. The preliminary as well as the final study will help FMCSA prioritize its activities and will be relevant to future legislation seeking to ensure that Federal investments are focused on efforts to reduce the primary causes of commercial vehicle crashes.

Within the funds provided, the Committee includes $100,000 for the deployment and evaluation of a nation-wide "Share the Road Safely" program. The program is targeted at urban and suburban operators of passenger automobiles and truck drivers in cooperation with an organization representing unionized motor carriers in cooperation with their labor organization.

Improvements Still Needed at FMCSA.—The Committee remains concerned with the need for a strengthened motor carrier safety program. There is no question that progress has been made toward improving motor carrier safety since the agency was established as a separate modal administration. FMCSA is conducting more compliance reviews (audits) and has claimed, per case and in total, an increased level of financial penalties against companies judged to be in probable violation of the safety regulations. Progress has also been made on some key regulatory and strategic planning initiatives as well as the review of State CDL programs. The Committee, however, remains concerned that the agency continues to allow many other key safety initiatives to languish, and has not responded to several congressional directives and legal mandates in a timely fashion. For example, the Committee has often noted the deficiencies and loopholes the CDL program but the FMCSA has not implemented all of the regulatory changes necessary to resolve these deficiencies. The Department has not issued final regulations regarding the establishment of a uniform program for State hazardous materials registration and permits as required by law. In addition, FMCSA has not made progress on the training requirements for commercial drivers. The Committee expects the FMCSA to make rapid progress in all of these areas at the soonest possible time.

SAFETY OF CROSS-BORDER TRUCKING BETWEEN THE UNITED STATES AND MEXICO

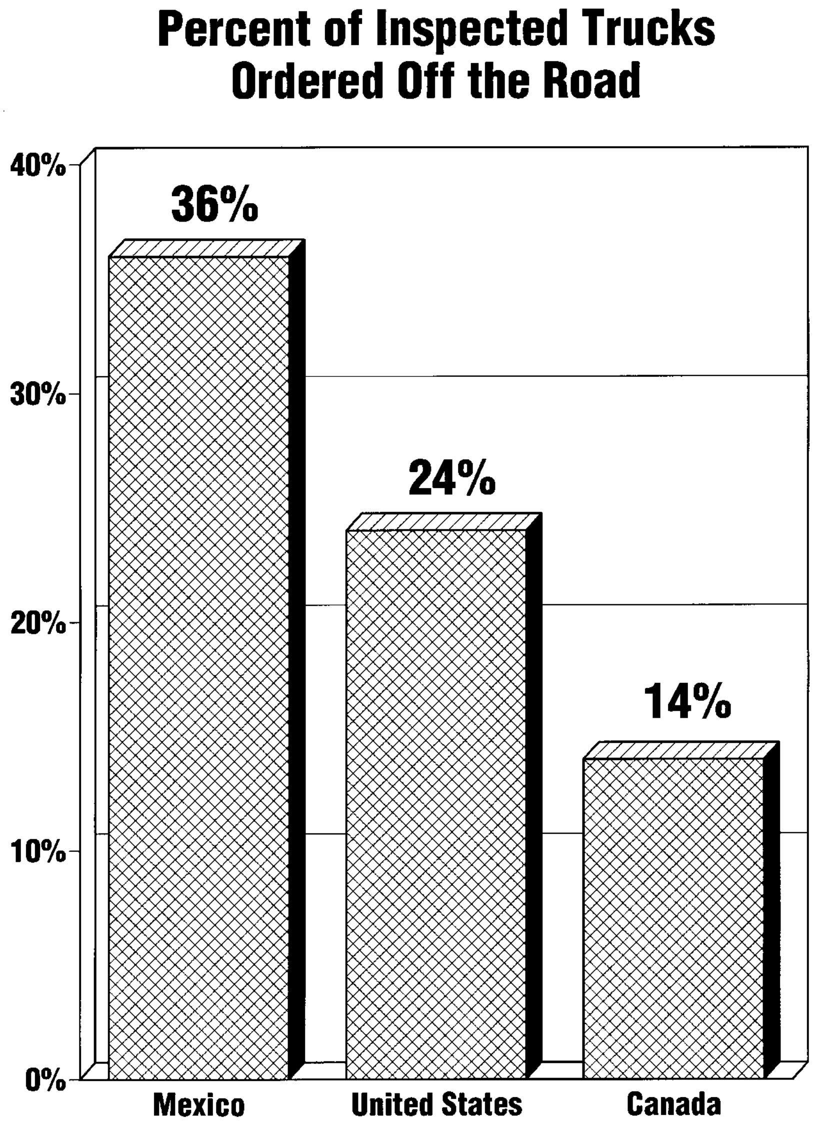
The North American Free Trade Agreement anticipated the initiation of cross-border trucking shipments between the United States and Mexico. However, due to concerns over the safety of the Mexican trucking fleet, the Government of the United States opted not to allow Mexico-domiciled motor carriers to transport cross-border shipments beyond a limited commercial zone into the United States. As recently as May 2000, testimony by the Federal Motor Carrier Safety Administration maintained that Mexico did not have a comprehensive and integrated safety oversight system in place that would facilitate a decision on the part of the U.S. Government to open the border. On February 6, 2001, an Arbitral Panel issued its findings on the issue of Cross-Border Trucking. The Panel concluded the United States could not exclude all Mexican trucking firms from crossing the border. Following the panels report, the U.S. Administration announced its decision to allow Mexico-domiciled motor carriers to enter the United States sometime before January 1, 2002.

The Arbitral Panel concluded that the United States cannot bar all Mexican applicants from entering the United States. However, the Arbitral Panel also found that, in view of the differences between the United States and Mexican regulatory regimens, the United States did not have to treat applications from Mexican based carriers in exactly the same manner as United States or Canadian firms. The Panel indicated that NAFTA did not restrict the ability of the United States to implement measures to ensure Mexican trucking companies and Mexican truck drivers meet U.S. safety standards. The Arbitral Panel concluded:

> "Compliance by the United States with its NAFTA obligations would not necessarily require providing favorable consideration to all, or to any, specific number of applications from Mexican-owned trucking firms, when it is evident that a particular applicant or applicants may be unable to comply with U.S. trucking regulations when operating in the United States. Nor does it require that Mexican-domiciled firms currently providing trucking services in the United States be allowed to continue to do so, if and when they fail to comply with U.S. safety regulations. *The United States may not be required to treat applications from Mexican trucking firms in exactly the same manner as applications from United States or Canadian firms, as long as they are reviewed on a case-by-case basis. U.S. authorities are responsible for the safe operations of trucks within U.S. territory, whether ownership is United States, Canadian or Mexican.*" (emphasis added)

The Committee is greatly concerned that the Department of Transportation's plans to address the risks posed by some Mexican-domiciled motor carriers will not be sufficient to ensure the level of safety on our highways the American people have come to expect. As demonstrated below, Mexican trucks that crossed the U.S. border legally to serve the commercial zone surrounding and adjoining the United States border, have been ordered off the road by

U.S. Motor Carrier Inspectors 50 percent more frequently than U.S. trucks. It is noteworthy to point out that the "out of service" rate for United States trucks lags behind that of Canadian trucks.



Source: Department of Transportation.

The Committee has reviewed several assessments of this problem including reports filed by the Department of Transportation Inspector General as recently as May 2001, as well as assessments prepared by the Controller General, the Congressional Research Service, and the Federal Motor Carrier Safety Administration. Recognizing the responsibility of the United States to fulfill its treaty obligations, the Committee has included a provision that will ensure that those Mexico-domiciled motor carriers that enter the United States will demonstrate a safety record at least equal to that of its U.S. counterparts. The Committee has simultaneously provided $103,200,000 for initiatives to enhance truck safety at the Mexican Border. The amount provided is $15,000,000 more than the level included in the President's request. The funding provided includes:

—$13,900,000 funded in the Federal Motor Carrier Safety Administration limitation on administrative expenses to hire 80 additional truck safety inspectors;

—$18,000,000 requested for enhanced Motor Carrier Safety Grants for the border; and

—$71,300,000 in funding for the construction and improvement of Motor Carrier Safety Inspection facilities along the United States-Mexico border.

As described below, the Committee provision seeks to ensure that the resources necessary for a rigorous enforcement and safety program at the Mexican border will be in place prior to the border being opened to Mexico-domiciled commercial motor vehicles. The following describes the Committee's specific concerns regarding the Administration's plan, followed by a description of the provision that addresses each concern.

Absence of Border Inspectors

At present, Federal and State border inspectors are on duty 24 hours-a-day at only 2 of 27 border crossings. Mexican trucks crossing the border during off hours are not subject to inspection.	The Committee provision requires the DOT to only allow Mexican trucks to cross the border at inspection facilities where inspectors are present and on-duty. [Note: ''Mexican trucks'' here, and hereafter in this document, refer to Mexico-domiciled commercial motor vehicles operating beyond the commercial zone].

More Fully Trained Inspectors Needed

At present, the level of inspector resources is not adequate to handle even the current level of limited traffic from Mexican trucks—much less the influx of trucks expected once the border is fully opened. It takes anywhere from 6 months to a year to actually hire and fully train a new safety inspector.	The Committee recommendation fully funds the Administration's request for 80 additional border inspectors. Moreover, the Committee provision prohibits the full opening of the border until the DOT Inspector General certifies that all of these inspectors are fully trained as safety specialists capable of conducting compliance reviews and that the Administration has not accomplished this goal by transferring experienced inspectors elsewhere in the country to the border so as to undermine the level of inspection coverage and safety elsewhere in the nation.

Inspection Plans Are Inadequate

The DOT plans to issue conditional operating certificates to Mexican trucking firms to enter the United States based largely on the answers from a questionnaire. The DOT will perform a full safety audit of these firms within 18 months of the operating certificate being granted. The firm can operate freely in the United States throughout this 18-month period.	The Committee provision requires the DOT to perform a full safety audit of each Mexican trucking firm before any conditional operating certificate is granted and then perform a full follow-up compliance review again within 18 months before a permanent operating certificate can be granted.

Inspection Venue is Inadequate

The DOT is planning to perform its safety audits of Mexican trucking firms at the border rather than at each firm's facilities. For both United States and Canadian trucking firms, the DOT conducts compliance reviews at each firm's facilities.

The Committee provision requires that all safety audits of Mexican trucking firms take place on-site at each firm's facilities.

Mexican Trucks Have No Record Of Compliance with Hours-Of-Service

Only in the last few months has Mexico established hours-of-service rules and the vast majority of Mexican truckers are exempt. As such, Mexican truckers will have no experience with compliance with such rules and U.S. inspectors will not know how long a trucker has already been driving when they arrive at the border.

The Committee provision prohibits the full opening of the border until the DOT Inspector General certifies that the Federal Motor Carrier Safety Administration has implemented a policy to ensure compliance on the part of Mexican truckers with pertinent hours-of-service rules. The DOT will be required to give a distinctive DOT number to all Mexican trucking firms operating beyond the commercial zone to assist state inspectors in enforcing hours-of-service regulations as well as other Federal safety rules.

Validity of Licenses Are Not Verifiable And Are Not Routinely Checked

Most border crossing inspection stations do not even have telephone lines much less computer linkages to confirm that licenses and other documents carried by Mexican truckers are valid. Many State inspectors do not routinely check the status and validity of the documents of Mexican drivers that are inspected at the roadside. This is true even where the telephone or computer links do exist. The Mexican computer databases regarding licenses are terribly inadequate.

The Committee provision prohibits the full opening of the border until the DOT Inspector General certifies that the information infrastructure of the Mexican authorities is sufficiently accurate, accessible, and integrated with that of U.S. law enforcement authorities to allow U.S. authorities to verify the status and validity of licenses, vehicle registration, operating authority, and insurance of Mexican motor carriers while operating in the United States. The Inspector General must also verify that adequate telephonic and computer links exist at all border crossings and in all mobile enforcement units operating adjacent to the border to ensure the opportunity to verify the status and validity of these documents. The DOT will require all Federal and State inspectors to electronically verify the status and validity of the documents of every Mexican truck crossing the border.

Federally-Funded Inspectors Not Enforcing Federal Regulations

Even though most State truck inspectors are compensated largely with Federal tax dollars, many inspectors at the border do not enforce Federal registration regulations when they differ from State requirements. For example, only California inspectors require Mexican trucks to show proof of operating authority. Moreover, State inspectors, when they find a deficiency that is a violation of Federal but not State law, do not always refer the case to a Federal inspector for enforcement.

The Committee provision prohibits the full opening of the border until the DOT requires that all State inspectors funded in part or in whole with Federal funds check for violations of Federal regulations. All violations detected by State inspectors of Federal law will be either enforced by State inspectors or forwarded to Federal authorities for enforcement action.

Inadequate Facilities For Truck Inspections

At 70 percent of border crossings, motor carrier inspectors currently have space to only inspect 1 or 2 trucks at a time. At more than half of the border crossings, inspectors currently have only 1 or 2 spaces to park vehicles placed out of service, undermining their ability to order unsafe trucks off the road.

The Committee provision prohibits the full opening of the border until the DOT Inspector General has certified that there is adequate capacity to conduct a sufficient number of meaningful truck inspections to maintain safety.

Inadequate Capacity To Check Compliance With U.S. Weight Limitations

Mexican trucks are currently permitted to operate in Mexico at axle and gross weights which are far higher than U.S. standards. Overweight trucks pose a greater safety risk to the driving public but there is little if any infrastructure to weigh trucks at the border.	The Committee provision prohibits the full opening of the border until the DOT has equipped all Mexican border crossings with Weigh-In-Motion (WIM) systems as well as fixed scales suitable for enforcement action. The DOT will be required to verify by either means the weight of all commercial vehicles entering the United States.

Inadequate Data On Safety Record Of Mexican Trucking Firms and Drivers

Unlike the United States, Mexico does not currently have a comprehensive mechanism to collect data on the safety record of Mexican trucking firms and drivers.	The Committee provision prohibits the full opening of the border until the DOT Inspector General certifies that there is an accessible database containing sufficiently comprehensive data to allow for safety performance monitoring of all Mexican firms applying for operating certificates and for all Mexican drivers that may enter the United States. Also, the DOT IG must certify that measures are in place similar to those in the United States to ensure that Mexican drivers who lose their licenses cannot obtain another one through surreptitious means.

Critical Safety Rules Not In Place

DOT has rushed to implement the rules to allow Mexican trucks to enter the United States. At the same time, several safety-related rulemakings which pertain to Mexican carriers and are required by law, have not been finalized.	The Committee provision prohibits the full opening of the border until the DOT publishes in final form the following overdue regulations: —rules establishing minimum requirements for motor carriers, including foreign motor carriers, to ensure they are knowledgeable about Federal safety standards, including the administration of a proficiency exam; —rules implementing measures to improve training and provide for the certification of motor carrier safety auditors; —rules requiring the development of staffing standards to determine the appropriate number of Federal and State motor carrier inspectors for the Mexican border; —rules prohibiting foreign motor carriers from leasing their vehicles to another carrier to transport products to the United States while the firm is subjected to a suspension, restriction, or limitation on its right to operate in the United States; and —rules disqualifying permanently from operating in the United States any foreign motor carrier that is found to have operated illegally in the United States.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

	(Liquidation of contract authorization)	(Limitation on obligations)
Appropriations, 2001	$177,000,000	[1] $177,000,000
Budget estimate, 2002	204,837,000	204,837,000
Committee recommendation	204,837,000	204,837,000

[1] Does not reflect reduction of $389,400 pursuant to section 1403 of Public Law 106–554.

The FMCSA's National Motor Carrier Safety Program (NMCSP) was authorized by TEA21 and amended by the Motor Carrier Safety Improvement Act of 1999. This program consists of two major areas: the motor carrier safety assistance program (MCSAP) and the information systems and strategic safety initiatives (ISSSI). MCSAP provides grants and project funding to States to develop and implement national programs for the uniform enforcement of Federal and State rules and regulations concerning motor safety. The major objective of this program is to reduce the number and severity of accidents involving commercial motor vehicles. Grants are made to qualified States for the development of programs to enforce the Federal motor carrier safety and hazardous materials regulations and the Commercial Motor Vehicle Safety Act of 1986. The basic program is targeted at roadside vehicle safety inspections of both interstate and intrastate commercial motor vehicle traffic. ISSSI provides funds to develop and enhance data-related motor carrier programs.

The Committee recommends $204,837,000 in liquidating cash for this program. This is an increase of $27,837,000 above the level enacted in fiscal year 2001.

LIMITATION ON OBLIGATIONS

The Committee recommends a $204,837,000 limitation on obligations for motor carrier safety grants. This is the level authorized under the Motor Carrier Safety Improvement Act of 1999, which amended TEA21. This funding level includes $22,837,000 in Revenue Aligned Budget Authority (RABA), as authorized under 23 U.S.C. 110, as amended.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 2002 PROGRAM

The National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity in the Department of Transportation in March 1970, to reduce the escalating number of deaths, injuries, and economic costs resulting from traffic crashes on the Nation's highways. The National Traffic and Motor Vehicle Safety Act provides for the establishment and enforcement of Federal safety standards for motor vehicles and associated equipment and research, including the operation of required testing facilities and the National Driver Register. The Motor Vehicle Information and Cost Savings Act initially provided for the establishment of low-speed, collision bumper standards, consumer information activities, diagnostic inspection, and odometer regulations and was later amended to incorporate responsibility for the administration of Federal automotive fuel economy standards.

The Highway Safety Act provides for a coordinated highway safety grant program to be carried out by the States, together with supporting research, development, and demonstration programs. Under section 403 of title 23, United States Code, technical assistance is provided to the States in the conduct of their highway safety programs, and research and demonstration projects are conducted to develop and show the effectiveness of new techniques and countermeasures to address highway safety problems.

Grants are provided to the States under title 23, United States Code, section 402 to assist in the establishment and improvement of highway safety programs designed to reduce traffic crashes, deaths, and injuries. Alcohol incentive grants are allocated to the States for alcohol-impaired driver safety programs. The occupant protection incentive grants program rewards States that implement strong laws and programs to increase safety belt and child safety seat use.

The following table summarizes the Committee recommendations:

Program	Fiscal year 2001 enacted [1]	Fiscal year 2002 estimate	Committee recommendation
Operations and research	$190,876,000	$196,000,000	$206,000,000
National driver register (HTF)	(2,000,000)	(2,000,000)	(2,000,000)
Highway traffic safety grants (firewall)	213,000,000	223,000,000	223,000,000
Total	403,876,000	419,000,000	429,000,000

[1] Does not reflect reductions of $888,527 pursuant to section 1403 of Public Law 106–554.

OPERATIONS AND RESEARCH

(INCLUDING HIGHWAY TRUST FUND)

	General Fund	Trust Fund	Total
Appropriations, 2001	$116,876,000	$74,000,000	$190,876,000
Budget estimate, 2002	122,000,000	74,000,000	196,000,000
Committee recommendation	132,000,000	74,000,000	206,000,000

For fiscal year 2002, the Transportation Equity Act for the 21st Century (TEA21), as amended, authorizes $72,000,000 of contract authority from the highway trust fund to finance operations and research activities eligible under title 23 U.S.C. 403. This funding is included within the firewall guarantee for highway spending and is not subject to appropriation. The act also includes an authorization, subject to appropriations, from the highway trust fund of $2,000,000 to maintain the National Driver Register. In addition, the administration is requesting $122,000,000 for activities related to sections 30104 and 32102 of title 49. This funding is derived from the general fund and is subject to appropriations.

The Administration has submitted a budget request of $196,000,000 for NHTSA's operations and research account. The budget request consists of $72,000,000 from the highway trust fund guarantee for highway safety and research and analysis programs and $2,000,000 from the highway trust fund for the National Driver Register.

The Committee recommends fully funding the authorized level, and the accompanying bill provides appropriations totaling $206,000,000 to be distributed as follows:

Program	*Committee recommendation*
Salaries and benefits	$61,471,000
Travel	1,297,000
Operating expenses	23,113,000
Contract Programs:	
Safety performance	7,891,000
Safety assurance	15,064,000
Highway safety	50,333,000
Research and analysis	57,338,000
General administration	643,000
Grant administration reimbursement	−11,150,000
Total	206,000,000

SALARIES AND BENEFITS

Staffing level.—The Committee recommends $61,471,000 for salaries and benefits, $4,341,000 more than the fiscal year 2001 enacted level and $750,000 more than the President's budget request. The Committee includes an increase of $750,000 for 7.5 FTE's in the Safety Standards Support program to assist with the agency's regulatory agenda. The Committee approves 709 full time positions for NHTSA and expects to see progress on the agency's ability to meet congressional mandates and deadlines.

SAFETY PERFORMANCE STANDARDS

Safety Standards Support.—The Committee recommends $2,550,000 for safety standards support, $850,000 above the fiscal year 2001 enacted level and $550,000 above the President's budget request. The Committee notes that NHTSA's fiscal year 2002 performance plan sets a goal of reducing the number of highway-related injuries and fatalities by 20 percent by 2008. The data suggests, however, that the numbers are moving in the opposite direction. Last year, both the number and the rate of vehicle deaths and injuries increased. The Committee believes that progress on NHTSA's regulatory agenda would make a significant contribution to the achievement of the agency's safety goals. The Committee has included additional resources for the safety standard support program as well as additional staff as mentioned earlier in this report. These increases are intended to expedite NHTSA's actions on several key Federal Motor Vehicle Safety Standards and to assist with the agency's implementation of the Transportation Recall Enhancement, Accountability and Documentation (TREAD) Act.

While the Committee acknowledges that NHTSA has implemented some of the provisions in the TREAD Act, there remain several key regulations in the areas of tire standards, child safety restraints and dynamic rollover testing that are to be finalized next year. There are other important motor vehicle safety rules that have been neglected and need to be updated or issued. These include a revised roof crush standard to improve the current standard originally issued in 1971; a rollover stability standard to address the 10,000 passenger vehicle occupant deaths occurring annually as a result of rollover crashes; upgrading the 1971 Federal safety standard for seat back strength; improvements in pedestrian crash protection to reduce the aggressive quality of passenger vehicle front ends. The Committee expects NHTSA to utilize these additional resources to meet the regulatory deadlines set in the TREAD Act and to make noticeable progress on the agency's regulatory backlog.

To assist the Committee in its oversight function, the Administrator of NHTSA is directed to submit to the House and Senate Committees on Appropriations a notification letter as soon as there is a reasonable likelihood that the Agency will be unable to meet any of the deadlines specified in the TREAD Act. NHTSA's Administrator also is directed to submit a strategic implementation plan to both the House and Senate Committees on Appropriations with the submission of the President's fiscal year 2003 budget, specifying the timetable, milestones to be accomplished, and supporting research (if applicable) for each of the provisions of the TREAD Act. The plan should identify research projects, regulatory actions, information gathering efforts, and public information activities, as well as associated fiscal year 2001 and fiscal year 2002 funding amounts relevant to each of the provisions of the TREAD Act.

HIGHWAY SAFETY PROGRAMS

The Committee recommends the following adjustments to the budget request:

Occupant protection:	
Enhance public education materials	+$1,000,000
Increase local efforts to increase belt use	+2,000,000
Impaired Driving	+2,700,000
Highway Safety Research: Safe mobility for older drivers	+1,000,000
New/Emerging/TEA–21 Issues: Cell phones and driver distraction	+1,000,000
Traffic Law Enforcement: Technologies to reduce speeding and aggressive driving	+1,000,000

Occupant Protection Enhancements.—The Committee is concerned that NHTSA is making insufficient progress toward reaching the goal of achieving a 90 percent national seat belt use rate by 2005. In fact, over the last 4 years, seat belt use has only increased 2 percent to a total of 71 percent. To expedite the agency's progress, the Committee recommends $13,953,000 to improve NHTSA's occupant protection efforts, which is $3,000,000 more than the amount requested in the President's budget. Consistent with the recommendations of the Blue Ribbon Panel to Increase Seat Belt Use Among African Americans, NHTSA is expected to enhance its public education activities pertaining to occupant protection. This work will include the development and deployment of credible, positive, culturally appropriate health and safety values in media messages and literature to increase occupant protection by minority groups. Research shows that minorities are over-represented in motor vehicle crashes and these populations are less likely to wear seat belts or use child safety seats. For example, black children ages 5 through 12 face a risk of dying in a crash that is almost three times as great as white children. As the relative percentage of minorities increases, the need to better educate all segments of the population about the importance of occupant protection increases. Also, NHTSA should intensify its efforts to increase occupant protection use rates by the Hispanic population, as well as other high risk groups, such as younger drivers and occasional users of seat belts.

Last year, the Committee initiated a new effort to increase local government participation in promoting occupant protection activities. There has been definitive interest in this initiative and it should be expanded. The Selective Traffic Enforcement Program (STEP) has been shown to increase seat belt use rates and has been widely tested. Past NHTSA studies show that strong local leadership and coordination of activities are essential to conducting successful STEP activities. The Committee's allowance includes $2,000,000 to further deploy the STEP process as well as other innovative strategies by local governments seeking to increase seat belt use rates in their jurisdiction. NHTSA is directed to publically advertise the availability of these funds and to seek a wide range of applicants. In addition, the Committee has included bill language which would allow States to use traffic safety grants for public service messages as well as designate $15,000,000 for the use of public safety messages during Operation ABC Mobilizations. A more detailed discussion of these public safety message initiatives is included in the NHTSA bill language section of this report.

Older Driver Initiative.—The Committee provides an increase of $1,000,000 in Highway Safety Research to strengthen NHTSA's efforts to promote the safe mobility of older Americans. Federal data show that, while driving-related fatalities have decreased for all other age groups over the past 20 years, the rate for elderly drivers over 75 years has grown from 9.5 deaths to 14.3 deaths per 100,000 population—an increase of roughly 50.5 percent. Experts are now predicting that without corrective action, by 2030, the number of older persons killed in automobile crashes will increase three-fold. The additional funds will improve methodologies to better assess the capabilities of older drivers, and analyze ways to rehabilitate older Americans who have suffered strokes or other medical problems to resume some or all of their driving, if medically qualified.

Cellphones and driver distraction.—The Committee provides an increase of $1,000,000 for Emerging Traffic Safety Issues in support of NHTSA's research to understand the factors that affect a driver's performance while using various in-vehicle technologies. The Committee also supports the development of test procedures and guidelines that can be used to design equipment that minimizes driver distraction. Research on how driver age and experience affects driver distraction also should be vigorously pursued. Sufficient funds to conduct a comprehensive research program are provided in the National Intelligent Transportation Systems Program in the FHWA, and in the research and analysis component of NHTSA's budget. While this research is ongoing, the Committee maintains that both drivers and passengers could benefit from information on the potential safety risks that can arise from various forms of driver distraction and overload. The public dissemination of information on this topic is time critical because the rate of deployment of these technologies is outpacing the knowledge of their impact on safety. The Committee directs NHTSA to submit a letter before January 1, 2002, to both the House and Senate Committees on Appropriations outlining the scope and direction of its efforts to provide relevant consumer and public information relevant to this safety challenge.

Improved Technologies to Reduce Speeding and Aggressive Driving.—The Committee provides an increase of $1,000,000 for NHTSA's Traffic Law Enforcement Program. Various technologies, such as ITS, photo radar, and other electronic devices, can be used to alert law enforcement agencies to speeding or aggressive driving. NHTSA is expected to explore opportunities to advance and deploy such technologies. Funding should be provided to one or more State and local enforcement agencies to test approaches on secondary roads as well as on interstates.

Impaired Driving.—The Committee recommends $12,517,000 for NHTSA's impaired driving program, which is $2,700,000 more than the President's budget request. The additional funds will be used primarily to help States and communities control repeat impaired, driving offenders. The agency will conduct a nationwide program to inform State and local governments, law enforcement agencies, and courts of the latest proven strategies for detection, arrest, prosecution, sentencing, and rehabilitation, including in-vehicle alcohol interlocks, home confinement techniques, and driver identification systems. The Committee envisions that the agency will explore whether technology transfer vans similar to those successfully used by the FHWA, could be an important part of this information program. The demonstration of best practices and peer-to-peer assistance should be emphasized. The agency may award up to one-half of the funds as small grants to assist States and communities that wish to implement promising new strategies.

Emergency Medical Services.—The Committee recommends $2,245,000 for emergency medical services. Within the funds provided, the Committee includes $1,000,000 to continue training EMS personnel in delivering pre-hospital care to patients with traumatic brain injuries. The Committee urges NHTSA to continue this national roll-out with the Brain Trauma Foundation and its Centers of Excellence. The Centers will continue research into pre- and post-training data collection and evaluation of the efficacy of the Brain Trauma Foundation's Pre-hospital Traumatic Brain Injury guidelines. The funding will help NHTSA's Emergency Medical Services significantly decrease mortality and morbidity due to severe head injury throughout the United States while reducing in-hospital time and costs, by ensuring that scientific based procedures are being used in ambulances. The Committee expects to see a broader array of participation in the use of these EMS protocols.

Driver Behavior/Simulation Research.—The Committee includes $3,450,000 for driver behavior/simulation research as requested in the President's budget. The Committee supports NHTSA's research to understand the factors that affect a driver's performance since it is estimated that nearly 90 percent of all motor vehicle crashes are the result of driver error.

RESEARCH AND ANALYSIS

Biomechanical research.—The Committee provides $2,500,000 to continue research related to traumatic brain and spinal cord injuries caused by motor vehicle, motorcycle, and bicycle accidents at the Injury Control Research Center and encourages NHTSA to expand this research effort to the other centers of the Southern Consortium for Injury Biomechanics.

Brake lining friction study.—The Committee is aware that NHTSA has issued regulations regarding stopping performance of medium and heavy duty trucks. The Committee understands that to remain in compliance with these rules, replacement brake lining must have the same friction rating as that of the original brake lining. The Committee further understands that a uniform method for measuring brake lining friction and permanently marking the lining with that rating is unavailable and thus directs NHTSA to perform research into rating brake lining friction and permanently marking the lining with that rating. Within the funds provided, the Committee provides $300,000 for research into the rating of brake lining friction in order to facilitate a rulemaking in this area.

NATIONAL DRIVER REGISTER

HIGHWAY TRUST FUND

The National Driver Register [NDR] is a central repository of information on individuals whose licenses to operate a motor vehicle have been revoked, suspended, canceled, or denied. The NDR also contains information on persons who have been convicted of serious traffic-related violations such as driving while impaired by alcohol or other drugs. State driver licensing officials query the NDR when individuals apply for a license, for the purpose of determining whether driving privileges have been withdrawn by other States. Other organizations such as the Federal Aviation Administration and the Federal Railroad Administration also use NDR license data in hiring and certification decisions in overall U.S. transportation operations.

The bill includes $2,000,000 for the NDR from the highway trust fund.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2001 [1]	$213,000,000
Budget estimate, 2002	223,000,000
Committee recommendation	223,000,000

[1] Does not reflect reduction of $468,000 pursuant to section 1403 of Public Law 106–554.

The Transportation Equity Act for the 21st Century authorized the following State grant programs: Highway Safety Program, the Alcohol-Impaired Driving Countermeasures Incentive Grant Program, the Occupant Protection Incentive Grant Program, and the State Highway Safety Data Grant Program. Under the Highway Safety Program, grant allocations are determined on the basis of a statutory formula established under 20 U.S.C. 402. Individual

States use this funding in national priority areas established by Congress which have the greatest potential for achieving safety improvements and reducing traffic crashes, fatalities, and injuries. Also, the national occupant protection survey shall be funded from within this amount. The Alcohol-Impaired Driving Countermeasures Incentive Grant Program encourages States to enact stiffer laws and implement stronger programs to detect and remove impaired drivers from the roads. The occupant protection program encourages States to promote and strengthen occupant protection initiatives. The State Highway Safety Data Grants Program encourages States to improve their collection and dissemination of important highway safety data.

The Committee recommends an appropriation for liquidation of contract authorization of $223,000,000 for the payment of obligations incurred in carrying out provisions of these grant programs.

The Committee has included a provision prohibiting the use of section 402 funds for construction, rehabilitation or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures.

LIMITATION ON OBLIGATIONS

The bill includes language limiting the obligations to be incurred under the various highway traffic safety grants programs. Separate obligation limitations are included in the bill with the following funding allocations:

	Fiscal year 2001 enacted [1]	Fiscal year 2002 estimate	Committee recommendation
Highway safety programs	$154,659,000	$160,000,000	$160,000,000
Alcohol-impaired driving countermeasures grants	35,921,000	38,000,000	38,000,000
Occupant protection incentive grants	12,971,000	15,000,000	15,000,000
State highway safety data grants	8,980,000	10,000,000	10,000,000
Total	212,531,000	223,000,000	223,000,000

[1] Reflects reduction of $468,600 pursuant to section 1403 of Public Law 106–554.

BILL LANGUAGE

Public safety messages.—The bill contains a provision (sec. 338) extending the authority for States to use traffic safety grant funds under Section 402 to produce and place highway safety pubic service messages in television, radio, cinema, print media and on the Internet. This same provision was included in the fiscal year 2001 enacted bill. This year, the Committee includes additional language which would designate $15,000,000 of the safety belt use innovative grant funds to be used for public safety messages to support the Operation ABC (America Buckles up Children) Mobilizations that are conducted each year in May and November. During recent mobilization efforts, more than 10,000 law enforcement agencies in all 50 States have joined together to call attention to the need for increased safety belt and child safety seat use and to deter drunk driving. The Mobilizations have been effective in helping to increase restraint use, but there are still too many unrestrained children and adults that are killed and injured in vehicle crashes, many of which are caused by drunk drivers. Last year, the Committee directed NHTSA to implement an innovative demonstration program to promote seat belt usage. A pilot project in South Carolina in November 2000 used public safety messages to support the Mobilization, resulting in an increase in safety belt use from 65 percent to nearly 74 percent. In carrying out this advertising program, NHTSA is encouraged to continue to work through non-profit safety organizations on this initiative.

FEDERAL RAILROAD ADMINISTRATION

SUMMARY OF FISCAL YEAR 2002 PROGRAM

The Federal Railroad Administration [FRA] became an operating administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Interstate Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. The Federal Railroad Administration is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs to rehabilitate and improve the railroad industry's physical infrastructure are also administered by the Federal Railroad Administration.

The Committee recommends $755,578,000 for the activities of the Federal Railroad Administration for fiscal year 2002. This is $48,535,000 more than the budget request.

The following table summarizes the Committee recommendations:

Program	Fiscal year—		Committee recommendation
	2001 enacted [1]	2002 budget estimate [2]	
Safety and operations [3]	$101,717,000	$111,357,000	$111,357,000
Railroad research and development	25,325,000	28,325,000	30,325,000
Next generation high-speed rail	25,100,000	25,100,000	40,000,000
Alaska railroad rehabilitation [4]	30,000,000	....	20,000,000
West Virginia Rail Development	15,000,000	....	....
Rhode Island rail development	17,000,000	....	....
Capital grants to National Railroad Passenger Corporation	521,476,000	521,476,000	521,476,000
Pennsylvania Station Redevelopment Project	20,000,000	20,000,000	20,000,000
National Rail Development and Rehabilitation	....	....	12,000,000
Amtrak Reform Council [5]	750,000	785,000	420,000
Total budgetary resources	756,368,000	707,043,000	755,578,000

[1] Does not include reduction of $1,642,009 pursuant to section 1403 of Public Law 106–554.
[2] Fiscal year 2002 budget estimate includes $55,000,000 proposed rail safety user fees.
[3] Does not include $1,500,000 in Maglev funds from other accounts.
[4] Fiscal year 2001 includes $10,000,000 transferred from USAF.
[5] The Amtrak Reform Council is an independent oversight commission. Funding is provided through a general provision, and is not part of the FRA budget.

User fees.—The Committee denies the Administration's legislative proposal to impose user fees on rail safety and research services.

SAFETY AND OPERATIONS

Appropriations, 2001[1 2]	$101,717,000
Budget estimate, 2002[3]	111,357,000
Committee recommendation	111,357,000

[1] Does not reflect reduction of $223,777 pursuant to section 1403 of Public law 106–554.
[2] Does not include $1,500,000 maglev funds from other accounts.
[3] Includes $41,000,000 proposed rail safety user fees.

The Safety and Operations account provides support for FRA rail safety activities and all other administrative and operating activities related to staff and programs.

Operation Lifesaver.—The Committee notes that the Department's "Grade Crossing Safety Action Plan" established a goal of reducing the number of crossing collisions and trespass casualties by 50 percent in 2004. One of the agency's partners in this effort has been Operation Lifesaver, Inc. which is a national, non-profit education and awareness program that focuses on eliminating collisions, fatalities and injuries at highway-rail grade crossings. Operation Lifesaver utilizes education to increase public awareness; promotes enforcement of highway-rail grade crossing traffic laws; and, encourages engineering research and innovation to improve the safety at grade crossings. The Committee includes $1,025,000 for Operation Lifesaver.

Staffing increases.—The FRA has requested 26 new positions in fiscal year 2002. The Committee recommendation approves the funding request for these additional positions.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2001[1]	$25,325,000
Budget estimate, 2002[2]	28,325,000
Committee recommendation	30,325,000

[1] Does not reflect reduction of $55,715 pursuant to section 1403 of Public Law 106–554.
[2] Includes $14,000,000 proposed user fees.

The Federal Railroad Administration's Railroad Research and Development Program provides for research in the development of safety and performance standards for high-speed rail and the evaluation of their role in the Nation's transportation infrastructure. The Committee recommends an appropriation of $30,325,000 for railroad research and development, $2,000,000 more than the administration's requested level.

COMMITTEE RECOMMENDATION

The Committee recommends the following funding levels for the Railroad research and development programs:

Equipment, operations, and hazardous materials research	$12,950,000
Track and vehicle-track interaction	9,900,000
Railroad systems safety and security	6,150,000
R&D facilities and equipment	1,325,000

Equipment, operation, and hazardous materials research.—The Committee recommends a program funding level of $12,950,000.

Southeastern Transportation Safety Center.—The Committee notes that the Southeastern Transportation Safety Center in Meridian, MS is an important regional safety training resource helping the region's emergency response community to focus on techniques and skills essential to rail passenger emergency response. Training at the Center emphasizes instruction in advanced techniques for fire suppression, passenger rescue, law enforcement or emergency medical situations. The Committee provides $475,000 within the funds available to enhance the center's facilities and capabilities in advanced and specialized passenger rescue training for emergency responders and carrier employees. These enhancements should include a fully functional rail-highway grade crossing, and a specially constructed low rail trestle and pond for rail passenger water rescue training.

Track and Vehicle Track Interaction.—The Committee recommends $9,900,000 for track and vehicle track interaction, $1,618,000 more than the fiscal year 2001 enacted level and $1,000,000 more than the President's budget request. The Committee's recommendation includes funding for track and components safety research in material and rail inspection and bridge safety and for vehicle/track interaction safety standards research. Within these funds, the Committee provides $2,000,000 in continued support for the Marshall University/University of Nebraska safety research projects in the areas of human factors, equipment defects, railroad track and structures and failures associated with existing train control methods. Also, within available funds, the Committee includes $2,000,000 for a pilot program of the Integrated Railway Remote Information Service at the Transportation Technology Center. This pilot program is expected to enjoy substantial industry matching contributions. It is designed to demonstrate the feasibility of using defect detectors across North America. These detectors will measure safety parameters such as the forces between the wheels and rails, and physical condition of axle bearings on rail vehicles. The Integrated Railway Remote Information Service is an internet-based system designed to aggregate, interrogate and store data from these field-deployed detector systems.

Railroad systems safety and security.—The Committee recommends a program funding level of $6,150,000, $1,000,000 more than the administration's request.

Illinois Grade Crossing Safety.—The Committee is supportive of an innovative project in Illinois, designed to establish a comprehensive strategy to help the State of Illinois and local communities to address rail-grade crossing safety through voluntary, cooperative education and enforcement initiatives. This project, under the leadership of the Illinois Commerce Commission, also seeks to increase awareness of and participation in private, State, and Federal programs that are designed to improve crossing safety and to identify appropriate State and Federal resources that may aid communities in their efforts. The Committee includes $1,000,000 for this effort.

Railroad freight congestion analysis.—The Committee is aware of the significant delays currently affecting railroad freight in and around Chicago, Illinois. It is not uncommon for freight trains to take 72 hours or more to move cargo through the metropolitan area. The Committee directs the Secretary, in cooperation with the

Federal Railroad Administration Administrator and the Chair of the Surface Transportation Board, to prepare a comprehensive analysis of the railroad freight congestion problems in the Chicago region, including possible administrative and legislative solutions and report the complete findings to the House and Senate Committees on Appropriations no later than January 15, 2002.

Passenger rail studies.—The Committee includes $250,000 to conduct a feasibility study of constructing a passenger rail, high-speed rail or other passenger surface transportation system on a statewide basis. In particular, the study will evaluate the demand and needs of commuters along the existing infrastructure in the Lincoln and Omaha corridor in Nebraska. The results of the feasibility study will serve as the basis for developing short-term and long-term implementation plans for commuter services. The Committee also includes $300,000 to study the feasibility of linking Wilkes-Barre, Pennsylvania to the proposed Scranton-New York passenger rail line. The Committee also includes $100,000 to be transferred to Amtrak to conduct an analysis to determine the cost and feasibility of implementing high-speed intercity rail service between Los Angeles and Las Vegas. The study will include an assessment of existing capacity and the identification of infrastructure improvements necessary to increase capacity, allow for improved train speeds, and reduce trip time.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

Section 502 of Public Law 94–210, as amended authorizes obligation guarantees for meeting the long-term capital needs of private railroads. Railroads utilize this funding mechanism to finance major new facilities and rehabilitation or consolidation of current facilities. No appropriations or new loan guarantee commitments are proposed in fiscal year 2002.

The Rail Rehabilitation and Improvement Financing Program, as established in section 7203 of the Transportation Equity Act for the 21st Century [TEA21], will enable the Secretary of Transportation to provide loans and loan guarantees to State and local governments, Government-sponsored authorities and corporations, railroads and joint ventures to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, bridges, yards, and shops.

NEXT GENERATION HIGH-SPEED RAIL

Appropriations, 2001 [1]	$25,100,000
Budget estimate, 2002	25,100,000
Committee recommendation	40,000,000

[1] Does not reflect reduction of $55,220 pursuant to section 1403 of Public Law 106–554.

The Committee has provided $40,000,000 in general fund appropriations for the High-Speed Ground Transportation [HSGT] Program, $14,900,000 more than the President's budget request.

The Committee first provided funding for the Next Generation High-Speed Rail [NGHSR] Program in fiscal year 1995. The program funds high-speed rail research, development, and technology programs that are aimed at demonstrations to foster high-speed passenger service on corridors throughout the country.

The Committee recommends the following funding levels for the Next generation high-speed rail programs:

High-speed train control systems	$11,000,000
High-speed non-electric locomotives	6,800,000
Grade crossing hazard mitigation	4,300,000
Track/structures technology	1,300,000
Corridor planning	9,600,000
Magnetic levitation	7,000,000

High-speed train control systems.—The Committee has provided a total of $11,000,000 for positive train control (PTC) systems and demonstration projects. The Committee includes $5,000,000 to design, construct and test a PTC system in the Milwaukee-Madison corridor. This work will include engineering, applied research and development to demonstrate the implementation of a positive train control system on a non-signaled railroad corridor segment between Milwaukee and Madison, Wisconsin.

Grade crossing hazard mitigation/low-cost innovative technologies.—The Committee recommends $4,300,000 for grade crossing hazard mitigation and low-cost innovative technology initiatives. Within these funds, the Committee includes $700,000 for the North Carolina Sealed Corridor Initiative which has been highly effective at identifying and implementing cost-effective tools to reduce hazards at highway-rail grade crossings.

Corridor planning.—The Committee includes $9,600,000 for passenger rail corridor planning. Within the funds provided, the Committee includes the following allocations:

Gulf Coast high-speed rail corridor	$600,000
Florida high-speed rail between Orlando and Tampa	4,500,000
California high-speed rail	4,500,000

Magnetic levitation transportation.—A total of $7,000,000 has been provided for magnetic levitation activities to be distributed as follows:

Segmented Rail Phased Induction: Electric Magnetic Motor (Seraphim) technology, NM	$500,000
Washington-Baltimore, MD: Environmental impact studies and preliminary engineering	2,000,000
Nevada-California: Environmental impact studies, design and engineering	2,000,000
Greensburgh-Pittsburgh, PA: Environmental impact study	2,500,000

Rail-highway crossing hazard eliminations.—Section 1103 of the Transportation Equity Act for the 21st Century (TEA21) provides $5,250,000 for the elimination of rail-highway crossing hazards. Of these set-aside funds, the following allocations are made:

Gulf Coast high-speed rail corridor	$2,000,000
Chicago Hub high-speed rail corridor between Milwaukee and Madison, WI	500,000

ALASKA RAILROAD REHABILITATION

Appropriations, 2001 [1 2]	$30,000,000
Budget estimate, 2002	....
Committee recommendation	20,000,000

[1] Does not reflect reduction of $44,000 pursuant to section 1403 of Public Law 106–554.
[2] Includes $10,000,000 transferred from USAF pursuant to section 8107 of Public Law 106–259.

The Committee has included a total of $20,000,000 for rail safety and infrastructure improvements benefiting passenger operations of the Alaska railroad. This railroad extends 498 miles from Seward through Anchorage, the largest city in Alaska, to the city of Fairbanks, and east to the town of North Pole and Eielson Air Force Base. It carries both passengers and freight, and provides a critical transportation link for passengers and cargo traveling through difficult terrain and harsh climatic conditions.

NATIONAL RAIL DEVELOPMENT AND REHABILITATION

Appropriations, 2001	....
Budget estimate, 2002	....
Committee recommendation	$12,000,000

The bill authorizes the Federal Railroad Administration to make grants and enter into contracts for the development and rehabilitation of freight and passenger rail infrastructure. The Committee includes $12,000,000 for this program. Within these funds, the Committee recommends $1,700,000 for the Central Valley Rail line project to establish a short line from Sigurd/Salina to the Union Pacific main line at Levan, Utah; $5,000,000 for the design and construction of a passenger rail station at the General Mitchell International Airport in Milwaukee, Wisconsin; $3,000,000 for track relocation, track construction and grade crossing separation in Greenwood, MS; and $2,300,000 for the rehabilitation of the Minnesota Valley Regional Rail Authority.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Appropriations, 2001 [1]	$521,476,000
Budget estimate, 2002	521,476,000
Committee recommendation	521,476,000

[1] Does not reflect reduction of $1,142,247 pursuant to section 1403 of Public Law 106–554.

For fiscal year 2002, the administration has requested an appropriation of $521,476,000 for Amtrak capital funding with the same flexibility in spending its capital grant as provided to transit grantees.

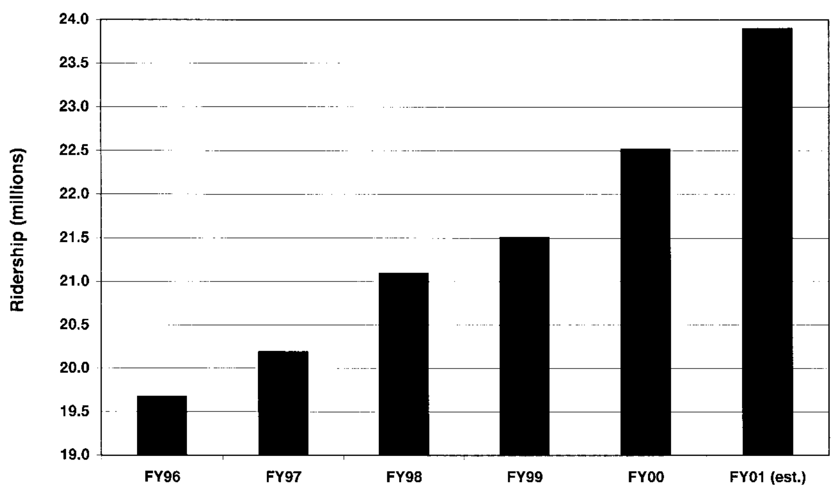
COMMITTEE RECOMMENDATION

The Committee recommendation includes $521,476,000 for Amtrak capital grants for fiscal year 2002. The amount provided is the same as the President's request and the same as the fiscal year 2001 appropriation. Consistent with the Administration's budget request, the Committee grants Amtrak the authority to use all of this funding immediately upon the enactment of the bill.

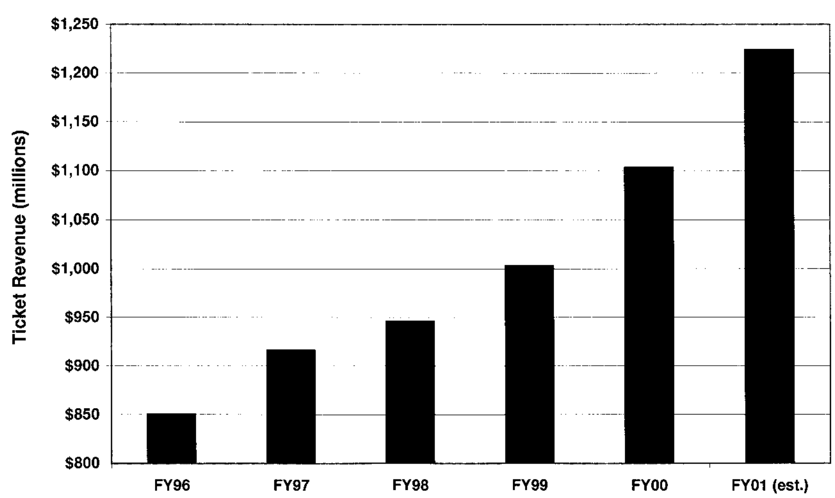
The Amtrak Reform and Accountability Act of 1997 (ARAA), Public Law 105–134, authorized a total of $5,200,000,000 over a 5 year period in funding for Amtrak. The act also required the railroad to reach operating self-sufficiency by fiscal year 2003. Together with the funding included in the Committee recommendation, Amtrak will have received $2,200,000,000 of the $5,200,000,000 authorized by the end of 2002.

During the authorization period covered by the ARAA, Amtrak has made steady progress in its goal of achieving operating self-sufficiency. Its overall ridership and ticket revenues during this period have continued to grow. Amtrak's ridership has increased 14.4 percent between 1996 and 2000. It is expected to grow another 6 percent in 2001. Over the same period, Amtrak's ticket revenues increased 29.8 percent. Those revenues are expected to grow by another 10.9 percent in 2001. The Committee is pleased to see continued growth in Amtrak's ticket revenues and ridership and expects those revenues to continue to grow with the long delayed introduction of the Acela Express Service beginning in calender year 2002.

Amtrak Ridership, FY91 - FY01



Amtrak Ticket Revenue, FY91 - FY01



As part of its mission to achieve operating self-sufficiency, Amtrak has aggressively sought to increase its revenues from non-passenger operations. Such non-passenger revenue grew by more than 15 percent between 1999 and 2000. However, the amount of revenues in this area has not grown as fast as Amtrak's business plan had hoped.

At the same time as Amtrak's overall revenues have increased, costs have also increased. Operating expenses for the railroad grew 9.1 percent over the 1999–2000 level. The Committee is concerned by testimony by the DOT Inspector General that Amtrak has yet to fully define some of the cost saving measures that will be necessary if the railroad is to achieve its self-sufficiency goal. The delay in the delivery of Amtrak's Acela Express trainsets and the associated delay in launching the Acela service has endangered Amtrak's overall finances. Just recently, Amtrak was required to collateralize part of its assets in Penn Station, New York in order to obtain $300,000,000 in operating funds for the current fiscal year. The Committee is greatly concerned over Amtrak's tenuous financial condition. In testimony before the Committee, the President of Amtrak testified that if the Committee fully funded the President's budget request of $521,476,000 as it has, there will be no risk of Amtrak going bankrupt within the coming fiscal year. Even so, the Committee will continue to carefully monitor Amtrak's financial condition as well as its efforts to achieve operating self-sufficiency by 2003.

AMTRAK REFORM COUNCIL

Appropriations, 2001[1]	$750,000
Budget estimate, 2002[2]	785,000
Committee recommendation	420,000

[1] Does not reflect reduction of $1,650 pursuant to section 1403 of Public Law 106–554.
[2] The Council is an independent entity. Its funding is presented within the FRA for display purposes only.

The Committee recommends an appropriation of $420,000 for necessary expenses of the Amtrak Reform Council [ARC]. Initial funding for the ARC was provided in the fiscal year 1998 supplemental appropriations bill, Public Law 105–174; in the fiscal years 1999, 2000, and 2001 transportation appropriations acts, $450,000, $750,000, and $750,000, respectively, was appropriated for the Council. For fiscal year 2002, the administration has requested an appropriation of $785,000. Because the Council is an independent commission, the Committee's appropriation is not provided within the FRA's budget, but is provided in a general provision (sec. 330) of the bill.

The ARC was established by the Amtrak Reform and Accountability Act of 1997 [ARAA]. The Council consists of 11 members, including four Senate appointees, four House appointees, two Presidential appointees, and the Secretary of Transportation. Under the ARAA, the responsibilities of the ARC include evaluating Amtrak's performance and making recommendations to Congress and Amtrak for achieving further cost containment, productivity improvements, and financial reforms. In addition, fiscal year 1999 appropriations bill language expanded the Council's statutory responsibilities to include its views on any routes or services that Amtrak's route analysis data indicate should be closed or realigned.

The ARC is a temporary commission. By the end of fiscal year 2002, the Council must make a determination on whether or not Amtrak can meet the financial goals outlined in the ARAA (though the Council may make a finding before the end of the current authorization). If the ARC determines these goals cannot be met, they must then submit a restructuring plan, and Amtrak must submit a liquidation plan.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Appropriations, 2001[1]	$20,000,000
Budget estimate, 2002	20,000,000
Committee recommendation	20,000,000

[1] Does not reflect reduction of $44,000 pursuant to section 1403 of Public Law 106–554.

In 2000, an advance appropriation of $20,000,000 was provided for each fiscal year 2001, 2002, and 2003. These funds support the redevelopment of the Pennsylvania Station in New York City, including the renovation of the James A. Farley Post Office building as a train station and commercial center, and basic upgrades to Pennsylvania Station.

FEDERAL TRANSIT ADMINISTRATION

SUMMARY OF FISCAL YEAR 2002 PROGRAM

The Federal Transit Administration was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Federal Transit Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development. The missions of the Federal Transit Administration are: to assist in the development of improved mass transportation facilities, equipment, techniques, and methods; to encourage the planning and establishment of urban and rural transportation services needed for economical and desirable development; to provide mobility for transit dependents in both metropolitan and rural areas; to maximize productivity of transportation systems; and to provide assistance to State and local governments and their instrumentalities in financing such services and systems.

The current authorization for the programs funded by the Federal Transit Administration is contained in the Transportation Equity Act for the 21st Century.

Under the Committee recommendation, a total program level of $6,847,000,000 would be provided for the programs of the Federal Transit Administration for fiscal year 2002, which is $100,000,000 more than the obligation limitation authorized under the mass transit category in TEA21. This funding is comprised of $1,449,200,000 in direct appropriations of general funds and $5,397,800,000 in limitations on contract authority.

The following table summarizes the Committee's recommendations compared to fiscal year 2000 and the administration's request:

[In thousands of dollars]

Program	2001 enacted [1]	2002 estimate	Committee recommendation
Administrative expenses	64,000	67,000	67,000
Formula grants [2]	3,294,000	3,592,000	3,592,000
University transportation research	6,000	6,000	6,000
Transit planning and research	110,000	116,000	116,000
Capital investment grants [2 3]	2,700,500	2,841,000	2,941,000
Job access and reverse commute grants	100,000	125,000	125,000
Total	6,274,500	6,747,000	6,847,000

[1] Does not reflect rescissions totaling $13,803,900 for the 0.22 percent rescission pursuant to section 1403 of Public Law 106–554 and $1,646,816,709 in FHWA flex funding .

[2] Fiscal year 2001 reflects transfer of $50,000,000 from Formula grants to Capital investment grants and $1,000,000 from Formula grants to the OIG pursuant to Public Law 106–346.

[3] Fiscal year 2001 includes $4,500,000 direct appropriation pursuant to sections 1105, 1107, and 1123 of Public Law 106–554.

ADMINISTRATIVE EXPENSES

	General fund	Trust fund	Total
Appropriations, 2001 [1]	$12,800,000	$51,200,000	$64,000,000
Budget estimate, 2002	13,400,000	53,600,000	67,000,000
Committee recommendation	13,400,000	53,600,000	67,000,000

[1] Does not reflect rescission of $140,800 pursuant to section 1403 of Public Law 106–554.

The Committee recommends a total of $67,000,000 in budget resources funds for administrative expenses.

FORMULA GRANTS

	General fund	Trust fund	Total
Appropriations, 2001 [1]	$618,000,000	$2,676,000,000	$3,294,000,000
Budget estimate, 2002	718,400,000	2,873,600,000	3,592,000,000
Committee recommendation	718,400,000	2,873,600,000	3,592,000,000

[1] Reflects $50,000,000 transferred to capital investment grants and $1,000,000 transferred to the OIG; does not reflect rescission of $7,246,800 pursuant to section 1403 of Public Law 106–554.

Formula grants to States and local agencies funded under this heading fall into four categories: urbanized area formula grants (U.S.C. sec. 5307); clean fuels formula grants (U.S.C. sec. 5308); formula grants and loans for special needs of elderly individuals and individuals with disabilities (U.S.C. sec. 5310); and formula grants for non-urbanized areas (U.S.C. sec. 5311). In addition, setasides of formula funds are directed to: a grant program for intercity bus operators to finance Americans with Disabilities Act [ADA] accessibility costs; and the Alaska Railroad for improvements to its passenger operations. The Committee also recommends that $5,000,000 be provided for the Salt Lake City transit needs for the VIII Paralympiad for the Disabled. The Committee intends that use of these funds be for the transportation systems for athletes, media, spectators and other officials associated with the VIII Paralympiad for the Disabled.

Within the total funding level of $3,592,000,000 for fiscal year 2002, the statutory distribution of these formula grants is allocated among these categories as follows:

Urbanized areas (sec. 5307)	$3,220,601,506
Clean fuels (sec. 5308)	50,000,000
Elderly and disabled (sec. 5310)	84,724,801
Nonurbanized areas (sec. 5311)	224,873,743
Over-the-Road Bus Program	6,950,000
Alaska railroad	4,849,950

Section 3007 of TEA21 amends U.S.C. 5307, urbanized formula grants, by striking the authorization to utilize these funds for operating costs, but includes a specific provision allowing the Secretary to make operating grants to urbanized areas with a population of less than 200,000. Generally, urbanized formula grants may be used to fund capital projects, and to finance planning and improvement costs of equipment, facilities, and associated capital maintenance used in mass transportation. All urbanized areas greater than 200,000 in population are statutorily required to use 1 percent of their annual formula grants on enhancements, which include landscaping, public art, bicycle storage, and connections to parks.

The following table displays the State-by-State distribution of the formula program funds within each of the program categories:

FEDERAL TRANSIT ADMINISTRATION, FISCAL YEAR 2002 GUARANTEED LEVEL APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE)

State	Section 5307 urbanized area	Section 5311 nonurbanized area	Section 5310 elderly and persons with disabilities	Total formula programs
Alabama	$14,040,178	$5,344,661	$1,465,034	$20,849,873
Alaska	[1] 7,619,647	797,004	203,762	8,620,413
American Samoa		113,598	53,101	166,699
Arizona	36,086,127	2,339,752	1,287,919	39,713,798
Arkansas	5,520,952	4,272,834	1,014,025	10,807,811
California	518,704,526	10,428,595	8,077,729	537,210,850
Colorado	40,928,704	2,226,089	991,811	44,146,604
Connecticut	55,160,193	2,019,272	1,141,158	58,320,623
Delaware	7,329,543	503,760	323,821	8,157,124
District of Columbia	29,256,884		321,183	29,578,067
Florida	156,776,788	6,703,961	5,440,466	168,921,215
Georgia	55,198,599	7,814,463	1,909,167	64,922,229
Guam		323,387	135,314	458,701
Hawaii	25,789,482	877,054	420,603	27,087,139
Idaho	3,300,878	1,769,431	431,176	5,501,485
Illinois	217,131,921	7,169,333	3,505,594	227,806,848
Indiana	34,806,454	6,925,413	1,824,126	43,555,993
Iowa	9,303,320	4,454,494	1,092,507	14,850,321
Kansas	8,541,490	3,543,409	910,746	12,995,645
Kentucky	18,577,689	5,849,395	1,402,706	25,829,790
Louisiana	29,765,457	4,837,873	1,407,347	36,010,677
Maine	2,367,920	2,334,462	547,089	5,249,471
Maryland	80,384,314	2,914,464	1,414,153	84,712,931
Massachusetts	124,736,660	3,123,420	2,050,913	129,910,993
Michigan	66,414,415	8,458,755	2,994,685	77,867,855
Minnesota	38,624,294	4,867,525	1,434,541	44,926,360
Mississippi	4,932,006	4,750,072	984,235	10,666,313
Missouri	35,603,515	5,669,413	1,850,314	43,123,242
Montana	2,497,778	1,433,378	392,963	4,324,119
Nebraska	8,447,964	2,162,787	632,725	11,243,476
Nevada	21,339,036	706,117	462,562	22,507,715
New Hampshire	3,499,595	1,869,613	435,225	5,804,433

FEDERAL TRANSIT ADMINISTRATION, FISCAL YEAR 2002 GUARANTEED LEVEL APPORTIONMENT FOR FORMULA PROGRAMS (BY STATE)—Continued

State	Section 5307 urbanized area	Section 5311 nonurbanized area	Section 5310 elderly and persons with disabilities	Total formula programs
New Jersey	189,133,645	2,673,150	2,468,641	194,275,436
New Mexico	7,078,357	2,101,501	552,626	9,732,484
New York	546,166,788	9,409,809	5,762,287	561,338,884
North Carolina	29,462,044	9,995,997	2,175,630	41,633,671
North Dakota	2,434,856	1,060,047	329,769	3,824,672
Northern Marianas		105,272	52,833	158,105
Ohio	92,258,624	10,176,620	3,659,887	106,095,131
Oklahoma	11,565,275	4,350,400	1,206,115	17,121,790
Oregon	29,577,270	3,454,256	1,119,077	34,150,603
Pennsylvania	148,792,087	11,352,125	4,394,371	164,538,583
Puerto Rico	52,797,914	3,392,373	1,059,960	57,250,247
Rhode Island	10,331,636	434,568	483,450	11,249,654
South Carolina	11,616,676	5,003,046	1,164,780	17,784,502
South Dakota	1,756,431	1,292,115	358,657	3,407,203
Tennessee	23,225,955	6,458,361	1,735,610	31,419,926
Texas	170,177,230	13,635,398	4,539,494	188,352,122
Utah	20,796,268	979,495	512,817	22,288,580
Vermont	882,731	1,155,262	290,967	2,328,960
Virgin Islands		247,264	138,096	385,360
Virginia	66,268,007	5,725,963	1,806,838	73,800,808
Washington	88,572,612	4,012,110	1,617,182	94,201,904
West Virginia	4,255,733	3,411,450	842,548	8,509,731
Wisconsin	38,268,062	5,894,585	1,651,726	45,814,373
Wyoming	1,219,667	824,424	242,740	2,286,831
Subtotal	3,209,324,197	223,749,375	84,724,801	3,517,798,373
Oversight	16,127,259	1,124,368		17,251,627
Total	3,225,451,456	224,873,743	84,724,801	3,535,050,000
Clean Fuels				50,000,000
Over-the-Road Bus Accessibility				6,950,000
Grand Total				3,592,000,000

[1] Includes $4,825,700 for the Alaska Railroad.

Over-the-road buses.—The Committee has included $6,950,000 in fiscal year 2002 for the over-the-road accessibility program. These funds are intended to assist over-the-road bus operators in complying with the Americans with Disabilities Act accessibility requirements. Additionally, the Committee has included bill language (sec. 339) expanding the exemption from Federal axle weight restrictions that apply only to public transit passenger buses to all over-the-road buses. The Committee is aware that over-the-road buses, like urban transit buses, have been carrying progressively more weight on each axle due to the requirements necessary to accommodate safety, environmental and accessibility concerns. Transit buses received an exemption from axle weight requirements in 1991, the Committee believes that the over-the-road bus industry should receive equal consideration. Last year, the Committee included language providing a similar axle weight exemption for over-the-road buses. The bill also requires a study on the applicability of maximum weight limitation to both over-the-road buses and public transit vehicles is directed to be submitted to Congress no later than 18 months after enactment of this Act.

UNIVERSITY TRANSPORTATION RESEARCH

	General fund	Trust fund	Total
Appropriations, 2001 [1]	$1,200,000	$4,800,000	$6,000,000
Budget estimate, 2002	1,200,000	4,800,000	6,000,000
Committee recommendation	1,200,000	4,800,000	6,000,000

[1] Does not reflect rescission of $13,200 pursuant to section 1403 of Public Law 106–554.

Section 5505 of TEA21 provides authorization for the university transportation research program. The purpose of the university transportation research program is to become a national resource and focal point for the support and conduct of research and training concerning the transportation of passengers and property. Funds provided under the FTA university transportation research program are transferred to and managed by the Research and Special Programs Administration (RSPA), combined with a transfer from the Federal Highway Administration of $26,500,000. The transit university transportation research program funds are statutorily available only to the following universities: University of Minnesota, Northwestern University, Morgan State University, and North Carolina State University.

The Committee action provides $6,000,000 for the university transportation research program, the same level as provided in fiscal year 2001.

TRANSIT PLANNING AND RESEARCH

	General fund	Trust fund	Total
Appropriations, 2001 [1]	$22,200,000	$87,800,000	$110,000,000
Budget estimate, 2002 [2]	23,000,000	93,000,000	116,000,000
Committee recommendation	23,000,000	93,000,000	116,000,000

[1] Does not reflect rescission of $242,000 pursuant to section 1403 of Public Law 106–554 and $54,280,827 in FHWA flex funding transferred to FTA.

The Committee action provides $116,000,000 for transit planning and research. The bill contains language specifying that $55,422,400 shall be available for the metropolitan planning program; $5,250,000 for the rural transit assistance program; $31,500,000 for the national planning and research program; $11,577,600 for the State planning and research program; $8,250,000 for transit cooperative research; and $4,000,000 for the National Transit Institute at Rutgers University.

The following table summarizes the Committee recommendation:

	Fiscal year—		Committee recommendation
	2001 program level [1]	2002 budget estimate	
Metropolitan planning	$52,113,600	$55,422,400	$55,422,400
Rural transit assistance program	5,250,000	5,250,000	5,250,000

	Fiscal year—		Committee recommendation
	2001 program level [1]	2002 budget estimate	
State planning and research program	10,886,400	11,577,600	11,577,600
Transit cooperative research program	8,250,000	8,250,000	8,250,000
National Transit Institute	4,000,000	4,000,000	4,000,000
National planning and research program	29,500,000	31,500,000	31,500,000
Total	110,000,000	116,000,000	116,000,000

[1] Fiscal year 2001 does not reflect rescission of $242,000 pursuant to section 1403 of Public Law 106–554 and $54,280,827 in FHWA flex funding transferred to FTA.

NATIONAL PLANNING AND RESEARCH PROGRAM

The Committee recommendation includes transit planning and research grants from the national program that were authorized in section 3012 of the Transportation Equity Act for Fiscal Year 2001:

Project ACTION	$3,000,000

Support in fiscal year 2002 is also provided for a number of important initiatives and Federal Transit Administration priorities, including:

North Dakota State University transit center for small urban areas	$400,000
Georgia Regional Transportation Authority/Southern California Association of Governments transit trip planning partnership	500,000
Center for Composites Manufacturing	1,100,000
Electric Transit Vehicle Institute (ETVI) outreach and research activities	500,000
Washington State WestStart innovative transit vehicle initiative	2,000,000
West Virginia transit vehicle exhaust emissions evaluation initiative	1,400,000
Missouri Soybean Association biodiesel transit demonstration	1,000,000

Dollar coin fare study.—Within the funds provided, the Committee directs the Administrator to conduct a study on the benefits and feasibility of having large transit and toll road systems use fare card or coin technology that recognizes and accepts the Sacagawea Dollar Coins by April 1, 2002.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2001	$5,016,600,000
Budget estimate, 2002	5,397,800,000
Committee recommendation	5,397,800,000

For fiscal year 2002, the Committee has provided $5,397,800,000 in liquidating cash for the trust fund share of transit expenses associated with the following programs: administrative expenses, formula grants, university transportation research, transit planning and research, job access and reverse commute grants, and capital investment grants. This level of funds is equal to the total budget authority from the highway trust fund inside the transit firewall as outlined in the transportation discretionary spending guarantee subtitle of the Transportation Equity Act for the 21st Century.

CAPITAL INVESTMENT GRANTS

	General funds	Trust funds	Total
Appropriations, 2001[1]	$579,200,000	$2,121,300,000	$2,700,500,000
Budget estimate, 2002	568,200,000	2,272,800,000	2,841,000,000
Committee recommendation	668,200,000	2,272,800,000	2,941,000,000

[1] Includes $50,000,000 transferred from formula grants pursuant to Public Law 106–346; also includes $4,500,000 Trust Fund direct appropriation pursuant to sections 1105, 1107, and 1123 of Public Law 106–554, does not reflect rescission of $5,941,100 pursuant to section 1403 of Public Law 106–554.

Section 5309 of 49 U.S.C. authorizes discretionary grants or loans to States and local public bodies and agencies thereof to be used in financing mass transportation investments. Investments may include construction of new fixed guideway systems and extensions to existing guideway systems; major bus fleet expansions and bus facility construction; and fixed guideway expenditures for existing systems.

The Committee action provides a level of $2,941,000,000. Within this total, $2,272,800,000 is from the "Mass transit" account of the highway trust fund, and no more than $668,200,000 shall be appropriated from general funds. The following table summarizes the Committee recommendations:

	2001 program level	Fiscal year 2002 budget estimate	Committee recommendation
Bus and bus facilities	$579,700,000	$568,200,000	$568,200,000
Fixed guideway modernization	1,058,400,000	1,136,400,000	1,136,400,000
New systems and new extensions	1,062,400,000	1,136,400,000	1,236,400,000
Total	2,700,500,000	2,841,000,000	2,941,000,000

Three-year availability of section 3 discretionary funds.—Unobligated discretionary bus and new starts funds from projects funded in the fiscal year 1999 Transportation appropriations bill (Public Law 105–277) and previous acts are available for reallocation in fiscal year 2002. As in previous years, a general provision (sec. 314) is included which limits funding availability for fiscal year 2002 capital investment funds, except fixed-guideway modernization funds, to 3 years from enactment.

Limited extensions of discretionary funds.—There have been occasions when the Committee has extended the availability of capital investment funds. These extensions are granted on a case by case basis and, in nearly all instances, are due to circumstances that were unforeseen by the project's sponsor. The availability of these particular funds are intended for one additional year, absent further congressional direction.

The Committee directs the FTA not to reallocate funds provided in fiscal year 1998 and fiscal year 1999 Transportation appropriations bills for the following projects:

—Chambersburg, Pennsylvania intermodal facility and transit vehicles
—Northern New Mexico park and ride facilities
—Albuquerque, New Mexico—Alvarado Multi-modal transit center
—Albuquerque, New Mexico light rail project

—New York, New York—Midtown West Intermodal Ferry Terminal Project
—Birmingham-Jefferson County, Alabama buses
—Prichard, Alabama bus and bus facilities
—King County, Washington—Elliot Bay water taxi
—Morgantown, West Virginia fixed guideway modernization project
—Wilkes-Barre, Pennsylvania intermodal facility
—Towamencin Township, Pennsylvania intermodal bus transportation center
—Harrisburg, Pennsylvania—Capital Area Transit/Corridor One project
—Philadelphia-Reading, Pennsylvania—SEPTA Schuylkill Valley Metro
—Washington, District of Columbia—intermodal transportation center
—Burlington-Essex Junction Commuter Rail, Vermont

Bill language.—The bill contains a general provision (sec. 348) reprogramming funds provided in previous fiscal years from the following projects for the purposes specified below:

—Northern New Mexico park and ride facilities (fiscal year 1999)—to be made available for the Northern New Mexico park and ride facilities and State of New Mexico, buses and bus-related facilities.
—Northern New Mexico Transit Express/Park and Rides buses (fiscal year 2000)—to be made available for the Northern New Mexico park and ride facilities and State of New Mexico, buses and bus-related facilities.

The bill also includes another general provision (sec. 344) which clarifies the local match requirements pertaining to a transit project in Clark County, Nevada.

BUS AND BUS FACILITIES

The Committee recommendation for bus and bus facilities funding is $568,200,000. These funds may be used to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funds for bus and bus facilities shall be distributed as follows:

Project	*Amount*
Alabama rural buses, Alabama	$9,000,000
Alabama State Dock intermodal passenger & Monroe Park freight terminal, Alabama	5,000,000
Alabama-Tombigbee Regional Commission buses and vans, Alabama	500,000
Albuquerque west side bus and bus facility, New Mexico	5,000,000
Albuquerque Alvarado transportation center (phase II)	3,000,000
Anchorage bus and rail transfer facility, Alaska	3,000,000
Area VII Agency on Aging bus facility, Montana	1,100,000
Arkansas Transit Association small urban and rural transit systems buses and bus facilities, Arkansas	10,000,000
Atlanta, Metro Atlanta Rapid Transit Authority clean fuel buses, Georgia	8,000,000
Auburn intermodal facility and parking garage, Maine	500,000
Averdeen Ride Line buses, South Dakota	100,000
Baton Rouge multi-modal transportation and parking facility, Louisiana	8,000,000
Billings buses and transfer facility, Montana	3,000,000

Project	*Amount*
Birmingham-Jefferson County Transit Authority buses, Alabama	2,000,000
Brazos Transit ADA compliant bus, Texas	800,000
Brazos Transit buses for Texas A&M University, Texas	1,500,000
Brazos Transit buses, intermodal facility, and parking facility, Texas	1,500,000
Brazos Transit park and ride facility, Texas	800,000
Bridgeport intermodal corridor project, Connecticut	8,000,000
Brockton Intermodal transit center, Massachusetts	1,000,000
Brookhaven multi-modal facility, Mississippi	2,000,000
Austin Metro bus, Texas	1,400,000
El Paso bus, Texas	1,100,000
Buffalo County bus and maintenance facility, Nebraska	75,000
Butler County transit facility, Ohio	2,000,000
Butte-Silver Bow Bus facility, Montana	500,000
Callowhill bus garage replacement, Pennsylvania	6,000,000
Capital Area Transportation Authority articulated buses, Michigan	4,000,000
Cedar Rapids intermodal facility, Iowa	4,630,000
Central Florida Regional Transportation Authority bus and bus facilities, Florida	2,000,000
Central Kenai Peninsula Transit buses and bus facilities, Alaska	500,000
Central New York Regional Transportation Authority, New York	4,000,000
Cherry Street Project multi-modal facility, Indiana	1,500,000
City of Kent facility, Washington	900,000
Clackamas County south corridor transit improvements, Oregon	7,000,000
Clark County Public Transit park and ride facility, Washington	2,500,000
Dayton, Wright-Dunbar Transit Access Project, Ohio	3,200,000
Detroit Department of Transportation bus replacement, Michigan	5,000,000
East Haddam transportation vehicles and transit facilities, Connecticut	420,000
Everett Transit buses and vans, Washington	1,750,000
Fairbanks clean fuel buses and bus facility, Alaska	1,500,000
Flint Mass Transportation Authority replacement buses and vans, Michigan	2,000,000
Folsom railroad block project, California	1,250,000
Fort Clatsop Shuttling system, Oregon	2,500,000
Georgia Regional Transit Authority express bus program, Georgia	10,200,000
Grand Rapids Interurban Transit Partnership transportation center, Michigan	6,000,000
Granite State Clean Cities Coalition CNG buses and facilities, New Hampshire	1,500,000
Greater Glens Falls Transit bus facility renovation, New York	500,000
Greater Minnesota Transit Authority bus, paratransit and transit hub, Minnesota	7,525,000
Hampton Roads regional buses, Virginia	7,000,000
Harrison county multi-modal facilities and shuttle service, Mississippi	8,000,000
Hartford-New Britain bus rapid transitway, Connecticut	15,000,000
Hattiesburg intermodal facility, Mississippi	4,000,000
Hershey intermodal transportation center, Pennsylvania	2,000,000
Hillsborough Area Transit Authority bus and bus facilities, Florida	4,000,000
Honolulu bus and bus facilities, Hawaii	10,000,000
Huntsville Public Transit intermodal facility, Alabama	1,000,000
I–5 Trade Corridor/99th St facility, Washington	4,000,000
Indiana bus consortium, bus and bus facilities, Indiana	5,000,000
Indianapolis downtown transit facility, Indiana	4,000,000
Santa Clara Valley Transportation Authority Line 22 articulated buses, CA	500,000
San Joaquin Regional Transit District bus facility, California	500,000
Orange County buses, California	500,000
Contra Costa Connection buses, California	250,000
Palmdale Transportation Center, California	350,000
Palo Alto intermodal transit center, California	250,000
Costa Mesa CNG facility, California	150,000
Livermore park and ride, California	250,000

Project	Amount
Issaquah Highlands park and ride, Washington	1,000,000
Jackson multi-modal transportation center, Mississippi	2,000,000
Kalamazoo Metro Transit System bus transfer center, Michigan	1,800,000
Kansas City Area Transit Authority bus and radio equipment, Missouri	10,000,000
King County Eastgate Park and Ride, Washington	2,500,000
Las Cruces buses, New Mexico	1,000,000
Las Cruces intermodal transit facility, New Mexico	2,000,000
Livermore Amador Valley Transit Authority buses and facility, California	1,500,000
Long Island Rail Road Jamaica intermodal facilities, New York	4,000,000
Los Angeles Metro Transportation Authority rapid buses and bus facilities, California	5,000,000
Louisiana State University, intermodal parking facility, Louisiana	2,000,000
Lowell Regional Transport Authority, new bus hub, Massachusetts	1,000,000
Macon terminal intermodal station, Georgia	1,500,000
Main Street multi-modal transportation center, Virginia	5,000,000
Marquette County Transit Authority bus and bus facility, Michigan	1,750,000
Memphis International Airport intermodal facility, Tennessee	3,000,000
Miami beach Development electrowave shuttle service, Florida	3,000,000
Mobile Waterfront terminal, Alabama	5,000,000
Mobridge Senior Citizen handicap-accessible vehicles, South Dakota	60,000
Monterey-Salinas Transit facility, California	1,500,000
Mukilteo multi-modal terminal and ferry, Washington	1,450,000
Murray-Calloway Transit Authority bus facility, Kentucky	200,000
Muskegon Area Transit System facility, Michigan	1,700,000
Nassau University Medical Center bus service extension, New York	1,000,000
New Rochelle intermodal center, New York	1,500,000
Niagara Frontier Transportation Authority buses, New York	2,560,000
North Puget Sound Intermodal facilities and improvements, Washington	400,000
OATS bus and bus facilities, Missouri	2,800,000
Oglala Sioux Tribe bus and bus facilities, South Dakata	2,500,000
Phoenix Regional Public Transportation Authority facility maintenance, Arizona	7,500,000
Pierce Transit buses, vans, and equipment, Washington	1,000,000
Port Authority of Allegheny buses, Pennsylvania	2,000,000
Port McKenzie bus and bus facilities, Alaska	2,000,000
Providence transportation information center, Rhode Island	2,000,000
Ravalli County Council on Aging bus facility, Montana	625,000
Regional Transport Commission of Southern Nevada bus rapid transit, Nevada	6,000,000
Reno Bus Rapid Transit high-capacity articulated buses, Nevada	2,000,000
Reno/Sparks bus and bus facilities, Nevada	8,000,000
Rosebud Sioux Tribe transportation vans, South Dakota	55,000
San Antonio VIA Metro Transit Authority clean fuel buses, Texas	3,000,000
San Francisco Municipal bus and bus facilities, California	6,500,000
Santa Fe buses and bus facilities, New Mexico	2,000,000
Ship Creek pedestrian and intermodal facility, and parking garage, Alaska	5,000,000
Sierra Madre Villa & Chinatown intermodal transportation centers, California	3,500,000
Snohomish County transit buses and bus facilities, Washington	5,000,000
Sound Transit regional transit hubs, Washington	10,000,000
South Bend Public Transit bus fleet replacement, Indiana	4,500,000
South Florida Regional Transit buses and bus facilities, Florida	8,000,000
Southwest Missouri State University intermodal transfer facility, Missouri	5,000,000
Springfield bus transfer station, Oregon	4,000,000
Springfield intermodal facility, Massachusetts	4,000,000
St. Bernard Parish intermodal facility, Louisiana	2,000,000

Project	Amount
St. Louis Bi-State Development Authority bus and bus facilities, Missouri	8,000,000
Statewide buses and bus facilities, Alabama	3,000,000
Statewide bus and bus facilities, Colorado	8,000,000
Statewide bus and bus facilities, Kentucky	5,000,000
Statewide bus and bus facilities, Michigan	3,500,000
Statewide bus and bus facilities, New Mexico	2,000,000
Statewide bus and bus facilities, Ohio	6,000,000
Statewide bus and bus facilities, Tennessee	9,000,000
Statewide bus and bus facilities, West Virginia	4,000,000
Statewide bus replacement, Iowa	7,000,000
Statewide bus, bus facilities, and rural transit vehicles, North Dakota	3,900,000
Statewide buses and bus facilities, Delaware	5,000,000
Statewide buses and bus facilities, Illinois	8,950,000
Statewide buses and bus facilities, Kansas	3,500,000
Statewide buses and bus facilities, Maryland	12,000,000
Statewide buses and bus facilities, North Carolina	5,000,000
Statewide buses and bus facilities, Rhode Island	8,000,000
Statewide buses and bus facilities, Wisconsin	12,000,000
Statewide buses and bus facilities, Wyoming	5,000,000
Statewide buses and bus facility, South Carolina	9,000,000
Statewide buses, bus facilities, and equipment, Idaho	3,500,000
Statewide buses, Maine	5,000,000
Statewide regional intermodal transportation centers, Utah	7,000,000
Statewide small transit systems, buses, and bus facilities, Washington	3,500,000
Seward Mass Transit bus and terminal facility, Alaska	200,000
TEA21 Setaside (Altoona and Georgetown)	7,850,000
Tompkins County replacement buses, New York	2,000,000
Topeka Transit transfer center, Kansas	500,000
Tuscon intermodal center, Arizona	2,000,000
Twin Cities metro transit bus, bus facilities, and fare card system, Minnesota	6,000,000
University of North Alabama transit projects, Alabama	2,000,000
Vermont Public Transit alternative fuel/hybrid bus and facility, Vermont	4,000,000
Village of Taos Ski Valley bus and bus facilities, New Mexico	500,000
West Lafayette Transit Project bus and bus facilities, Indiana	1,000,000
Wilkes-Barre Intermodal facility, Pennsylvania	2,000,000
Wrangle Hill buses and maintenance facility, Delaware	6,000,000

Illinois Statewide Buses.—The Committee provides $8,950,000 to the Illinois Department of Transportation (IDOT) for Section 5309 Bus and Bus Facilities grants. The Committee expects IDOT to fund the following projects: (1) $750,000 to Western Illinois University for Go WEST, a University transit bus system; (2) $750,000 to the Rockford Mass transit District for a feasibility study and preconstruction work on the proposed Eastside Transfer Center; (3) at least $4,500,000 for Downstate Illinois replacement buses in Champaign-Urbana, Danville, Macomb, Madison County, Quincy, River Valley, Rock Island, and Springfield.

Washington Statewide Small Transit System, Buses & Bus Facilities.—The Committee provides $3,500,000 to the Washington State Department of Transportation (WSDOT) for Section 5309 Bus and Bus Facilities grants. The Committee expects WSDOT to fund the following projects: (1) $440,000 to Clallam Transit. (2) $928,000 to Grays Harbor Transportation. (3) $632,000 to Island Transit. (4) $324,000 to Link Transit. (5) $385,000 to Mason County Transportation Authority. (6)$750,000 to Valley Transit.

FIXED GUIDEWAY MODERNIZATION

The Committee recommends a total of $1,136,400,000 for the modernization of existing rail transit systems. Under TEA21 all of the funds are distributed by formula. The following table itemizes the fiscal year 2001 rail modernization allocations by State:

Fiscal year 2002 section 5309 fixed guideway modernization

State	*Fiscal year 2002 budget*
Alaska	[1] $7,047,502
Arizona	1,644,697
California	126,085,672
Colorado	1,685,042
Connecticut	38,882,061
Delaware	925,702
District of Columbia	56,905,623
Florida	17,442,156
Georgia	24,732,420
Hawaii	1,104,095
Illinois	123,714,778
Indiana	9,066,393
Louisiana	2,904,984
Maryland	27,174,472
Massachusetts	69,275,018
Michigan	390,401
Minnesota	4,169,386
Missouri	4,019,407
New Jersey	92,768,993
New York	350,286,663
Ohio	17,728,816
Oregon	4,104,767
Pennsylvania	103,484,030
Puerto Rico	2,401,851
Rhode Island	1,843,732
Tennessee	309,837
Texas	8,110,941
Virginia	6,133,234
Washington	19,883,930
Wisconsin	809,397
Subtotal	1,125,036,000
Oversight	11,364,000
Total	1,136,400,000

[1] The Committee understands that the final Alaska rail modernization allocation will include both the prior years' allocation owed the railroad and the fiscal year 2002 allocation after appropriate application.

NEW STARTS

The bill provides $1,236,400,000 for new starts. These funds are available for major investment studies, preliminary engineering, right-of-way acquisition, project management, oversight, and construction for new systems and extensions. Under section 3009(g) of TEA21, there is an 8-percent statutory cap on the amount made available for activities other than final design and construction—that is, alternatives analysis, environmental impact statements, preliminary engineering, major investment studies, and other predesign and preconstruction activities.

COMMITTEE RECOMMENDATION

The bill allocates the funds provided for new starts as follows:

Project	*Amount*
Denver, Colorado, Southwest corridor light rail transit project	$192,492
Northeast Indianapolis-downtown corridor project	3,000,000
Northern Indiana South Shore commuter rail project	3,000,000
Salt Lake City, Utah, CBD to University light rail transit project	15,000,000
Salt Lake City, Utah, University Medical Center light rail transit extension project	6,000,000
Salt Lake City, Utah, Ogden-Provo commuter rail project	2,000,000
Wilmington, Delaware, Transit Corridor project	4,000,000
Yosemite Area Regional Transportation System project	500,000
Denver, Colorado, Southeast corridor light rail transit project	60,000,000
Kansas City, Missouri, Central Corridor Light Rail transit project	10,000,000
Atlanta, Georgia, MARTA extension project	25,000,000
Maine Marine Highway development project	2,000,000
New Jersey, Hudson-Bergen light rail transit project	151,069,771
Newark-Elizabeth, New Jersey, rail link project	20,000,000
New Jersey Urban Core Newark Penn Station improvements project	3,000,000
Cleveland, Ohio, Euclid corridor extension project	7,000,000
Albuquerque, New Mexico, light rail project	2,000,000
Chicago, Illinois, Douglas branch reconstruction project	35,000,000
Chicago, Illinois, Ravenswood line extension project	5,000,000
St. Louis, Missouri, Metrolink St. Clair extension project	24,223,268
Chicago, Illinois, Metra North central, South West, Union Pacific commuter project	30,000,000
Charlotte, North Carolina, South corridor light rail transit project	10,000,000
Raleigh, North Carolina, Triangle transit project	9,000,000
San Diego, California, Mission Valley East light rail transit extension project	65,000,000
Los Angeles, California, East Side corridor light rail transit project	10,000,000
San Francisco, California, BART extension project	80,605,331
Los Angeles, California, North Hollywood extension project	9,289,557
Stockton, California, Altamont commuter rail project	5,000,000
San Jose, California, Tasman West, light rail transit project	113,336
Nashville, Tennessee, Commuter rail project	6,000,000
Memphis, Tennessee, Medical Center rail extension project	19,170,000
Des Moines, Iowa, DSM bus feasibility project	150,000
Macro Vision Pioneer, Iowa, light rail feasibility project	100,000
Sioux City, Iowa, light rail project	3,500,000
Dubuque, Iowa, light rail feasibility project	300,000
Charleston, South Carolina, Monobeam project	2,000,000
Anderson County, South Carolina, transit system project	5,000,000
Dallas, Texas, North central light rail transit extension project	70,000,000
Houston, Texas, Metro advanced transit plan project	25,000,000
Fort Worth, Texas, Trinity railway express project	4,000,000
Honolulu, Hawaii, Bus rapid transit project	12,000,000
Boston, Massachusetts, South Boston Piers transitway project	10,631,245
Boston, Massachusetts, Urban ring transit project	1,000,000
Kenosha-Racine, Milwaukee Wisconsin, commuter rail extension project	4,000,000
New Orleans, Louisiana, Canal Street car line project	23,000,000
New Orleans, Louisiana, Airport CBD commuter rail project	7,000,000
Burlington, Vermont, Burlington to Middlebury rail line project	3,000,000
Detroit, Michigan, light rail airport link project	1,000,000
Grand Rapids, Michigan, ITP metro area, major corridor project	1,500,000
Iowa, Metrolink light rail feasibility project	500,000
Fairfield, Connecticut, Commuter rail project	6,000,000
Stamford, Connecticut, Urban transitway project	4,000,000
Little Rock, Arkansas, River rail project	3,000,000
Maryland, MARC commuter rail improvements projects	14,000,000

Project	Amount
Baltimore, Maryland rail transit project	3,000,000
Largo, Maryland, metrorail extension project	60,000,000
Baltimore, Maryland, central light rail transit double track project	18,110,000
Puget Sound, Washington, Sounder commuter rail project	24,500,000
Fort Lauderdale, Florida, Tri-County commuter rail project	30,000,000
Pawtucket-TF Green, Rhode Island, commuter rail and maintenance facility project	8,000,000
Johnson County, Kansas, commuter rail project	1,500,000
Long Island Railroad, New York, east side access project	20,000,000
New York, New York, Second Avenue subway project	3,000,000
Birmingham, Alabama, transit corridor project	4,000,000
Nashua, New Hampshire-Lowell, Massachusetts, commuter rail project	5,000,000
Pittsburgh, Pennsylvania, North Shore connector light rail extension project	10,000,000
Philadelphia, Pennsylvania, Schuykill Valley metro project	16,000,000
Pittsburgh, Pennsylvania, stage II light rail transit reconstruction project	20,000,000
Scranton, Pennsylvania, rail service to New York City project	2,500,000
Wasilla, Alaska, alternate route project	2,500,000
Ohio, Central Ohio North Corridor rail (COTA) project	1,000,000
Virginia, VRE station improvements project	4,000,000
Twin Cities, Minnesota, Hiawatha Corridor light rail transit project	50,000,000
Portland, Oregon, Interstate MAX light rail transit extension project	70,000,000
San Juan, Tren Urbano project	50,149,000
Alaska and Hawaii Ferry projects	10,296,000

Albuquerque, New Mexico, light rail project.—The City of Albuquerque's Transit Department, in coordination with New Mexico's Highway and Transportation Department, and the Middle Rio Grande Council of Governments, has undertaken a High Capacity Transportation System (HCTS) Study. The Albuquerque Metropolitan Planning Area is forecasted to have a 48 percent increase in population by 2020. Accordingly, in order to maintain the area's attractiveness for residents and economic development, a combination of transportation improvements is under examination. Planning for the proposed HCTS will be completed in two phases. Phase I will develop a 20-year high capacity-strategic corridors plan. Phase I will be completed in November 2000. Phase II will include the environmental document for the approved corridor(s). The Draft Environmental Impact Statement is anticipated for completion in December 2002. Alternatives that are being studied include: No-build, roadway improvements, new roadways, Travel Demand Management/Transportation System Management (TDM/TSM), including Intelligent Transportation System (ITS) applications, bus service improvements, express bus and park-and-ride service, High Occupancy Vehicle (HOV) lanes, busways, commuter rail, light rail and a combination of modes. High capacity-strategic corridors will be incorporated into the region's Metropolitan Transportation Plan. Through fiscal year 2001, Congress has appropriated $12,300,000 in section 5309 New Starts funds for this effort and it has been authorized in TEA21. The Committee has recommended $2,000,000 in new starts funding for this project in fiscal year 2002.

Anderson County, South Carolina Transit System.—The Anderson County trolley system would prove an integral part of the commuter population in Anderson County. It would move people, many of which are low income, from their homes to jobs by using the rail system. This would create a more efficient and environmentally conscious answer to the overburdened system currently in place. The Committee has recommended $5,000,000 in new starts funding for this project in fiscal year 2002.

Atlanta, Georgia, north line extension project.—The Metropolitan Atlanta Rapid Transit Authority (MARTA) is constructing a 2.3-mile, 2-station extension of the North Line from the Dunwoody station to North Springs. This extension will serve the rapidly-growing area north of Atlanta, which includes Perimeter Center and north Fulton County, and will connect this area with the rest of the region by providing better transit service for both commuters and inner-city residents traveling to expanding job opportunities. On December 20, 1994, FTA issued an FFGA committing a total of $305,010,000 in new starts funding to this project. In the Conference Report to the fiscal year 2000 appropriations act, FTA was instructed to amend the FFGA for this project to incorporate a change in scope as authorized under section 3030(d)(2) of TEA21. Accordingly, on March 2, 2000, FTA amended the FFGA to include 28 additional railcars, a multilevel parking facility in lieu of a surface parking lot, and enhancements to customer security and amenity measures at the Sandy Springs and North Springs stations. The total cost of the amended project is $463,180,000, with $370,540,000 from the section 5309 new starts program. Of the $65,530,000 increase in Federal funding, $10,670,000 was applied from unexpended prior-year funds identified from cost savings on the Dunwoody section of the North Line extension. Including these prior-year funds, a total of $304,820,000 has been appropriated for this project in fiscal year 2000 and prior years, and an additional $24,770,000 was provided in fiscal year 2001. This leaves $40,950,000 remaining in the amended FFGA for this project. The Committee has recommended $25,000,000 in new starts funding for this project in fiscal year 2002.

Baltimore, Maryland, rail transit project.—Planning and feasibility studies to look at the future of rail improvements in the Baltimore area are needed. The studies would examine the possibility of creating a rail “loop” extending from the terminus of Light Rail at Penn Station southward to the Pratt Street Corridor. The rail would then continue westward to connect with the Light Rail at Howard Street. Funding is based under TEA21 on section 3030(b)(6) under the Metropolitan Rail Corridor project, and section 3030(b)(7) under the Baltimore People Mover project. The Committee has recommended $3,000,000 in new starts funding for this project in fiscal year 2002.

Baltimore/Central LRT Double-Tracking.—The Maryland Mass Transit Administration plans to construct 9.4 miles of track to upgrade designated areas of the Baltimore Central Corridor Light Rail Line that are currently single track. The Central Corridor is 29 miles long and operates between Hunt Valley in the north to Cromwell/Glen Burnie in the south, serving Baltimore City and Baltimore and Anne Arundel Counties, with extensions providing direct service to the Amtrak Penn Station and the Baltimore-Washington International Airport. The proposed project will double-track eight sections of the Central Corridor between Timonium and Cromwell Station/Glen Burnie, for a total of 9.4 miles. Although no new stations are required, the addition of a second track will require construction of second station platforms at four stations. Other elements included in the project are bridge and crossing improvements, a bi-directional signal system with traffic signal preemption on Howard Street, and catenary and other equipment and systems. The double tracking will be constructed almost entirely in existing right-of-way. The total cost of the double-tracking and related improvements is estimated at $153,700,000, of which MTA is expected to seek $120,000,000 (78 percent) in section 5309 new starts funds. MTA ridership forecasts estimate that this project will serve 44,000 average weekday boardings and 6,800 daily new riders by 2020. This project will improve service and reliability by permitting the operation of additional trains which will reduce the interval between trains to eight minutes in peak service and 12 minutes during off-peak periods; trains currently operate at 17-minute intervals. This project has been rated “medium-high” for finance and “medium” for project justification, based on FTA’s evaluation under section 5309(e). This results in an overall project rating of “recommended.” The original Central Corridor Light Rail Line began operations in 1992 as a mostly single-track line. MTA completed a study examining the feasibility, environmental impacts and benefits of double tracking eight sections. Three federally-funded extensions, to Hunt Valley, Penn Station, and Baltimore-Washington International Airport were completed in 1998. The double track project was adopted by the Baltimore Metropolitan Council and included in its financially constrained long-range plan in 1993. Section 3030(a)(42) of TEA21 authorizes the “Maryland—Light Rail Double Track” for final design and construction. A total of $5,650,000 has been appropriated through fiscal year 2000, and an additional $2,970,000 was provided in fiscal year 2001. The Committee has recommended $18,110,000 in new starts funding for this project in fiscal year 2002.

Birmingham, Alabama, transit corridor project.—The Birmingham Metropolitan Planning Organization (MPO) completed a Regional Transit Feasibility Analysis as part of the Strategic Regional Multi-modal Mobility Plan (Plan) in November 1999. The overall Plan includes a congestion management system element and a feasibility determination for regional transportation and transit improvements for the Birmingham Metropolitan Planning Area of Jefferson and Shelby Counties. In the Phase I regional transportation and investment planning process, the transportation alternatives that were identified included highway improvements, high-occupancy vehicle (HOV) lanes, improved fixed-route transit service, circulator and feeder bus service, express bus service operating from park-and-ride lots on HOV lanes and light rail transit. The conclusions from the Phase I effort included, among other findings, the need to address long-term dedicated public transit funding and land development policies. The Birmingham MPO, representing local municipal and county governments, in cooperation with the Birmingham-Jefferson County Transit Authority, will conduct Phase II. Phase II will identify the locally preferred alternative in each corridor in accordance with FTA’s regulations for Major Capital Investment Projects. Phase II is scheduled for completion in fiscal year 2002. Through fiscal year 2001, Congress has appropriated $8,880,000 in section 5309 New Starts funds for this effort and it has been authorized in TEA21. The Committee has recommended $4,000,000 in new starts funding for this project in fiscal year 2002.

Boston, Massachusetts, South Boston pier transitway project.—The Massachusetts Bay Transportation Authority (MBTA) is developing an underground transitway to connect the existing transit system with the South Boston Piers area. The Piers area, which is connected to the central business district (CBD) by three local bridges, is undergoing significant development. A 1.5-mile tunnel, which will be constructed in two phases, will extend from the existing Boylston Station to the World Trade Center; five underground stations will provide connections to the MBTA's Red, Orange, and Green Lines. Dual-mode trackless trolleys will operate in the transitway tunnel and on surface routes in the eastern end of the Piers area. Phase 1 of this project consists of a 1-mile, three-station bus tunnel between South Station and the World Trade Center, with an intermediate stop at Fan Pier. Part of the construction is being coordinated with the Central Artery highway project. South Station serves the existing MBTA Red Line, as well as Amtrak and commuter rail and bus service. The total estimated cost of Phase I is $601,000,000. Phase II would extend the transitway to Boylston Station on the Green Line and the Chinatown Station on the Orange Line. Section 3035(j) of ISTEA directed FTA to enter into an FFGA for this project. On November 5, 1994, an FFGA was issued for Phase 1, committing a total of $330,730,000 in section 5309 new starts funding. Through fiscal year 2000, a total of $294,760,000 has been provided for this project. The fiscal year 2001 appropriation provided an additional $24,770,000. The Committee has recommended $10,631,245 in new starts funding for this project in fiscal year 2002.

Boston, Massachusetts, Urban ring transit project.—The Massachusetts Bay Transportation Authority (MBTA) is conducting a Major Investment Study (MIS) to examine transportation alternatives to improve circumferential mass transit in a corridor surrounding the Boston central core. The proposed corridor, known as the Urban Ring and generally following a previously proposed inner belt highway alignment, includes regional trip generators, beginning at the University of Massachusetts' Boston Campus at the southeast end and terminating at Logan Airport at the northeast end. The corridor also includes many major public, private, and institutional activity centers located in Boston, Cambridge, Chelsea, Everett, Somerville, and Brookline. Currently, the alternatives under consideration include circumferential rail service, various combinations of rail and bus service to new station stops on the existing radial system, and enhanced bus service. These alternatives would connect with extant commuter rail and transit lines. The project is included in the "future projects" section of the Boston area Long-Range Transportation Plan, but is not in the financially constrained plan. Through fiscal year 2001, Congress has appropriated $4,800,000 in section 5309 New Starts funds for this effort and authorized under TEA21. The Committee has recommended $1,000,000 in new starts funding for this project in fiscal year 2002.

Burlington, Vermont, Burlington to Middlebury rail line project.—The Vermont Agency of Transportation and Vermont Rail Division are working to slowly rehabilitate the rail system along the western side of the State to provide faster and more efficient service to a greater amount of people in Vermont. Given the overwhelming success of the Champlain Flyer commuter rail line from Burlington to Charlotte, Vermont. This new rail line would extend service to Middlebury as well as add more daily travelers on the rail system. The Committee has recommended $3,000,000 in new starts funding for this project in fiscal year 2002.

Central Link Light Rail, Puget Sound, Washington.—The Committee strongly supports a comprehensive transit solution for the Puget Sound, Washington corridor. It is currently the second most congested area in the nation. A $500,000,000 Full Funding Grant Agreement (FFGA) for the project was executed in January 2001. Since that time, the project has faced increased scrutiny and oversight by Congress and the Department of Transportation Inspector General related to concerns about cost increases and schedule delays. This thorough examination of the project is justified.

The Committee has been encouraged by progress made in recent months. The agency has new leadership and a new management team. New management has executed an agency-wide re-organization and instituted rigorous new budget and project controls. The Sound Transit board is currently reviewing the project, and is scheduled to make a decision to affirm or revise the alignment for the first minimum operable segment in September 2001.

The Committee anticipates honoring the FFGA and resuming funding for the project once the concerns raised by the Congress and the Inspector General's Interim Report are addressed satisfactorily.

Central Ohio North Corridor Rail project.—The Central Ohio Transit Authority (COTA) is pursuing funding for preliminary engineering for the North Corridor Rail project. COTA and Mid-Ohio Regional Planning Commission are currently in the process of updating a Major Investment Study (MIS) of the North Corridor that will be completed in 2001. COTA plans to move into preliminary engineering (PE) upon completion of the MIS. The Committee has recommended $1,000,000 in New Starts funding for this project in fiscal year 2002.

Charleston, South Carolina, Monobeam Project.—The Charleston Area Regional Transportation Authority, in cooperation with the City of Charleston and the City of North Charleston, is examining the feasibility of implementing a proposed monobeam transit system from the Airport to the Convention Center. The proposed full-scale monobeam prototype is a 3-year $35,000,000 to $40,000,000 effort that is expected to be financed largely with private funds. An approximately 1.25-mile prototype will be erected on a site in the Charleston community and is designed to demonstrate the aesthetic, cost and environmental characteristics of the monobeam, as well as its safety and reliability. The prototype could become the first segment of a regional rail transit network. Through fiscal year 2001, Congress has appropriated $6,130,000 in section 5309 New Starts for this effort and it has also been authorized under TEA21.

The Committee has recommended $2,000,000 in new starts funding for this project in fiscal year 2002.

Charlotte, North Carolina, south corridor light rail transit project.—The Charlotte Area Transit System (CATS), in cooperation with the City of Charlotte, is proposing to design and construct an 11-mile light rail transit line extending from Uptown Charlotte to the Town on Pineville, North Carolina, near the South Carolina border. The proposed project is currently planned to operate within portions of existing Norfolk-Southern railroad rights-of-way (ROW), including sharing ROW with the city's existing downtown trolley system. The south corridor is an area generally paralleling I–77 along NS railroad ROW in the City of Charlotte and Mecklenburg County. A 3.7 mile portion of the proposed system—between Uptown and Scaleybark Road—would operate on abandoned NS ROW owned by the City of Charlotte. The reminder of the planned system (7.3 miles) would operate on separate tracks generally paralleling NS ROW. The proposed project also includes construction of 19 stations, purchase of up to 12 light rail vehicles and the construction of a light rail vehicle maintenance and storage facility. The stations at the southern terminus of the line would include park-and-ride lots and serve as transfer points for local and feeder bus service. An additional station will transfer as an intermodal transfer point for feeder buses, while a station at the Charlotte Transportation Center in uptown Charlotte will provide connections to the downtown trolley and local bus service. Total capital costs for the south corridor project are estimated at $331,000,000. The Federal share is estimated to be $166,800,000 (50 percent). Through fiscal year 2001, Congress has appropriated $12,840,000 in section 5309 new starts funds for this effort. It has also been authorized under TEA21. The Committee has recommended $10,000,000 in new starts funding for this project in fiscal year 2002.

Chicago, Illinois, Douglas Branch reconstruction project.—The Chicago Transit Authority (CTA) is proposing a complete reconstruction of the Douglas Branch heavy rail line. Part of the CTA's Blue Line, the 11-station Douglas Branch extends 6.6 miles from Cermack Avenue to a point just west of downtown Chicago. Dating to the 19th Century, the oldest segment on the line opened in 1896 and the "newest" in 1910, though numerous improvements and upgrades were made through the mid-1980's. Age-related deterioration has resulted in high maintenance and operating costs on the line, as well as declining service. The Douglas Branch currently carries approximately 27,000 riders on an average weekday, and serves one of the most economically distressed areas in Chicago; low income households make up 30 percent of the total number of households within walking distance of the stations. The line has been in operation for over 100 years, and serves neighborhoods that originally developed along the system. The corridor contains an estimated 54,000 jobs and 115,000 residents within one-half mile of the stations, and serves the University of Illinois at Chicago (25,000 students) and a large, dense central business district with an estimated 339,000 jobs. Population and employment densities are high, averaging 9,100 jobs and nearly 20,000 people per square mile. After "looping" through the central business district, the Blue

Line also extends to O'Hare International Airport and the Medical Center Complex. The total capital cost of the Douglas Branch reconstruction project is estimated at $482,600,000. The Douglas Branch is authorized for final design and construction by section 3030(a)(106) of TEA21. In January 2001, FTA and CTA entered into an FFGA that commits a total of $320,100,000 in section 5309 new starts funds to this project. A total of $4,920,000 has been appropriated through fiscal year 2000, and an additional $14,860,000 was provided in fiscal year 2001. This leaves $300,320,000 needed to fulfill the FFGA. The Committee has recommended $35,000,000 in new starts funding for this project in fiscal year 2002.

Chicago, Illinois, Metra North Central, Southwest Corridor Commuter Rails, and Union Pacific West line extension project.—Metra, the commuter rail division of the Regional Transportation Authority (RTA) of northeastern Illinois, is seeking to add a second mainline track along 12 miles of the 53-mile North Central Service commuter rail line. The proposed project also includes track and signal upgrades, construction of five new stations, parking facilities, rail yard expansion and purchase of one new diesel locomotive and eight bi-level passenger cars. The total capital cost of this project is estimated at $236,450,000, of which Metra is expected to seek $144,690,000 in section 5309 new starts funding. The North Central corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border, and traverses suburban Lake County. It includes the two most significant hubs of employment in the six-county northeastern Illinois region, the Chicago CBD and the area surrounding O'Hare International Airport. Metra estimates that this project will serve an average of 8,400 average weekday boardings by 2020, with 8,000 daily new riders. This project has been rated "medium" for both project justification and finance, earning an overall rating of "recommended." FTA approved entry into the final design stage of development in October 2000. Section 3030(a)(10) of TEA21 authorizes the North Central project for final design and construction. Through fiscal year 2000, a total of $19,600,000 was provided for this project, and an additional $14,250,000 was provided in fiscal year 2001. Metra is planning an extension and various improvements to the existing Southwest commuter rail line. The 29-mile Southwest line provides service from Orland Park, Illinois, to downtown Chicago. This project would extend the line 11 miles from the existing 179th street station in Orland Park, southwest to Manhattan, Illinois. Also included in this project are the construction of three miles of a second mainline track, two additional stations and parking facilities, and multiple track, signal, and station improvements. The project also includes expansion of two existing rail yards, construction of a third rail yard, rehabilitation of several railroad bridges, and the purchase of two diesel locomotives and 13 bi-level passenger cars. Finally, the downtown Chicago terminal would be relocated from Union Station to the LaSalle street station as part of this project. Section 3030(a)(12) of TEA21 authorized the "Southwest extension". The total cost of this project is estimated at $218,700,000, of which Metra is expected to seek $36,970,000 (17 percent) in section 5309 new starts funding. To date Congress has appropriated $17,860,000 to the project. Chicago's Metra commuter rail division is planning additional extensions and improvements on its Union Pacific west commuter rail line. The Union Pacific west project, also known as the Central Kane corridor, is an extension of the existing 36-mile Union Pacific west line, which currently provides service between Geneva and downtown Chicago. This project would extend the line eight miles west to Elburn, with two new stations serving Elburn and La Fox. The extension itself will use existing railroad track and right-of-way currently used by both Metra and the Union Pacific freight railroad. The scope of the project includes the multiple track and diagonal improvements, construction of two new stations and associated parking facilities, a new train yard, and the purchase of one diesel locomotive and eight bi-level passenger cars. This project will link rapidly growing communities to the west of Chicago with the major employment centers in Chicago. Section 3030(a)(13) of TEA21 authorizes this project as the Chicago "west line extension". The total capital costs of the Union Pacific west extension and improvements project is estimated at $80,728,000 in Federal new starts funding (60 percent). Through fiscal year 2001, a total of $16,450,000 has been appropriated. The Committee has recommended a combined amount of $30,000,000 in new starts funding for these three projects in fiscal year 2002.

Chicago, Illinois, Ravenswood reconstruction project.—The Chicago Transit Authority is proposing to lengthen existing platforms and expand stations on the existing Ravenswood (brown) line to accommodate eight-car trains. The brown line extends 9.3 miles from the north side of Chicago to the "Loop elevated" in downtown Chicago and includes 19 stations. The majority of the brown line is operated on an elevated structure except one portion near the north end of the line, which operates at grade. The brown line was built between 1900 and 1907. The line currently carries approximately 104,000 average weekday boardings; however, current stations and platform size prohibit CTA from increasing capacity on the line to handle increased demand. The proposed project would expand stations and platforms and straighten curves to allow CTA to operate longer trains, which would increase the capacity of the line. Section 3030(a)(11) of TEA21 authorized the project. In November 1997, CTA included the Ravenswood line expansion project in the region's financially constrained long-range transportation plan. CTA is currently contemplating an examination of the environmental impacts and benefits related to the proposed project, including a historical preservation issue associated with one of the stations that is scheduled for rehabilitation. The environmental review process is scheduled for completion in 2001. Total capital costs are currently estimated at $327,000,000. To date, Congress has appropriated $4,920,000 in section 5309 new starts funds for the project, in addition to be authorized in TEA21. The Committee has recommended $5,000,000 in new starts funding for this project in fiscal year 2002.

Cleveland, Ohio, Euclid corridor transportation project.—The Greater Cleveland Regional Transit Authority (GCRTA) is proposing to design and construct a 9.8-mile transit corridor incorporating exclusive bus rapid transit lanes and related capital improvements on Euclid Avenue from Public Square in downtown Cleveland east to University Circle. The proposed project is known as the Euclid corridor transportation project (ECTP). The ECTP incorporates a series of transit improvements including an exclusive center median busway along Euclid Avenue from Public Square to University Circle area and continue into the city of East Cleveland, terminating at the Stokes/Windermere rapid transit station. GCRTA proposes to operate 60-foot articulated electric trolley buses (ETB) with both left and right-hand side doors for access and egress of patrons on the corridor. The ETBs will have access to the entire length of the proposed corridor. However, conventional buses will not be able to access Euclid Avenue in the central business district. GCRTA estimates that 29,500 average weekday boardings will use the ECTP in the forecast year (2025). Section 3035 of ISTEA authorized FTA to enter into a multiyear grant agreement for development of the Dual Hub Corridor, originally considered as a tail link between downtown and University Circle. In November 1995, the GCRTA Board of Trustees selected the ETCP as the locally preferred alternative (LPA) which included a busway and the rehabilitation and relocation of several existing rapid rail stations. In December 1995, the Northeast Ohio areawide coordinating agency (local metropolitan planing organization) adopted a resolution supporting the ECTP. In mid-1999, GCRTA reconfigured the scope of the ECTP to incorporate only the construction of a busway along Euclid Avenue. The rapid rail elements have been eliminated from the ECTP proposal for section 5309 New Starts funding. The environmental review process is scheduled for completion in summer of 2001. Total capital costs for the ECTP are estimated at \$228,600,000 (escalated dollars), of which Cleveland is expected to seek \$135,000,000 in new starts funding for the project (59 percent). Through fiscal year 2001, Congress has appropriated \$13,440,000 in section 5309 new starts funds for the Euclid corridor transportation project. Of this amount, \$4,720,000 was rescinded or reprogrammed by Congress because of project delays. The Committee has recommended \$7,000,000 in new starts funding for this project in fiscal year 2002.

Dallas, Texas, North Central LRT extension project.—Dallas Area Rapid Transit (DART) is constructing a 12.5-mile, 9-station extension of its light rail system from the Park Lane Station north to the City of Plano. DART estimates that approximately 17,000 riders will use this extension by 2020, of which 6,800 will be new riders. The total cost of this project is estimated at \$517,200,000. DART began contracting for construction and purchasing vehicles and necessary right-of-way in May 1998, and expects to open the North Central extension for revenue service in December 2003. The North Central extension is authorized for final design and construction under section 3030(a)(20) of TEA21. FTA issued an FFGA for this project on October 6, 1999, which will provide a total of \$333,000,000 in section 5309 new starts funding. Through fiscal year 2000, a total of \$92,270,000 has been provided to this project, with an additional \$69,350,000 appropriated in fiscal year 2001. The Committee has recommended \$70,000,000 in new starts funding for this project in fiscal year 2002.

Denver, Colorado, Southeast Corridor LRT project.—The Regional Transportation District (RTD) in Denver and the Colorado Department of Transportation (CDOT) are implementing a 19.12-mile, 14-

station light rail line between downtown Denver and Lincoln Avenue in Douglas County along I–25, with a spur along I–225 to Parker Road in Arapahoe County. The double-tracked line would operate over an exclusive right-of-way and connect with both the existing Central Corridor light rail line in downtown Denver, and the Southwest line which is currently under construction. The total capital cost of this project is estimated at $879,300,000. Revenue service is projected to begin by June 30, 2008. Section 3030(a)(23) of TEA21 authorized the Southeast LRT in Denver for final design and construction. FTA issued an FFGA for this project on November 17, 2000, which will provide a total of $525,000,000 in section 5309 new starts funding. A total of $3,440,000 in section 5309 new starts funds has been appropriated for this project through fiscal year 2000, and an additional $2,970,000 was provided in fiscal year 2001. The Committee has recommended $60,000,000 in new starts funding for this project in fiscal year 2002.

Denver, Colorado, Southwest Corridor LRT project.—The Denver RTD Southwest Corridor light rail extension opened for revenue service in July 2000. The 8.7-mile, five-station line between Denver and Littleton extends from the I–25/Broadway station on the existing Central Corridor line south to Mineral Avenue in Littleton, running parallel to Santa Fe Drive over an exclusive, grade-separated right-of-way. The total cost of this project was $176,320,000. Ridership in the opening year has exceeded not only the original opening-year forecast of 8,400 daily passengers, but also the projections of 22,000 daily riders by 2015. The line currently serves 30,000 passengers per day. FTA issued an FFGA for this project on May 9, 1996, which will provide a total of $120,000,000 in section 5309 new starts funding. Through fiscal year 2000, a total of $99,790,000 has been provided to this project, with an additional $20,010,000 appropriated in fiscal year 2001. The Committee has recommended $192,492 in new starts funding for this project in fiscal year 2002.

Des Moines, Iowa, DSM bus feasibility project.—Due to growth in the Des Moines area, a feasibility study is necessary to apprise the need for adjustments in the transportation system in the greater Des Moines area. The Committee has recommended $150,000 in new starts funding for this project in fiscal year 2002.

Detroit, Michigan, light rail airport link project.—An alternative analysis phase of the study of a rail system linking downtown Detroit with the Detroit Metropolitan/Wayne County Airport. The Detroit Airport will open a new international terminal in December which will greatly increase the airport's capacity. This rail project will alleviate traffic congestion and the shortage of parking that is expected as a result of the expanded airport. The rail project is currently undergoing a feasibility study. This study is expected to be completed in June of 2001. The Committee has recommended $1,000,000 in new starts funding for this project in fiscal year 2002.

Ft. Lauderdale, Florida, Tri-Rail Commuter Rail Upgrade.—The Tri-County Commuter Rail Authority (Tri-Rail) is proposing a number of system improvements to the 71.7-mile regional transportation system it operates between Palm Beach, Broward and Dade Counties in South Florida. This area has a population of over 4 million, nearly one-third of the total population of Florida. The planned improvements include construction of a second mainline track, rehabilitation of the signal system, station and parking improvements, acquisition of new rolling stock, improvements to the Hialeah Maintenance Yard facility and construction of a new, northern layover facility. The proposed double-tracking will improve service by a factor of three, permitting 20-minute intervals between trains during peak commuter hours instead of the current one-hour headways. Tri-Rail estimates that these improvements will serve 42,100 average daily boardings by 2015, including 10,200 daily new riders. On May 16, 2000, FTA issued an FFGA for Segment 5 of the Double Track Corridor Improvement Program, which includes construction of 44.31 miles of the second mainline track and upgrades to the existing grade crossing system along the entire 71.7-mile South Florida Rail Corridor. It is expected to open for revenue service on March 21, 2005. The first four segments, upgrading the Hialeah Maintenance Yard and replacing the New River Bridge, while part of the overall Double Track Corridor Improvement Program, are not included in the scope of this project. Total capital costs for the Segment 5 project are estimated at $327,000,000. The FFGA for the Double Track Corridor Improvement Program Segment 5 Project will provide a total of $110,500,000 in section 5309 new starts funding. Tri-Rail has allocated a total of $10,810,000 in fiscal year 2000 and prior year funding to this project, and an additional $14,860,000 was appropriated in fiscal year 2001. This project has been authorized in TEA21. The Committee has recommended $30,000,000 in new starts funding for this project in fiscal year 2002.

Fort Worth, Texas, Trinity Railway Express project.—The addition of rolling stock in the Trinity Railway Express would allow the rail to meet anticipated ridership that is associated with service to the Fort Worth central business district which is due to increase in the fall. Existing ridership has exceeded expectations and the Fort Worth Transit Authority anticipates that the central business district service will require two new bi-level coaches, one new bi-level cab car and one new locomotive to meet demand for the extension of service to downtown Fort Worth. The Committee has recommended $4,000,000 in new starts funding for this project in fiscal year 2002.

Grand Rapids, Michigan, ITP metro area, major corridor project.—The Interurban Transit Partnership is looking to conduct a study in the Grand Rapids, Michigan metro area. This study would investigate the possibility and assess the necessity of a major corridor running through this region. This project has been authorized in TEA21. The Committee has recommended $1,500,000 in new starts funding for this project in fiscal year 2002.

Honolulu, Hawaii, Bus rapid transit study.—This project is part of the Primary Corridor Transportation Project. The Honolulu Bus Rapid Transit (BRT) consists of a Regional and In-town bus rapid transit system. The Regional BRT element includes a continuous H–1 BRT corridor from Kapolei to Downtown, to be used by Regional BRT vehicles as well as private automobiles with three or more occupants. The in-town BRT component would be a high capacity transit spine from Middle Street Downtown, a University

Branch from Downtown to the University of Hawaii-Manoa, and a downtown Kakaako/Wakiki Branch. In fiscal year 2001 $2,500,000 was appropriated for this project. This project has been authorized in TEA21. The Committee has recommended $12,000,000 in new starts funding for this project in fiscal year 2002.

Houston, Texas, Metro advanced transit plan project.—The Advanced Transit Program (ATP) is a $304,800,000 program that is proposed for funding with 50 percent section 5309 New Starts funds and 50 percent local funds. The ATP includes a number of projects, including two Major Investment Studies (MIS)—(Downtown to Astrodome and West Loop Corridors). The Downtown to Astrodome MIS/Environmental Assessment was completed in September 1999. Preliminary engineering for the resultant light rail locally preferred alternative is currently underway. The West Loop MIS is scheduled for completion in March 2001. The West Loop MIS is locally funded. Through fiscal year 2001, Congress has appropriated $8,400,000 in section 5309 New Starts funds for the ATP. Section 5309 New Starts funds appropriated through fiscal year 1999 were applied to the MIS/EA for the Downtown to Astrodome LRT. Assignment of fiscal year 2000 and fiscal year 2001 funds are pending. This project has been authorized in TEA21. The Committee has recommended $25,000,000 in new starts funding for this project in fiscal year 2002.

Johnson County, Kansas, commuter rail project engineering and design.—Johnson County, Kansas is proposing to implement a 5 station, 23-mile Commuter Rail line extending from downtown Kansas City, Missouri, southwest to Olathe, Kansas, in Johnson County. The proposed commuter rail project would parallel Interstate 35, the major highway connecting Kansas City with Olathe, and would share existing Burlington Northern and Santa Fe (BNSF) railroad track (except for the line's northern-most mile segment, which would require either new track or existing Kansas City Terminal Railway trackage). Park and ride facilities are being planned for each proposed station. The commuter rail line will terminate in Kansas City at its historic Union Station. Ridership estimates for the I–35 commuter rail project range from 1,400 to 3,800 trips per day by 2001; these estimates will be refined during subsequent phases of project development. TEA21 section 5309(e)(8)(A) applies to this project. The Committee has recommended $1,500,000 in new starts funding for this project in fiscal year 2002.

Kansas City, Missouri, Central corridor light rail/streetcar project.—The Kansas City Area Transportation Authority is finalizing the preliminary engineering for the 25 miles of light rail/streetcars linking southern and eastern portions of Kansas City, Missouri. The City of Kansas City, Missouri is embarking on an initiative to develop a fixed-guide way public transit system in the Central Corridor. The Committee has recommended $10,000,000 in new starts funding for this project in fiscal year 2002.

Kenosha-Racine-Milwaukee, Wisconsin, commuter rail extension project.—The Southeastern Wisconsin Regional Planning Commission (SEWRPC)—local Metropolitan Planning Organization—plans to conduct an Alternative Analysis study to examine the feasibility of extending Chicago-based Metra commuter rail service from Kenosha to Racine and Milwaukee. The study will focus on a proposed 33-mile corridor connecting the central business districts of Kenosha, Racine and Milwaukee in southeastern Wisconsin. SEWRPC has recently completed a feasibility study—funded entirely with local funds—that concluded that the extension is feasible. SEWRPC has adopted the project into the region's Long-Range Plan. Through fiscal year 2001, Congress has appropriated $5,440,000 in section 5309 New Starts funds for this effort. This project has been authorized in TEA21. The Committee has recommended $4,000,000 in new starts funding for this project in fiscal year 2002.

Largo, Maryland, Metrorail, extension project.—The Maryland Mass Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA) are joint lead local agencies planning a proposed 3.1 mile heavy rail extension of the Metrorail blue line. The proposed Largo Metrorail Extension will be from the existing Addison Road Station to Largo town center, located just beyond the Capital beltway in Prince George's County, Maryland. The project follows an alignment that has been preserved as a rail transit corridor in the Prince Georges's County master plan. The 3.1 mile alignment, containing at-, above-, and below-grade segments, has been modified to be underground or covered between Central Avenue and the Capital beltway to address concerns raised during public review of the DEIS. Two new stations will be provided at Summerfield and at the Largo town center station. The stations will provide 500 and 2,200 park-and-ride spaces and 11 bus bays each. A number of WMATA and Prince George's County bus routes will connect to the two new stations; shuttle bus service is proposed between both stations and the FedEx Field (formerly known as the Redskins Stadium). The project will also directly serve the USAir Arena, a former major sports complex planned for entertainment and retail uses. MTA will manage the project through preliminary engineering, with WMATA undertaking final design and construction. The project is anticipated to open for service by September 2004, with a total capital cost estimated at $433,900,00. Average weekday boardings are estimated to be 28,500 in 2020 with 16,400 daily new riders. The proposed Largo extension was approved by the WMATA Board as an addition to the 103-mile Metrorail adopted regional system in February 1997, applying WMATA compact funding arrangements, contingent upon requisite FTA approvals. The project is included in the national capital region's constrained long range plan. Preliminary engineering was initiated in February 1996. The draft environmental impact statement (DEIS) was completed and approved by FTA in October 1996. The draft final environmental impact statement (FEIS) was completed in September 1999. On December 15, 2000, FTA entered into an FFGA with WMATA that commits a total of $260,300,000 in section 5309 new starts funds to this project. This does not include $5,650,000 in prior year funds that were provided to the MTA for planning activities associated with the project , which would bring the total amount of new starts funding to $265,690,000. To date, Congress has appropriated $13,080,000 to this project. This project has been authorized in TEA21. The Committee has recommended $60,000,000 in new starts funding for this project in fiscal year 2002.

Little Rock, Arkansas, river rail project.—The Central Arkansas Transit Authority (CATA) is planning the implementation of a vintage streetcar circulator system on existing right-of-way connecting the Alltel Arena, the River Market, and the Convention Center in downtown Little Rock to the communities of North Little Rock and Pulaski County. CATA proposes that service be provided by seven replica streetcars operating on a single track powered by overhead catenary. The proposed system includes a 2.1 mile alignment, purchase of vehicles, and construction of a maintenance facility. Ridership projections estimate 1,000 to 1,200 average weekday boardings with an additional 1,000 to 1,800 riders on special event days. A future 0.4 mile extension to the William Jefferson Clinton Presidential Library site has been proposed. Revenue service is planned to begin in December 2002. This project is addressed in the TEA21 section 5309(e)(8)(A). The Committee has recommended $3,000,000 in new starts funding for this project in fiscal year 2002.

Long Island Rail Road, New York, East Side access project.—The Metropolitan Transportation Authority (MTA) is the lead agency for the proposed Long Island Rail Road (LIRR) East Side access project. The project would provide increased capacity for the commuter rail lines of the Long Island Rail Road and direct access between suburban and Long Island and Queens and a new passenger terminal in Grand Central Terminal (GST) in east Midtown Manhattan, in addition to the current connection to Penn Station in Manhattan. The East Side Access (ESA) connection and increased LIRR capacity would be achieved by constructing a 4,600-foot tunnel from the LIRR Main Line in Sunnyside, Queens to the existing tunnel under the East River at 63rd Street. LIRR trains would use the lower level of this bi-level structure. A second 5,000-foot tunnel would carry LIRR trains from the 63rd Street Tunnel under Park Avenue and into a new LIRR terminal in the lower level of GCT. ESA will provide the LIRR with additional tunnel capacity across the East River. Increased capacity and headways would be introduced at most LIRR stations. In addition, a new LIRR station would be constructed at Sunnyside Yard to provide access between Long Island City and Penn Station in Manhattan. The East River tunnels in Manhattan are at capacity. ESA is anticipated to improve LIRR tunnel capacity constraints and enable the growth of the overall system. Total capital costs are approximately $4,340,000,000 (escalated dollars), including $3,560,000,000 for project management, design, construction, and right-of-way, and $790,000,000 for rolling stock (over 225 new vehicles). MTA is expected to seek $2,172,000,000 in section 5309 new starts funding for this project (50 percent) Overall, more than 351,000 average weekday boardings to both Penn Station and GCT would benefit directly from the LIRR ESA project by the year 2020. These include approximately 162,000 daily boardings serving GCT, 161,000 daily boardings serving Penn Station and 5,500 daily boardings at the proposed Sunnyside Station. A major investment study (MIS) on the Long Island Rail Road East Side access was completed in April 1998. In June 1998, the New York Metropolitan Transportation Council (NYMTC), the metropolitan planning organization, passed a resolution endorsing the recommended extension of the LIRR in to Grand Central Station. In September 1998, FTA approved preliminary engineering and preparation of an environmental impact statement (EIS) for the project. A DEIS for the LIRR ESA was completed in May 2000. MTA completed the final EIS in March 2001. A record of decision is anticipated in mid-2001. Through fiscal year 2001, Congress has appropriated $53,630,000 in section 5309 new start funds for this project. This project has been authorized in TEA21. The Committee has recommended $20,000,000 in new starts funding for this project in fiscal year 2002.

Los Angeles, California, East Side corridor light rail transit project.—The Los Angeles County Metropolitan Transportation Authority is proposing to implement a 5.9 mile light rail transit (LRT) line in the Eastside Corridor, connecting Downtown Los Angeles with low-to moderate-income communities in East Los Angeles. The proposed system would include 8 stations and will traverse eastward from Union Station (the city's major intermodal hub, serving intercity, commuter, and regional rail service, as well as local and express bus services) along Alameda Street through the City Terrace, Belvedere, and East Los Angeles communities of unincorporated Los Angeles County. The project would terminate at Beverly and Atlantic Boulevards, where a 500 space park-and-ride facility is planned. The project is primarily at-grade, with a 1.8 mile mid-section underground in tunnel. The project is intended to improve mobility for residents and employees in the corridor, and provide improved access to employment opportunities throughout the MTA service area. 15,000 average weekday boardings are forecasted on the proposed line in 2020, including 9,700 daily new riders. The project is estimated to cost $759,500,000 in escalated dollars, with a section 5309 New Starts share of $402,300,000. This project has been authorized in TEA21. The Committee has recommended $10,000,000 in new starts funding for this project in fiscal year 2002.

Los Angeles, California, North Hollywood extension project.—The Los Angeles Metro Rail Red Line rapid-rail system is being planned, programmed and constructed in phases, through a series of "Minimum Operable Segments" (MOSs). The first of these segments (MOS–1), a 4.4-mile, 5-station segment, opened for revenue service in January 1993. A 2.1-mile, three-station segment of MOS–2 opened along Wilshire Boulevard in July 1996; an additional 4.6-mile, 5-station segment of MOS–2 opened in June 1999, and the Federal funding commitment has been fulfilled. On May 14, 1993, an FFGA was issued to the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the third construction phase, MOS–3. MOS–3 was defined under ISTEA (section 3034) to include three segments: the North Hollywood segment, a 6.3-mile, three-station subway extension of the Hollywood branch of MOS–2 to North Hollywood through the Santa Monica mountains; the Mid-City segment, a 2.3-mile, two-station western extension of the Wilshire Boulevard branch; and an undefined segment of the Eastside project, to the east from the existing Red Line terminus at Union Station. LACMTA later defined this eastern segment as a 3.7-mile, four-station extension under the Los Angeles River to First and Leona in East Los Angeles. On December 28, 1994, the FFGA for MOS–3 was amended to include this definition of the eastern segment, bringing the total commitment of Federal new starts funds for MOS–3 to $1,416,490. In January 1997, FTA requested that LACMTA submit a recovery plan to demonstrate its ability to complete MOS–2 and MOS–3, while maintaining and operating the existing bus system. On January 14, 1998, the LACMTA Board of Directors voted to suspend and demobilize construction on all rail projects other than MOS–2 and the MOS–3 North Hollywood Extension. The MTA submitted a recovery plan to FTA on May 15, 1998, which was approved by FTA on July 2, 1998. In 1998, LACMTA undertook a Regional Transportation Alternatives Analysis (RTAA) to analyze and evaluate feasible alternatives for the Eastside and Mid-City corridors. The RTAA addressed system investment priorities, allocation of resources to operate existing transit services at a reliable standard, assessment and management of financial risk, countywide bus service expansion, and a process for finalizing corridor investments. On November 9, 1998, the LACMTA Board reviewed the RTAA and directed staff to reprogram resources previously allocated to the Eastside and Mid-City Extensions to the implementation of RTAA recommendations, including the LACMTA Accelerated Bus Procurement Plan. LACMTA continued to study transit investment options for the Eastside and Mid-City corridors. In October 2000, FTA approved entry into preliminary engineering for a 5.9-mile, 8-station light rail line in the Eastside Corridor between downtown Los Angeles and East Los Angeles. The Mid-City corridor is still undergoing alternatives analysis. FTA will consider the prior Federal commitment under the MOS–3 FFGA as an "other factor" for rating and evaluation purposes for these projects, as long as the identified projects otherwise meet the requirements of the new starts program. On June 9, 1997, FTA and LACMTA negotiated a revised FFGA covering the North Hollywood segment (Phase 1-A) of MOS–3, which opened in June 2000. The total capital cost of the North Hollywood project is estimated at $1,310,820, of which the revised FFGA commits $681,040,000 in section 5309 new starts funds. Through fiscal year 2000, a total of $581,820,000 has been appropriated for the North Hollywood segment of MOS–3; an additional $49,530,000 was provided in fiscal year 2001. This project has been authorized in TEA21. The Committee has recommended $9,289,557 in new starts funding for this project in fiscal year 2002.

Maine Marine Highway development project.—The Maine Department of Transportation is looking into developing a marine transportation system that would offer an alternative to automobile traffic. The original Marine Highway was authorized by section 3030 of the TEA21 authorization and $2,000,000 was appropriated for the project. Funding in 2002 will go towards the Portland Harbor Ocean Gate Project. The Committee has recommended $2,000,000 in new starts funding for this project in fiscal year 2002.

Macro Vision Pioneer, Iowa, light rail feasibility project.—The Macro Vision Pioneer Light Rail system would use the existing track of the CRANDIC, the Iowa Northern and the CN Railroad. It would also use vintage railcars. To complete the plan, funds are needed for the initial design of the project, a feasibility study, and building costs. The Committee has recommended $100,000 in new starts funding for this project in fiscal year 2002.

Maryland, MARC commuter rail improvement projects.—The Maryland Mass Transit Administration is proposing three projects for the Maryland Commuter Rail (MARC) system serving the Baltimore, MD and Washington, DC metropolitan areas. These projects are (1) Mid-Day Storage Facility, (2) Penn-Camden Connection, and (3) Silver Spring Intermodal Transit Center. The proposed Mid-Day Storage Facility would be used for daytime equipment layover, minor repair, daily servicing and inspections of commuter rail train sets within the Amtrak Yard at Washington, DC's Union Station. Platforms that are currently used to store these trains at Union Station will no longer be available following the introduction of high-speed Amtrak service, and the new facility will avoid the operating cost of sending trains back to Baltimore for mid-day storage. MTA will lease the five-acre site owned by Amtrak. Estimated capital costs for the project total $21,000,000. The Penn-Camden Connection is a 6-mile connection between the MARC Camden Line and MARC Penn Line/Amtrak Northeast Corridor in southwest Baltimore. The connection of these two commuter rail lines is designed to achieve many benefits: the opportunity to remove trains from the congested Camden line for reverse peak movements; access to the planned MARC Maintenance Facility to be located along the connection; and, increased operating flexibility on both commuter rail lines, allowing redirection of MARC service during periods of CSX freight operations. Estimated capital costs for the project total $30,800,000. The proposed Silver Spring Intermodal Transit Center, located in suburban Washington, DC, will construct an intermodal transit facility that relocates the Silver Spring MARC Station to the Silver Spring Metrorail station. The transit center would allow convenient passenger transfers between several modes of travel, including commuter rail, heavy rail, commuter and local bus service, taxi, bicycle, auto, and pedestrians. The center will also accommodate the proposed Georgetown Branch Trolley to operate between Silver Spring and Bethesda. Located in the Silver Spring, MD central business district, a major transit hub for lower Montgomery County, the intermodal transit center will more efficiently meet existing and future transit needs of this area. Estimated capital costs for the project total $33,300,000. Section 3030(g)(2) of TEA21 authorizes these projects as part of the Frederick extension, and will permit service improvements necessary to take full advantage of that extension. The proposed share of Federal funding from the section 5309 new starts program is less than $25,000,000 for each of the individual improvements, which renders them exempt from evaluation. The Committee has recommended $14,000,000 in new starts funding for this project in fiscal year 2002.

Memphis, Tennessee Medical Center Extension project.—The Memphis Area Transit Authority (MATA), in cooperation with the City of Memphis, is proposing to build a 2-mile light rail extension to the Main Street Trolley/Riverfront Loop village rail system. The extension would expand service from the central business district (CBD) east to the Medical Center area. The line would operate on city streets in mixed traffic and would connect with the Main Street Trolley, sharing a lane with automobile traffic on Madison Avenue between Main Street and Cleveland Street. Six new stations would be located along the route. The line will be designed to accommodate light rail vehicles, but vintage rail cars would be used until a proposed regional LRT line is implemented and a fleet of modern LRT vehicles is acquired. The total capital cost of this project is estimated at $74,580,000. This project would be the last segment of the downtown rail circulation system as well as the first segment of a regional light rail line. This project is included in the City of Memphis' Capital Improvement Program, the Memphis MPO Transportation Improvement Program, and the State Transportation Improvement Program. A Major Investment Study/Environmental Assessment was completed in May 1997, fulfilling the statutory requirement for an alternatives analysis. FTA approved this project for entry into final design in May 2000. The Memphis Corridor was authorized for final design and construction by section 3030(a)(43) of TEA21. On December 12, 2000 FTA issued an FFGA committing a total of $59,670,000 in section 5309 new starts funds to the Medical Center Extension. A total of $9,890,000 has been appropriated for this project through fiscal year 2000; an additional $5,940,000 was provided in fiscal year 2001. The Committee has recommended $19,170,000 in new starts funding for this project in fiscal year 2002.

Iowa, Metrolink light rail feasibility project.—Metrolink, the transit agency for the bi-state Illinois-Iowa Quad City area will conduct a detailed feasibility study for providing rapid transit using existing rail lines. The lines being examined on the Iowa side follow the Mississippi River in the metropolitan area and a possible line may go to Eldridge. The Committee provides $500,000 for this project in fiscal year 2002

Nashua, New Hampshire-Lowell, Massachusetts, commuter rail project.—The New Hampshire Department of Transportation is planning on constructing an 11 mile commuter rail extension project. The rail line would connect Lowell, Massachusetts and Nashua, New Hampshire. The project includes the rehabilitation of track and appurtenances, construction of new track where necessary, as well as construction of a park-and-ride lot with a boarding platform. The new service extension will provide an alternative to a highly congested highway corridor. This project received funding through the TEA21 authorization as well as through other appropriations. The Committee has recommended $5,000,000 in new starts funding for this project in fiscal year 2002.

Nashville, Tennessee, regional commuter rail project.—Nashville's Regional Transportation Authority, the Metropolitan Planning Organization, and the Metropolitan Transit Authority have recently completed the preliminary engineering and environmental studies. Facility upgrades and rolling stock are needed to increase the productivity of the commuter rail line. $6,000,000 was appropriated in fiscal year 2001 for the Nashville Regional Commuter Rail. This project has been authorized in TEA21. The Committee has recommended $6,000,000 in new starts funding for this project in fiscal year 2002.

New Jersey/Hudson-Bergen light rail transit project.—The New Jersey Transit Corporation (NJ Transit) is constructing a 9.6-mile, 16-station light rail line along the Hudson River Waterfront in Hudson County, from the Hoboken Terminal to 34th Street in Bayonne and Westside Avenue in Jersey City. This line is intended as the initial minimum operable segment (MOS–1) of a larger 21-mile, 30-station line extending from the Vince Lombardi park-and-ride lot in Bergen County to Bayonne, passing through Port Imperial in Weehauken, Hoboken, and Jersey City. The core of the completed system will serve the high-density commercial centers in Jersey City and Hoboken, and provide connections with NJ Transit commuter rail service, PATH trains to Newark and Manhattan, and the Port Imperial ferry from Weehauken to Manhattan. This initial operating segment is being constructed under a turnkey contract to design, build, operate, and maintain the system, which was awarded in October 1996. Total costs are expected to be $992,140,000 for MOS–1; construction began in December 1996. The Department issued an FFGA on October 15, 1996 that commits $604,090,000 in section 5309 new starts funding for MOS–1. Through fiscal year 2000, a total of $325,430,000 has been appropriated for this project. The fiscal year 2001 appropriation provided an additional $119,870,000. This project has been authorized in TEA21. The Committee has recommended $151,069,771 in new starts funding for this project in fiscal year 2002.

New Jersey, Urban Core Project.—Improvements and expansion of platforms at the Newark Penn Station would help to facilitate additional passenger capacity and efficiency. This added capacity will be needed to accommodate additional passenger loads that are expected to accompany the further development of downtown Newark. This development includes the location of a new professional sports complex located in Newark. This project has been authorized in TEA21. The Committee has recommended $3,000,000 in new starts funding for this project in fiscal year 2002.

New Orleans, Louisiana, Canal Streetcar project.—The New Orleans Regional Transit Authority (RTA) is developing a 5.5-mile streetcar project in the downtown area, along the median of Canal Street. The Canal Streetcar spine will extend from the Canal Ferry at the Mississippi River in the central business district, through the Mid-City neighborhood to Carrolton Avenue, where one branch will continue on Canal Street to the Cemeteries and another will follow Carrollton Avenue to City Park/Beauregard Circle. The corridor is located in an existing, built-up area that was originally developed in the streetcar era. Much of the corridor lies within the central business district and historic areas, where employment and housing densities, mix of uses, and pedestrian-oriented development are generally good. The central business district includes a high-density mix of office, retail, hotels and leisure attractions. The total capital cost of this project is estimated at $156,600,000, of which RTA is expected to seek $125,300,000 (80 percent) in section 5309 new starts funding. RTA completed a major investment study for this project in March 1995, fulfilling the requirement for an alternatives analysis. FTA approved entry into preliminary engineering in September 1995, and RTA initiated final design activities in September 1997. Final design is essentially complete, contracts for vehicle assembly have been awarded, and construction contracts will be awarded in early 2001. This project has been rated "medium-high" for project justification and "medium" for local financial commitment, earning it an overall rating of "recommended." The financial rating reflects the fact that sufficient local capital funds are now committed to this project, as well as improvements to the stability of the agency due to an extension in the scope of the RTA sales tax. RTA expects to open this line in April 2004. Section 3030(a)(51) of TEA21 authorizes the New Orleans Canal Streetcar Project for final design and construction. To date, Congress has appropriated a total of $55,180,000 for this project. The Committee has recommended $23,000,000 in new starts funding for this project in fiscal year 2002.

New York, New York, Second Avenue Subway project.—The New York Metropolitan Transportation Authority (MTA) is planning to develop a full-length Second Avenue subway line along the East Side of Manhattan from 125th Street to the Financial District in Lower Manhattan pursuant to approvals by the MTA Board and the MTA Capital Program Review Board. The East Side of Manhattan has only one rapid transit line (Lexington Avenue). The line experiences significant overcrowding during peak periods. In 1995, the line carried approximately 288,000 inbound daily passenger trips. There is limited additional capacity to expand bus service. The specific alignment of the full-length subway line is being developed by two coordinated studies: Manhattan East Side Alternatives (MESA) Study and the Lower Manhattan Access (LMA) Study. FTA is sponsoring both studies. The MESA Study has completed a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) on the northern segment of the Second Avenue subway from 125th Street to the 63rd Street subway line. The LMA Study is completing an MIS/DEIS on the southern segment of the Second Avenue subway from 63rd Street to Lower Manhattan. FTA and the MTA are developing an approach to complete the planning and environmental review process for the full-length Second Avenue subway using these two studies. The MTA has included $1,050,000,000 in its fiscal year 2000–fiscal year 2004 Capital Program for planning, environmental review, design and engineering, and the initiation of construction by the end of 2004. This project has been authorized in TEA21. The Committee has recommended $3,000,000 in new starts funding for this project in fiscal year 2002.

Newark, New Jersey Newark Rail Link project.—The New Jersey Transit Corporation (NJ Transit) is planning a 1-mile, five-station extension of the Newark City Subway light rail line, running from Broad Street Station in Newark to Newark Penn Station. This project is planned as the first minimum operable segment (MOS–1) of a proposed 8.8-mile, 16-station light rail system that will link the cities of Newark and Elizabeth, New Jersey. The second stage is a planned 1-mile segment from Newark Penn Station to Camp Street in downtown Newark, and the third is the planned remaining 7-mile segment to Elizabeth, which includes a station serving Newark International Airport. The total cost of the MOS–1 segment is estimated at $207,700,000. Section 3030(a)(57) of TEA21 authorized the New Jersey Urban Core Project, which consists of eight separate elements including the Newark-Elizabeth Rail Link, for final design and construction. On August 2, 2000 FTA issued an FFGA committing a total of $141,950,000 in section 5309 new starts funds to the Newark Rail Link MOS–1 project. Through fiscal year 2000, Congress has appropriated a total of $29,680,000 for this project. An additional $9,910,000 was provided in fiscal year 2001. The Committee has recommended $20,000,000 in new starts funding for this project in fiscal year 2002.

Northeast Indianapolis downtown corridor project.—The I–69/SR37 corridor connecting Indianapolis' central business district with its northeast suburbs is one of the fastest growing corridors in the nation. Along with other transportation solutions, this proposed rail project will help alleviate the extreme traffic congestion that has resulted from this economies expansion. This system also will help distribute workers to job centers. In addition to this heavily congested corridor, planners are currently examining the feasibility of a line to the city's west side connecting with the rapidly expanding Indianapolis International Airport. Also, the City of Indianapolis has approved a privately-funded overhead people mover system linking the city's major healthcare facilities, and linkage between this system and the adjacent rail corridor are also being examined. The Major Investment Study (MIS) and the Draft Environmental Study (DEIS) are in the final analysis phase, with final recommendations projected for September 2001. There needs to be funding to continue additional study efforts concerning the proposed airport line plus the initial design costs. This project has been approved by the TEA21 authorization and the Major Investment Study (MIS) and the Draft Environmental Impact Study (DEIS) should be completed in September of 2001. The Committee has recommended $3,000,000 in new starts funding for this project in fiscal year 2002.

Pawtucket, Rhode Island, commuter rail and maintenance facility project.—The existing Massachusetts Bay Transit Authority layover/storage yard at East Junction, located in the heavily residential area in Attleboro, needs to be relocated to a 9-acre parcel located in the northwest quadrant of I–95 and Smithfield Avenue in Pawtucket. A six track yard with light servicing capabilities will be constructed initially. The yard will be designed to accommodate eight tracks and an electrified maintenance facility in the future. The Federal share of the project is $9,500,000 (50 percent), the rest of the project is being funded through the Rhode Island Department of Transportation (RIDOT) and the Massachusetts Bay Transit Authority. TEA21 authorized $10,000,000 in section 5309 in the FTA new start fund. To date RIDOT has received $495,321 in fiscal year 2001 funds. The Committee has recommended $8,000,000 in new starts funding for this project in fiscal year 2002.

Philadelphia, Pennsylvania, Schuylkill Valley Metro Project.—The Southeastern Pennsylvania Transportation Authority (SEPTA) and the Berks Area Reading Transportation Authority (BARTA) are conducting an Alternatives Analysis Study/Draft Environmental Impact Statement (AA/DEIS) for the Schuylkill Valley Corridor. The proposed corridor extends approximately 62 miles from Philadelphia to Reading and parallels the following major congested roadways: Schuylkill Expressway (Interstate 76), US 422 Expressway and US Route 202. The corridor includes the smaller cities of Norristown, Pottstown and Phoenixville. The corridor also includes suburban centers of King of Prussia and Great Valley, as well as regional activity centers and attractions including Center

City Philadelphia, Art Museum, Philadelphia Zoo, King of Prussia Malls, Valley Forge National Park and Reading outlets. The proposed corridor encompasses three transit authorities: SEPTA, BARTA and Pottstown Urban Transit (PUT) and two metropolitan planning regions: Delaware Valley and Berks County. Commuter rail service currently operates in the eastern portion of the corridor with rail freight service operations in the western portion of the corridor. A locally preferred alternative (LPA) has been chosen by SEPTA and BARTA, but has not been adopted into the fiscally constrained long-range plans of the respective urbanized areas. The LPA would employ rail vehicle suitable for operation on mixed-use (passenger or freight) track, capable of one-man operation and with 15 and 30-minute headways in the peak and off peak, respectively. Total capital costs for the LPA are estimated at $1,400,000,000. A preliminary DEIS is currently under review by FTA prior to its public release before in the end of 2000. Work has commenced on the preparation of supporting documentation for entry into preliminary engineering (PE). Project sponsors plan to submit a request to FTA to enter PE before the end of 2000. Through fiscal year 2001, Congress has provided $16,810,000 in section 5309 new starts funds for the proposed Schuylkill Valley Corridor. In addition, the Delaware Valley Regional Planning Commission, the Philadelphia Area metropolitan planning organization, is studying a proposed Regional Transit Oriented Development Program in the corridor under a Transportation and Community and System Preservation (TCSP) grant. This project has been authorized in TEA21. The Committee has recommended $16,000,000 in new starts funding for this project in fiscal year 2002.

Pittsburgh, Pennsylvania, North Shore Connector light rail transit project.—The Port Authority of Allegheny County (PAAC), proposes to construct a 1.6-mile light rail transit system extension connecting the Golden Triangle and the North Shore wholly within downtown Pittsburgh. The project would extend the existing LRT service from the Gateway center LRT station and the Convention Center. The North Shore connector LRT stations and modifications of the Gateway Center and Steel Plaat stations, and the acquisition of 10 new light rail vehicles. The alternatives analysis was competed in early 1999 and the "gateway LRT alternative" was selected as the locally preferred alternative for the North Shore connector LRT project on August 16, 2000 by PAAC. FTA approval to initiate preliminary engineering was granted in January 2001. Project capital costs are estimated at $389,900,000 (escalated); revenue service start-up is planned in 2004. Through fiscal year 2001, Congress has appropriated $15,750,000 in section 5309 new starts funds (50 percent) for this effort. The Committee has recommended $10,000,000 in new starts funding for this project in fiscal year 2002.

Pittsburgh, Pennsylvania Stage II LRT Reconstruction project.—The Port Authority of Allegheny County ("Port Authority") is in the process of reconstructing Pittsburgh's old 25-mile trolley lines to modern light rail standards. The reconstruction is taking place in two stages. The Stage I Light Rail Transit (LRT) project, undertaken in the 1980s, included reconstruction of the first segment and construction of Pittsburgh's first subway. Ground was broken on the Stage I LRT project in December 1980, and the reconstruction of this segment was completed in 1987. The Stage II LRT project includes reconstruction of the remaining 12 miles of the system, which consists of the Overbrook, Library and Drake trolley lines, to modern LRT standards. Single-track segments will be double-tracked, the Overbook and Drake lines (which are currently closed) would be reopened, and 28 new light rail vehicles would be purchased. In order to prioritize program needs against financing requirements, Port Authority reconfigured its rail improvement program in 1999. As a result, the Stage II LRT project will itself be undertaken in segments. The revised Stage II LRT Priority Program includes reconstruction of 10.7 miles on both the Overbrook Line and a portion of the Library Line, construction of 2,400 park-and-ride spaces, and the purchase of 28 light rail vehicles. The total capital cost of the Stage II Priority Program is estimated at $386,400,000. The remaining portions of the original Stage II LRT project will be undertaken as local funding becomes available. Section 3030(a)(98) authorizes the "Pittsburgh—Stage II Light Rail" project for final design and construction. In January 2001, FTA issued an FFGA for this project that would commit a total of $100,200,000 in section 5309 new starts funding. Through fiscal year 2000, a total of $11,820,000 has been appropriated for this project, and an additional $11,890,000 was provided in fiscal year 2001. The Committee has recommended $20,000,000 in new starts funding for this project in fiscal year 2002.

Portland, Oregon Interstate MAX LRT Extension project.—The Tri-County Metropolitan Transit District of Oregon (Tri-Met) is planning a 5.8-mile, 10-station extension of the Metropolitan Area Express ("MAX") light rail system, which will connect Portland's central business district with the regional Exposition Center in north Portland. Riders will be able to transfer between the Interstate MAX extension and the existing 33-mile East/West MAX line at the Rose Quarter station. This line will complement regional land use plans by connecting established residential, commercial, entertainment and other major activity centers, and will provide a key transportation link in the region's welfare-to-work programs. The total cost of the Interstate MAX project is estimated at $350,000,000. Tri-Met estimates that the Interstate MAX extension will serve 18,100 average weekday boardings and 8,400 daily new riders by 2020. On September 20, 2000, FTA and Tri-Met entered into an FFGA that commits a total of $257,500,000 in section 5309 new starts funds to the Interstate MAX project. This does not include funding appropriated in prior years that was allocated to Portland Metro for the 12-mile South-North light rail line originally proposed for this corridor. The fiscal year 2001 appropriation provided $7,430,000 for the Interstate MAX light rail extension. The Committee has recommended $70,000,000 in new starts funding for this project in fiscal year 2002.

Raleigh, North Carolina, triangle transit project.—The Phase I Regional Rail project is the first proposed segment of a three-phased regional transit plan for linking the three counties—Wake, Durham, and Orange—in the Triangle Region of North Carolina. In Phase I, the Triangle Transit Authority (TTA) intends to initiate regional rail service from Durham to downtown Raleigh and from downtown Raleigh to North Raleigh. TTA proposes to use Diesel Multiple Unit (DMU) rail vehicles to serve the 16 stations proposed for the Phase I of the project. TTA has proposed that the Phase I Regional Rail Project will use the existing North Carolina Railroad and CSX rail corridors to connect Duke University, downtown Durham, Research Triangle Park, RDU Airport, Morrisville, Cary, North Carolina State University, downtown Raleigh, and North Raleigh. The proposed project is estimated to serve 17,600 average weekday boardings by the year 2020. The most recent capital cost estimate for Phase I is $754,700,000 (escalated dollars). The cost estimate includes final design, acquisition of right-of-way (ROW) and rail vehicles, station construction, park and ride lots, and construction of storage and maintenance facilities. The corridor proposed to be used by TTA for the project is shared among a number of railroads, thus, TTA is considering a number of track realignments to accommodate proposed inter-city and high-speed rail improvements. This project has been authorized in TEA21. The Committee has recommended $9,000,000 in new starts funding for this project in fiscal year 2002.

St. Louis, Missouri, Metrolink St. Clair Extension project.—The Bi-State Development Agency (Bi-State) is developing a 26-mile extension of the Metrolink light rail line from downtown East St. Louis, Illinois to the Mid-America Airport in St. Clair County. A 17.4-mile Minimum Operable Segment (MOS) will extend from the current Metrolink terminal in downtown East St. Louis to Belleville Area College (now known as Southwest Illinois College). This segment consists of eight stations, seven park-and-ride lots, 20 new light rail vehicles, and a new maintenance facility in East St. Louis. The route makes extensive use of abandoned railroad rights-of-way. Right-of-way and real estate acquisition is proceeding as scheduled, and revenue service is scheduled to begin in 2001. The total capital cost of the St. Clair MOS is estimated at $339,200,000. On October 17, 1996, FTA and Bi-State entered into an FFGA that commits a total of $243,930,000 in section 5309 new starts funding to complete the 17.4-mile MOS to Southwest Illinois College, and provides for extending the system to Mid-America Airport should funding become available at a later date. The funding committed to the MOS does not include $8,490,000 in Federal new starts funding provided prior to fiscal year 1996, which brings total Federal funding for this project to $252,410,000 under the new starts program. Through fiscal year 2000, a total of $161,880,000 has been appropriated for this project. The fiscal year 2001 appropriation provided an additional $59,440,000. The Committee has recommended $24,223,268 in new starts funding for this project in fiscal year 2002.

Stamford, Connecticut, urban transitway project.—The City of Stamford, in coordination with the Connecticut Department of Transportation (ConnDOT), and the Southwestern Regional Planning Agency, is proposing to design and construct a one-mile Urban Transitway. This will consist of a bus lane, shared with high occupancy vehicles, that will provide a direct link from Interstate 95 to the Stamford Intermodal Transportation Center (SITC). The Urban Transitway project will include changes to the bus routes serving the SITC, improved pedestrian access, and the implementation of intelligent transportation systems (ITS). The SITC serves as a major transfer point for local bus and employer shuttle service and provides access to existing Amtrak and Metro-North rail service in the Northeast corridor. Currently, Metro-North operates 190 daily trains that stop at the SITC and approximately 2,500 riders use the service in the peak hours to commute from Stamford to New York City, while 1,500 riders travel inbound to employment opportunities in Stamford. To accommodate additional commuter capacity at the SITC, the City is expanding rail platform capacity and constructing a 1,200-space parking facility. This project has been authorized in TEA21 under section 5309(e)(8)(A). The Committee has recommended $4,000,000 in new starts funding for this project in fiscal year 2002.

Salt Lake City, Utah, CBD to University LRT project.—The Utah Transit Authority (UTA) is implementing a 2.5-mile, four-station light rail line in eastern Salt Lake City, from the downtown area to Rice-Eccles Stadium on the University of Utah campus. The line would connect with the existing North/South line at Main Street and travel east along 400 South and 500 South to the stadium. Light rail vehicles would operate on city streets and property owned by Salt Lake City, the Utah Department of Transportation, and the University. The line is intended to significantly improve access to jobs, educational opportunities, health care, and housing throughout the 400 South corridor. The CBD to University line is scaled back from the originally proposed 10.9-mile West/East line from the airport to the university. Total capital costs are estimated at $105,800,000. FTA issued an FFGA for the CBD to University LRT project on August 17, 2000, committing a total of $84,600,000 in section 5309 new starts funds. This does not include $4,960,000 in fiscal year 2000 and prior year funding, which brings the total amount of new starts funding for this project to $89,560,000. An additional $1,980,000 was appropriated in fiscal year 2001. The Committee has recommended $15,000,000 in new starts funding for this project in fiscal year 2002.

Salt Lake City, Utah, University Medical Center LRT extension project.—The Utah Transit Authority (UTA) has completed construction of a 15-mile light rail transit (LRT) line from downtown Salt Lake City to the southern suburbs. The line opened for regular weekday service on December 6, 1999. The system operates on city streets downtown (2 miles) and then follows a lightly-used railroad alignment owned by UTA to the suburban community of Sandy (13 miles). A 2.5 mile light rail line extension is under construction connecting the Salt Lake City CBD with Rice-Eccles stadium located at the western edge of the University of Utah campus. The Committee notes that the University of Utah, the University Medical Center and associated facilities constitute one of Utah's largest traffic generation points. Significant ridership will be served by this project which will add 3 stations and 1.5 miles of track extending from Rice-Eccles stadium to the University Medical Center. The Committee has recommended $6,000,000 in new starts funding for this project in fiscal year 2002.

Salt Lake City, Utah, Salt Lake City-Ogden-Provo Commuter Rail project.—The Wasatch Front Regional Council (WFRC) and the Moutainlands Association of Governments (MAG) the two metropolitan planning organizations that oversee transportation planning for more than 85 percent of the State of Utah's population, along with the Utah Transit Authority and the Utah Department of Transportation, are conducting an Alternatives Analysis (Inter-Regional Corridor Alternatives Analysis) study to evaluate transportation improvements in a proposed 120-mile corridor from Brigham City to Payson. The corridor encompasses the Ogden, Salt Lake City and Provo/Orem urbanized areas. The study is evaluating highway and transit alternatives in the corridor. The study is scheduled for completion in March 2001. WFRC and MAG completed a Long-Range Transit Analysis in 1998, identifying commuter rail as an effective means of serving the transportation demands in the corridor between Brigham City and Payson. A commuter rail line, with twelve stations, has been identified and evaluated and subsequently included in the region's Long Range Transportation Plan. Discussions are underway with the Union-Pacific Railroad concerning the acquisition of railroad right-of-way to implement commuter rail, light rail or other transportation improvements. Total capital costs are estimated at $292,000,000. Through fiscal year 2001, Congress has appropriated $3,900,000 in section 5309 new starts funds for this effort. Consideration has been given to a proposed option of implementing interim commuter rail service during the Olympic 2002 Winter Games. The Committee has recommended $2,000,000 in new starts funding for this project in fiscal year 2002.

San Diego, California, Mission Valley East LRT Extension project.—The Metropolitan Transit Development Board (MTDB) is constructing a 5.9-mile, 4-station light rail extension of its existing Blue Line, from east of Interstate 15 to the City of La Mesa, where it will connect to the existing Orange Line near Baltimore Drive. The Mission Valley East line will serve four new and two existing stations, and would include elevated, at-grade, and tunnel portions. The project includes two park and ride lots and a new access road between Waring Road and the Grantville Station. The corridor runs parallel to Interstate 8 in eastern San Diego and La Mesa, and is characterized by a mix of low- to moderate-density industrial, residential, and commercial uses, but includes several major activity centers such as San Diego State University, the Grossmont regional shopping center, Kaiser Hospital, the Alvarado Medical Center, and the Grantville employment area. Over 24,000 jobs and nearly 10,000 residences are located within walking distance of the proposed stations, and existing zoning is generally supportive of transit. Total capital costs are estimated at $431,000,000. On June 22, 2000, FTA issued an FFGA committing a total of $329,960,000 in section 5309 new starts funding to this project. Through fiscal year 2000, Congress has appropriated $22,110,000 for this project, and an additional $31,210,000 was provided in fiscal year 2001. The Committee has recommended $65,000,000 in new starts funding for this project in fiscal year 2002.

San Francisco, California, BART Extension to SFO Airport project.—Bay Area Rapid Transit (BART) in San Francisco and the San Mateo County Transit District (SamTrans) are constructing an 8.7-mile, 4-station extension of the BART rapid transit system to serve San Francisco International Airport (SFO). The project consists of a 7.5-mile mainline extension from the existing BART station at Colma, through Colma, south San Francisco, and San Bruno, terminating at the Millbrae Avenue BART/CalTrain Station. An additional 1.2-mile spur from the main line north of Millbrae will take BART trains directly into the airport, to a station adjoining the new International Terminal. The San Francisco International Airport is a major partner in this project. All structures and facilities to be constructed on airport property, and installation of related equipment, are being funded, designed and constructed by the airport for BART. This project is also part of the FTA Turnkey Demonstration Program to determine if the design/build approach will reduce implementation time and cost. On July 24, 1997, the first contract was awarded for site preparation and utility relocation associated with this project. Bids for the main contract for construction of the line, trackwork and related systems were opened on November 25, 1997. On June 30, 1997, FTA entered into an FFGA for the BART–SFO extension, committing a total of $750,000,000 in Federal new starts funds to the project; total capital costs at that time were estimated at $1,054,000,000. The total cost has since increased to an estimated $1,510,200,000; a recent surge in local construction activity has resulted in higher than estimated costs for construction of this project. Per the terms of the FFGA, any cost increases are the responsibility of the local project sponsors. Thus, the original Federal commitment is unchanged at $750,000,000. Through fiscal year 2000, a total of $217,190,000 has been appropriated for this project. An additional $79,250,000 was provided in fiscal year 2001. This project has been authorized in TEA21. The Committee has recommended $80,605,331 in new starts funding for this project in fiscal year 2002.

San Jose, California, Tasman West LRT project.—The Santa Clara County Transit District (SCCTD) is implementing a 12.4-mile light rail system from northeast San Jose to downtown Mountain View, connecting with both the Guadalupe LRT in northern Santa Clara County and the Caltrain commuter rail system. The project is proceeding in two phases: the Phase 1 West Extension will connect the northern terminus of the Guadalupe Light Rail System in Santa Clara with the Caltrain Commuter Rail station in downtown Mountain View, a distance of 7.6 miles; the future Phase 2 East Extension will complete the remaining 4.8 miles. The total capital cost of the Phase 1 West project was $325,000,000. Construction is complete and the Phase I West Extension opened for revenue service on December 17, 1999, a year ahead of schedule. The Phase II East Extension is being funded with State and local funds. An FFGA was issued for Phase 1 of this project on July 2, 1996, providing a total of $182,750,000 in section 5309 new starts funding. A total of $170,500,000 was provided in fiscal year 2000 and prior years, and an additional $12,140,000 was provided in fiscal year 2001. The Committee has recommended $113,336 in new starts funding for this project in fiscal year 2002.

San Juan/Tren Urbano.—The Puerto Rico Department of Transportation and Public Works (DTPW) is constructing a 10.7-mile, 16-station rapid rail line between Bayamon Centro and the Sagrado Corazon area of Santurce in the San Juan metropolitan area. The system consists of a double-track line operating over at-grade and elevated rights-of-way with a short below-grade segment, and a maintenance facility. When complete, this system is expected to carry 113,300 riders per day by 2010. This project has been selected as one of FTA's turnkey demonstration projects, which incorporates contracts to design, build, operate, and maintain the system. During 1996 and 1997, seven contracts were awarded under the turnkey procurement. The total capital cost of this project is now estimated at $1,653,600,000. On March 13, 1996, FTA entered into an FFGA committing $307,410,000 in section 5309 new starts funds to this project, out of a total project cost of $1,250,000,000. This did not include $4,960,000 in Federal new starts funding provided prior to fiscal year 1996, which brings total Federal new starts funding for this project to $312,370,000. This FFGA was amended in July 1999 to include two additional stations and 10 additional railcars. This amendment included $141,000,000 in section 5307 funds and $259,900,000 in flexible funding; no additional section 5309 new starts funds were committed. A total of $84,630,000 in section 5309 funds has been allocated to the Tren Urbano project in fiscal year 2000 and prior years, and an additional $74,300,000 was appropriated in fiscal year 2001. The Committee has recommended $50,149,000 in new starts funding for this project in fiscal year 2002.

Scranton, Pennsylvania, rail service to New York City.—The Scranton to New York City Passenger Rail Service project involves the addition of new passenger rail service with a total of eight station stops—five in Pennsylvania (Scranton, Mt. Pocono, Stroudsburg, East Stroudsburg, and Deleware Water Gap) and three in New Jersey (Morristown, the Oranges, and Hoboken). When completed, the rail line is expected to carry 684,000 riders annually. Freight track already exists along much of this route, with the exception of a 26-mile stretch in New Jersey from the Deleware Water Gap to Port Morris. The goal of this project is to provide commuters with an alternate source of public transportation in New York City while reducing congestion along I–80. The Committee has recommended $2,500,000 in new starts funding for this project in fiscal year 2002.

Puget Sound, Washington, Sounder Commer Rail project.—Sound Transit, the Central Puget Sound Regional Transit Authority, is implementing commuter rail service along the 82-mile existing rail corridor between Lakewood and Everett, Washington. When the Sound Move enabling legislation is fully implemented, Sounder will serve 13 stations along the corridor, connecting commuters with local and regional bus service, the Washington State ferry system, Amtrak, the Central Link light rail system, and Tacoma Link. Currently, Sounder commuter rail is providing weekday service during peak hours at seven stations between downtown Tacoma and Seattle. Once in full operation, 18 trains will serve the Lakewood-Tacoma-Seattle Sounder segment, and 12 trains will serve the Everett-Seattle segment. By 2020, Sounder is estimated to carry 18,800 daily riders. To date, $60,850,000 has been appropriated for the 82-mile corridor. For fiscal year 2002, the bill includes $24,500,000 for Sounder commuter rail to develop facilities between Tacoma and Lakewood to the south.

Sioux City, Iowa, light rail project.—A feasibility study was conducted in fiscal year 1998 regarding a light rail project in Sioux City. Sioux City Transit is now waiting for the final steps to complete this project. It has been authorized in TEA21 for a total of $10,000,000. The Committee has recommended $3,500,000 in new starts funding for this project in fiscal year 2002.

Stockton, California, Altamont Commuter Rail project.—The San Joaquin Regional Rail Commission (SJRRC), the Alameda Congestion Management Agency, and the Santa Clara Valley Transportation Authority have proposed to implement a commuter rail system along an existing Union-Pacific Railroad right-of-way operating between the three counties. A Joint Powers Board comprised of members from each of the three agencies was also created to operate the proposed Altamont Commuter Express. The SJRRC would be the managing agency for the initial 36-month term of an agreement executed between the three agencies. In addition to identifying potential sources for capital and operating funds, the member agencies will define the methods for allocating future costs and the shares of future capital improvement contributions from the member agencies. Through fiscal year 2001, Congress has appropriated $6,910,000 in section 5309 new starts funds for this effort. The Committee has recommended $5,000,000 in new starts funding for this project in fiscal year 2002.

Twin Cities, Minnesota, Hiawatha corridor project.—Metro Transit and the Metropolitan Council (local metropolitan planning organization), in cooperation with the Minnesota Department of Transportation (MnDOT), Hennepin County and the Metropolitan Airports Commission (MAC), are proposing to design and construct an 11.6-mile Light Rail Transit (LRT) line within the Hiawatha Corridor. The proposed LRT will operate on the Hiawatha Avenue/Trunk Highway 55 Corridor linking downtown Minneapolis, the Minneapolis-St. Paul (MSP) International Airport, and the Mall of America (MOA) in Bloomington. The LRT is the transit component of a Locally Preferred Alternative, which includes the reconstruction of TH–55 as a four lane at-grade arterial between Franklin Avenue and 59th Street and construction of an interchange between TH–55 and TH–62 (Crosstown Highway). Current plans call for the north end of the LRT to begin in the Central Business District (CBD) and operate on the existing transit mall along 5th Street. The LRT is planned to exit the CBD near the Hubert Humphrey Metrodome, following the former Soo Line Railroad to Franklin Avenue then generally parallel Hiawatha Avenue. The project will include a 1.8-mile tunnel to be constructed under the MSP airport runways and taxiways with the construction of one underground station and one at-grade station. The Metropolitan Airports Commission (MAC) will be responsible for the portion of the line that impacts the MSP, including the tunnel and stations. The line is then planned to emerge from the tunnel on the West Side of the airport and continue south with three proposed stations in Bloomington, including a station serving the Mall of America (MOA). The estimated capital cost for the 11.6-mile Hiawatha Corridor LRT, including 17 proposed stations, totals $675,400,000 (escalated dollars). The project is expected to serve 24,800 average weekday boardings by the year 2020; 19,300 average weekday boardings are projected in the opening year. This project has been authorized in TEA21. The Committee has recommended $50,000,000 in new starts funding for this project in fiscal year 2002.

Virginia, Burke Center VRE Station.—This project would include the design and construction of the expansion of the existing 543 space surface parking lot. Utilization is averaging 95 percent and is steadily increasing as VRE's ridership is increasing. The need for an increased space for parking is a result of improved road access to the station; new higher capacity coaches being placed in service by VRE; and new transit fare discounts being offered to attract more public transportation users. A feasibility study, currently in the planing stage, will determine whether a surface or structured facility is needed. VRE received $3,000,000 in fiscal year 2001. The Committee has recommended a total of $4,000,000 in new starts funding for this and other VRE improvements in fiscal year 2002.

Wasilla, Alaska, alternate route project.—The current population density in the Parks Highway corridor in the Wasilla area will support commuter rail operations if the trip time for the Alaska Railroad can be reduced by track improvements and relocations. This project has been authorized in TEA21. The Committee recommendation provides $2,500,000 for track upgrades, relocations, and signalizations to foster the development of the Alaska Railroad commuter rail service to Wasilla, Alaska.

Wilmington, Delaware, Wilmington Transit Connector project.—The Delaware Department of Transportation and the City of Wilmington conducted a study to address transportation needs between major employment, commercial and entertainment venues in the city. The locally preferred alternative is a trolley line, approximately 2.1 miles in length, 0.6 miles of exclusive right-of-way. Total capital costs are currently estimated at $37,000,000. No environmental work has been undertaken for this effort. Work is underway, in consultation with FTA, in revising and supplementing the existing materials to support a request to FTA for entry into preliminary engineering. Through fiscal year 2001, Congress has appropriated $5,930,000 in new starts funds for this effort. The Committee has recommended $4,000,000 in new starts funding for this project in fiscal year 2002.

Yosemite Area Regional Transportation System Project.—The Yosemite Area Regional Transportation System (YARTS) is a fixed route transit system providing service between and among the Yosemite region's gateway communities and Yosemite National Park. YARTS is a joint powers authority formed by the counties of Merced, Mono and Mariposa with transportation to visitors and workers of the park. Funds would be used to help increase participation in the YARTS program, which served 20,000 individuals last year. The Committee has recommended $500,000 in new starts funding for this project in fiscal year 2002.

JOB ACCESS AND REVERSE COMMUTE GRANTS

	General fund	Trust fund	Total
Appropriations, 2001 [1]	$20,000,000	$80,000,000	$100,000,000
Budget estimate, 2002	25,000,000	100,000,000	125,000,000
Committee recommendation	25,000,000	100,000,000	125,000,000

[1] Does not reflect rescission of $220,000 pursuant to section 1403 of Public Law 106–554.

The Committee recommends $125,000,000 for the Job Access and Reverse Commute Grants program, the level guaranteed under the TEA21 transit category firewall. This program is meant to help welfare reform efforts succeed by providing enhanced transportation services for low-income individuals, including former welfare recipients, traveling to jobs or training centers.

The program makes competitive grants to qualifying metropolitan planning organizations, local governmental authorities, agencies, and nonprofit organizations in urbanized areas with populations greater than 200,000. Grants may not be used for planning or coordination activities.

The Committee recommends the following allocations of job access and reverse commute grant program funds in fiscal year 2002:

Project	*Amount*
AC Transit, California	$2,000,000
Allegheny County Port Authority, Pennsylvania	2,000,000
Atlanta Regional Commission, Georgia	1,000,000
Austin, Texas	500,000
Baton Rouge, Louisiana	750,000
Buncombe County, North Carolina	100,000
Central Arkansas Transit Authority, Arkansas	500,000
Central Ohio Transit Authority, Ohio	1,000,000
Charlotte Area Transit, North Carolina	500,000
Chicago Regional Transportation Authority, Illinois	500,000
Corpus Christi Regional Transit Authority, Texas	550,000
Galveston, Texas	600,000
Indianapolis Public Transportation Corporation, Indiana	1,000,000
Jefferson County, Alabama	2,000,000
Kenai Peninsula Transit Planning, Alaska	500,000
Lancaster County, Pennsylvania	198,000
Lehigh and Northampton Transportation Authority, Pennsylvania	250,000
Los Angeles County, California	2,000,000
Macon/Bibb County, Georgia	400,000
MASCOT Matanuska, Susitna Valley, Alaska	200,000
Mass Transportation Authority, Michigan	1,000,000
Oglala Sioux Tribe, North Dakota	150,000
Phoenix Regional Transportation, Arizona	240,000
Rochester-Genesee Regional Transportation Authority, New York	400,000
Sacramento Area Council of Governments, California	2,000,000
Salem Area Transit, Oregon	700,000
Santa Clara Valley Transportation Authority, California	500,000
Santa Fe, New Mexico	630,000
Southeast Missouri Council, Missouri	2,000,000
Southeastern Pennsylvania Transportation Authority, Pennsylvania	6,000,000
State of Connecticut	3,500,000
State of Delaware	750,000
State of Idaho	300,000
State of Iowa	1,700,000
State of Maryland	5,000,000
State of New Jersey	3,000,000
State of New Mexico	2,000,000
State of Ohio	1,500,000

Project	Amount
State of Oklahoma	4,500,000
State of Pennsylvania	1,500,000
State of Rhode Island	2,000,000
State of Tennessee	6,000,000
State of Washington	3,000,000
State of West Virginia	800,000
State of Wisconsin	5,200,000
Seward Transit Service, Alaska	200,000
Tri-Met Region, Oregon	1,800,000
Tuscaloosa, Alabama	1,000,000
Washington Metropolitan Area Transit Authority, Washington, DC	2,500,000
Westchester County, New York	500,000

State of Maryland.—The Committee provides $5,000,000 to the Maryland Department of Transportation for Section 3037 Job Access and Reverse Commute Grants. The Committee expects Maryland Department of Transportation to fund the following project: (1) $800,000 to Montgomery County to operate the County's transit system during expanded hours of service; (2) $200,000 to Sojourner-Douglass College in Baltimore, Maryland for the College's Workforce Transportation and Referral.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation (the Corporation) is a wholly owned Government corporation established by the Saint Lawrence Seaway Act of May 13, 1954. The Corporation is responsible for the operation, maintenance, and development of the United States portion of the Saint Lawrence Seaway between Montreal and Lake Erie. The Corporation's major priorities include: safety, reliability, trade development, and management accountability.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2001[1]	$13,004,000
Budget estimate, 2002	13,345,000
Committee recommendation	13,345,000

[1] Does not reflect reduction of $28,609 pursuant to section 1403 of Public Law 106–554.

Appropriations from the Harbor Maintenance Trust Fund and revenues from non-federal sources finances the operation and maintenance of the Seaway for which the corporation is responsible.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $13,345,000 to fully fund the operations and maintenance of the Corporation. The Committee recommendation provides sufficient funding for the Corporation's highest capital priorities and the projects recommended by the U.S. Army Corps of Engineers after its survey and evaluation of the Corporation's lock and maintenance practices. The Committee requests a report on the Seaway's efforts at ballast water management and its efforts to coordinate with the Coast Guard to control non-indigenous aquatic nuisance species.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The Research and Special Programs Administration [RSPA] was established by the Secretary of Transportation's organizational changes dated July 20, 1977, and serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to pipeline transportation and the transportation of hazardous cargo by all modes. In 2002, resources are requested for the management and execution of the Offices of Hazardous Materials Safety, Emergency Transportation, Pipeline Safety, and program and administrative support. Funds are also requested for the emergency preparedness grants program. RSPA's two reimbursable programs—Transportation Safety Institute [TSI] and the Volpe National Transportation Systems Center [VNTSC]—support research safety and security programs for all modes of transportation.

RESEARCH AND SPECIAL PROGRAMS

Appropriations, 2001[1]	$36,373,000
Budget estimate, 2002[2]	41,993,000
Committee recommendation	41,993,000

[1] Does not reflect rescission of $80,021 pursuant to Public Law 106–554.
[2] Does not includes reduction of $12,000,000 in proposed user fees.

The Committee has provided a total of $41,993,000 for the "Research and special programs" account, which is the same as the budget request.

The following table summarizes the Committee recommendations:

	Fiscal year 2001 enacted[1]	Fiscal year 2002 estimate	Committee recommendation
Hazardous materials safety	$18,750,000	$21,217,000	$21,217,000
(FTE)	(129)	(132)	(132)
Emergency transportation	$1,831,000	$1,897,000	$1,897,000
(FTE)	(9)	(9)	(9)
Research and technology	$4,700,000	$4,759,000	$4,759,000
(FTE)	(9)	(9)	(9)
Program and administrative support	$11,092,000	$14,060,000	$14,060,000
(FTE)	(50)	(57)	(57)
Total, research and special programs	$36,373,000	$41,993,000	$41,993,000

[1] Does not reflect $80,021 rescission pursuant to Public Law 106–554.

HAZARDOUS MATERIALS SAFETY

The Office of Hazardous Materials Safety [OHMS] administers a nationwide program of safety regulations to fulfill the Secretary's duty to protect the Nation from the risks to life, health, and property that are inherent in the transportation of hazardous materials by water, air, highway, and railroad. OHMS plans, implements, and manages the hazardous materials transportation program consisting of information systems, research and analysis, inspection and enforcement, rulemaking support, training and information dissemination, and emergency procedures.

The Committee recommends $21,217,000 for hazardous materials safety, which is the same as the budget request.

EMERGENCY TRANSPORTATION

Emergency transportation [ET] programs provide support to the Secretary of Transportation for his statutory and administrative responsibilities in the area of transportation civil emergency preparedness and response. This program develops and coordinates the Department's policies, plans, and programs, in headquarters and the field to provide for emergency preparedness.

ET is responsible for implementing the Transportation Department's National Security Program initiatives, including an assessment of the transportation implications of the changing global threat. The Office also coordinates civil emergency preparedness and response for transportation services during national and regional emergencies, across the entire continuum of crises, including natural catastrophes such as earthquakes, hurricanes and tornados, and international and domestic terrorism. The Office of Emergency Transportation develops crisis management plans to mitigate disasters and implements these plans nationally and regionally in an emergency.

The Committee recommends $1,897,000 for emergency transportation, which is the same as the budget request.

RESEARCH AND TECHNOLOGY

The Committee recommends $4,759,000 for the Office of Research and Technology, which is the same as the budget request. The funds provided will help the Department coordinate and strengthen its responsibilities under TEA21, and will help support the R&T organizational excellence strategy specified in the Department's strategic plan, allow RSPA to support the intergovernmental transportation research coordination responsibilities of the National Science and Technology Council, and support a limited intermodal research program.

The Committee supports the request for R&D planning. These funds are used to conduct a diversity of activities of fundamental importance to the Department and to help coordinate transportation-related research throughout the Government. For example, these funds are used to support technology transfer and in particular to ensure that R&T advances made in the international arena are made available to various modes within the Department. These planning funds are the sole source for longer-term, visionary R&T planning in the Department. In addition, these funds are used to support research and education planning that applies to all of the modes. Most importantly, one of the key purposes of these funds is to eliminate any duplication of research within the DOT.

Research and development program initiatives.—The National Transportation Safety Board has recommended to the Department of Transportation that research be conducted on the role of fatigue in the transportation industry. Consistent with that recommendation, the Committee has provided $300,000, which is the amount requested for R&D planning and management to support long-term, cross-cutting research on transportation operator fatigue management.

PROGRAM AND ADMINISTRATIVE SUPPORT

The program support function provides legal, financial, management, and administrative support to the operating offices within RSPA. These support activities include executive direction (Office of the Administrator), program and policy support, civil rights and special programs, legal services and support, and management and administration.

The Committee has provided $14,060,000 for program and administrative support, which is consistent with the budget request.

Business modernization.—The Committee's allowance includes the 7 FTEs (all 14 new positions to be funded at .5 FTE each) and the $2,600,000 requested for business modernization. This new initiative is required to ensure that both the pipeline safety and hazardous materials transportation programs are underpinned with information technologies and administrative support that will promote effective program implementation. RSPA, compared to its sister agencies, has not received the funding needed to build the information technology (IT) infrastructure—servers, communications lines, security apparatus—to become citizen-centered in the Internet era. Without this IT infrastructure, the public is forced to rely on less than satisfactory ways to request and receive information on the location of pipelines so they can make intelligent decisions about where to build schools, hospitals, and high-density housing. Without this infrastructure, companies reporting hazardous materials incidents or pipeline failures will continue to have to report these releases using paper forms instead of using the Internet. Without this infrastructure, companies and individuals will have to continue filing applications for hazardous materials registration, exemptions, and approvals by mail, fax, or phone instead of over the Internet.

The Committee directs RSPA to submit to both the House and Senate Committees on Appropriations before February 1, 2002, a strategic plan outlining the improvements in IT that will be made during the next few years. The plan will specify the necessary steps to be taken and funds needed to ensure that RSPA's missions and activities will be underpinned by a current IT with the capability for upgrading. Obligations for most infrastructure improvements will not be made until such a plan has been submitted.

The Committee also directs that RSPA use the additional funds and positions recommended herein to ensure that the financial management of each its accounts is brought under the direct control of the agency. As soon as possible, but before the end of fiscal year 2002, RSPA will conduct all of its own accounting functions, with perhaps the exception of minor disbursement activities that may be contracted to FAA. This transfer of responsibility will allow the Office of Pipeline Safety (OPS) to exercise improved management over the Pipeline Safety Fund and will help that office respond to recommendations issued by the General Accounting Office.

User fees.—The Committee disagrees with the budget request to begin funding the hazardous materials safety program from user fees. These fees are not authorized under current law.

Pipeline Safety

(PIPELINE SAFETY FUND)

(OILSPILL LIABILITY TRUST FUND)

	Pipeline safety fund	Trust fund	Total
Appropriations, 2001 [1 2]	$39,556,000	$7,488,000	$47,044,000
Budget estimate, 2002	46,286,000	7,472,000	53,758,000
Committee recommendation [3]	47,278,000	11,472,000	58,750,000

[1] Does not reflect rescission of $103,497 pursuant to Public Law 106–554.
[2] Pipeline safety funding includes $3,000,000 from reserve fund balances.
[3] Pipeline safety funding includes $2,500,000 from reserve fund balances.

The Research and Special Programs Administration is responsible for the Department's Pipeline Safety Program. Funding for the Office of Pipeline Safety is made available from two primary sources: the pipeline safety fund, comprised of user fees assessed on interstate pipeline operators; and the oil spill liability trust fund, a revolving fund comprised of an environmental tax on petroleum and oil spill damage recovery payments. The Pipeline Safety Program promotes the safe, reliable, and environmentally sound transportation of natural gas and hazardous liquids by pipeline. This national program regulates the design, construction, operation, maintenance, and emergency response procedures pertaining to gas and hazardous liquids pipeline systems and liquefied natural gas facilities. Also included is research and development to support the Pipeline Safety Program and grants-in-aid to State agencies that conduct a qualified pipeline safety program and to others who operate one-call programs.

The Committee's recommendation for the Federal pipeline safety program generally supports, and is consistent with, the key provisions of the Senate-passed version of the pipeline safety reauthorization bill. The Committee recommends $58,750,000 for the Department's Pipeline Safety Program, which is $4,992,000 more than the budget estimate. The bill specifies that, of the total appropriation, $47,278,000 shall be from the pipeline safety fund and $11,472,000 shall be from the oil spill liability trust fund. Specific adjustments to the budget estimate are listed below:

Item	*Change to budget estimate*
Integrity management	+$3,000,000
Research and development	+1,992,000

As indicated below, the Committee has added funds above the request to ensure a strong foundation for OPS initiatives to advance integrity management of pipeline systems and to provide for a stronger research and development program. The increased use of the reserve in the Pipeline Safety Fund and the increased use of the Oil Spill Liability Trust Fund will provide for an equitable fee assessment on both the interstate liquid and natural gas transmission companies.

Pipeline safety reserve fund.—The Committee recommends $2,500,000 to be derived from amounts previously collected in pipeline user fees from interstate liquid and natural gas transmission companies, which are maintained in a reserve fund by RSPA. As of May 5, 2001 the balance in the fund is approximately $11,915,000.

Oil spill liability trust fund.—The Committee recommends $11,472,000 to be derived from the oil spill liability trust fund for implementation of OPS responsibilities under the Oil Pollution Act of 1990 (OPA), which is $4,000,000 more than the administration's request. OPS estimates that the total amount of the fiscal year 2002 pipeline safety budget request that could legally be associated with OPA program requirements is $14,797,000.

Integrity Management Program.—The Committee recommends $7,943,000 for integrity management, which is $3,000,000 more than the amount requested. According to OPS, the integrity management regulations covering natural gas transmission and hazardous liquid pipelines constitute the single largest modification to the Federal pipeline regulatory and oversight program in over a decade. The additional funds are needed to ensure proper implementation of the new hazardous liquids pipeline safety regulations, which become effective on January 1, 2002, and to lay the foundation for a similar regulatory strategy to cover the gas pipeline industry. In addition to new inspectors, OPS will need new regulatory, legal, contractual, and administrative support in the field and at headquarters to maximize the effectiveness of this critical oversight program.

The Committee's allowance for the integrity management program includes $750,000 for OPS and State training, and adequate funds to interpret pigging data submitted by industry, to witness new construction of pipelines, and to develop improved information systems needed to monitor and evaluate industry data supplied to OPS.

New positions.—The Committee has approved OPS's request for 26 new positions to support a new community based program and to support the new integrity management program.

Research and development.—The Committee recommends $4,736,000 for pipeline safety research, which is $1,992,000 more than the amount requested. Within the funds provided, $600,000 shall be used for airborne environmental laser mapping technology research and engineering to support improved leak detection, analysis, and response by Federal, State, and industry pipeline safety officials.

Washington State Pipeline Safety Program.—Any amount of the $800,000 unobligated in fiscal year 2001 for the Washington State Pipeline Safety Program will be obligated in fiscal year 2002. The Committee recommends that RSPA obligate the $800,000 as soon as possible.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2001 [1]	$200,000
Budget estimate, 2002	200,000
Committee recommendation	200,000

[1] Does not reflect rescission of $440 pursuant to Public Law 106–554.

The hazardous materials transportation law (title 49 U.S.C. 5101 et seq.) requires RSPA to: (1) develop and implement a reimbursable emergency preparedness grants program; (2) monitor public sector emergency response training and planning and provide technical assistance to States, territories, and Indian tribes; and (3) develop and update periodically a national training curriculum for emergency responders. These activities are financed by receipts received from the hazardous materials shipper and carrier registration fees, which are placed in the emergency preparedness fund. The hazardous materials transportation law provides permanent authorization for the emergency preparedness fund for planning and training grants, monitoring and technical assistance, and for administrative expenses. An appropriation of $200,000 in budget authority, also from the emergency preparedness fund, provides for the training curriculum for emergency responders.

LIMITATION ON OBLIGATIONS

Bill language is included that limits the obligation of emergency preparedness training grants to $14,300,000 in fiscal year 2002. The Committee's recommendation reflects the State grants total funding that would be represented if the administration's fiscal year 2001 requested level was met.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2001 [1]	$48,450,000
Budget estimate, 2002 [2]	50,614,000
Committee recommendation	50,614,000

[1] Does not reflect reduction of $108,790 pursuant to section 1403 of Public Law 106–554. Does not include reimbursement of $3,524,000 from the FHWA and transfer of $1,000,000 from FTA pursuant to Public Law 106–346.
[2] Does not include reimbursements of $5,524,000 from FHWA and FTA.

The Inspector General Act of 1978 established the Office of Inspector General [OIG] as an independent and objective organization, with a mission to: (1) conduct and supervise audits and investigations relating to the programs and operations of the Department; (2) provide leadership and recommend policies designed to promote economy, efficiency, and effectiveness in the administration of programs and operations; (3) prevent and detect fraud, waste, and abuse; and (4) keep the Secretary and Congress currently informed regarding problems and deficiencies.

OIG is divided into two major functional units: the Office of Assistant Inspector General for Auditing and the Office of Assistant Inspector General for Investigations. The assistant inspectors general for auditing and investigations are supported by headquarters and regional staff.

The Committee recommends $50,614,000.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2001 [1]	$17,954,000	($900,000)
Budget estimate, 2002	18,457,000	(950,000)
Committee recommendation	18,457,000	(950,000)

[1] Does not reflect reduction of $37,519 pursuant to section 1403 of Public Law 106–554.

The Surface Transportation Board was created on January 1, 1996, by Public Law 104–88, the Interstate Commerce Committee Termination Act of 1995. Consistent with the continued trend toward less regulation of the surface transportation industry, the act abolished the ICC, eliminated certain functions that had previously been implemented by the ICC, transferred core rail and certain other functions to the Board, and transferred motor licensing and certain other motor functions to DOT and are now being administered by FMCSA. The Board is specifically responsible for the regulation of the rail and pipeline industries and certain nonlicensing regulation of motor carriers and water carriers. Moreover, the Board, through its exemption authority, is able to promote deregulation administratively on a case-by-case basis. Rail reforms made by the Staggers Rail Act of 1980 also have been continued.

The administration's fiscal year 2002 program request is $18,457,000 to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments, and constructions, other restructuring proposals; and labor arbitration appeals.

The Committee has provided $18,457,000 for activities of the Board with $950,000 provide from the collection of user fees. The Board is authorized to credit the fees collected to the appropriated amount as offsetting collections and to be used for authorized expenses.

The Committee's recommendation will fund a total of 143 full-time staff equivalent (FTE) positions, if the Board collects the full $950,000 in user fees. Between now and September 30, 2002, 34 percent of the Board's employees will be eligible for voluntary retirement. The Committee encourages the Board to move expeditiously in filling vacancies as retirements occur in order to ensure that the oversight functions of the Board are not compromised.

Dakota, Minnesota & Eastern Railroad (DM&E).—For more than 3 years, the Surface Transportation Board has been considering an application on the Dakota, Minnesota & Eastern Railroad. The Committee believes that the board should complete action on this proceeding. A petitioner has a legitimate expectation of receiving a decision on an application within a reasonable period of time.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Appropriations, 2001[1]	$4,795,000
Budget estimate, 2002	5,015,000
Committee recommendation	5,015,000

[1] Does not include reduction of $11,000 pursuant to section 301 of Public Law 106–113.

The Committee recommends $5,015,000 for the operations of the Architectural and Transportation Barriers Compliance Board, the funding level requested by the administration.

The Architectural and Transportation Barriers Compliance Board (the Access Board) is the lead Federal Agency promoting accessibility for all handicapped persons. The Access Board was reauthorized in the Rehabilitation Act Amendments of 1992, Public Law 102–569. Under this authorization, the Access Board's functions are to ensure compliance with the Architectural Barriers Act of 1968, and to develop guidelines for and technical assistance to individuals and entities with rights or duties under titles II and III of the Americans with Disabilities Act. The Access Board establishes minimum accessibility guidelines and requirements for public accommodations and commercial facilities, transit facilities and vehicles, State and local government facilities, children's environments, and recreational facilities. The Access Board also provides technical assistance to Government agencies, public and private organizations, individuals, and businesses on the removal of accessibility barriers.

The Committee's recommendation provides adequate funding to support 32.8 FTE, 2 FTE more than the fiscal year 2000 staffing level, consistent with the Board's budget request.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2001	$62,942,000
Budget estimate, 2002	64,480,000
Committee recommendation	70,000,000

The Independent Safety Board Act of 1974 established the National Transportation Safety Board [NTSB] as an independent Federal agency to promote transportation safety by conducting independent accident investigations. In addition, the act authorizes the Board to make safety recommendations, conduct safety studies, and oversee safety activities of other Government agencies involved in transportation. The Board also reviews appeals of adverse actions by the Department of Transportation with respect to airmen and seamen certificates and licenses.

The Board has no regulatory authority over the transportation industry. Thus, its effectiveness depends on its reputation for impartial and accurate accident reports, realistic and feasible safety recommendations, and on public confidence in its commitment to improving transportation safety.

COMMITTEE RECOMMENDATION

The bill includes $70,000,000 for the National Transportation Safety Board. The Committee recommendation is $7,058,000 above the amount provided in fiscal year 2001 and $5,520,000 more than the budget request. The Committee notes that the National Transportation Safety Board Amendments Act of 2000 (Public Law 106–424) requires the Board, among other things, to provide the payment of true overtime for investigators and to implement the financial management control initiatives that were recommended by a private sector audit firm last year. The Committee's recommendation includes additional funding to annualize 25 new positions; provide true overtime payment costs; to provide 11 additional FTE's; and, to implement financial management programs.

TITLE III—GENERAL PROVISIONS

The Committee concurs with the general provisions that apply to the Department of Transportation and related agencies as proposed in the budget, with some changes, deletions, and additions. These are noted below:

SEC. 302. Includes a provision which the administration had proposed be deleted that fiscal year 2002 pay raises for programs be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 304. Modifies a requested provision to prohibit the use of funds for the salaries and expenses of more than 98 political and presidential appointees to the Department of Transportation.

SEC. 306. Retains a provision regarding the availability of funds appropriated in this Act beyond the fiscal year. The administration proposed modifying this provision.

SEC. 307. Retains a provision that the administration had requested be deleted regarding consulting service through procurement contracting carried in previous appropriations Acts.

SEC. 308. Retains a provision prohibiting the release of personal information, including a social security number, medical, or disability information, and photographs from a driver's license or motor vehicle record without express consent of the individual. The administration proposed deleting this provision.

SEC. 309. This provision regarding the allocation of Federal-aid Highway Program funds is continued with modifications to reflect the passage of the Transportation Equity Act for the 21st Century [TEA21]. The administration proposed modifying this provision.

SEC. 315. Includes a provision relating to modernizing O'Hare International Airport, addressing traffic congestion along the Northwest Corridor, and moving forward with a third Chicago-area airport.

SEC. 319. Includes a provision rescinding certain funds from Public Law 105–178.

SEC. 323. Includes a provision which amends section 33(a) of Public Law 105–178 to authorize the Washington County—Wilsonville to Beaverton commuter rail project.

SEC. 324. Includes a provision which amends section 3030(b) of Public Law 105–178 to authorize Detroit, Michigan Metropolitan Airport rail project.

SEC. 325. Retains a provision which prohibits the use of funds for specific types of employee training. The administration proposed to delete this provision.

SEC. 326. Retains a provision that the administration had requested be deleted to prohibit the use of funds for activities to influence Congress or a State legislature on legislation or appropriations except through proper, official channels.

SEC. 327. Includes a provision requiring compliance with the Buy American Act. The administration proposed deleting this provision.

SEC. 328. Includes a provision regarding staffing levels at the Coast Guard Yard in Curtis Bay, Maryland.

SEC. 330. Modifies provision requested by the administration relating to funding for the Amtrak Reform Council.

SEC. 331. Includes a provision providing funding for surface transportation projects.

SEC. 332. Includes a provision regarding Coast Guard Yard in Curtis Bay, Maryland and other Coast Guard specialized facilities.

SEC. 333. Includes a provision from the fiscal year 2000 appropriations act which prohibits the use of funds in this Act unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any discretionary grant agreement totaling $1,000,000 or more is announced by the Department or its modal administrations. The administration proposed deleting this provision.

SEC. 334. Modifies a provision regarding funding of motor carrier safety programs.

SEC. 335. Includes a provision allowing the Federal Aviation Administration to accept funds from an airport sponsor for specific staffing purposes.

SEC. 336. Includes a provision prohibiting use of funds to develop new regional airport for southeast Louisiana until a comprehensive plan is submitted to and approved by the Administrator of the Federal Aviation Administration and then submitted to and approved by the House and Senate Committees on Appropriations.

SEC. 337. Includes a provision relating to air traffic controller retirement.

SEC. 338. Modifies a provision from a previous appropriations Act permitting Section 402 funds to be used to produce and place highway safety messages on paid media outlets and designating certain Section 157 funds for paid media to support national law enforcement safety mobilizations.

SEC. 339. Includes a provision which expands the exemption from Federal axle weight restrictions presently applicable only to public transit buses to all over-the-road buses and directs that a study and report concerning applicability of maximum axle weight limitations to over-the-road buses and public transit vehicles be submitted to the Congress.

SEC. 340. Prohibits funds to be used to adopt guidelines or regulations requiring airport sponsors to provide Federal Aviation Administration "without cost" buildings, maintenance, or space for FAA services. However, the prohibition does not apply to negotiations concerning "below market" rates for those items.

SEC. 341. Includes a provision which requires the Coast Guard to submit a quarterly report to the House and Senate Appropriations Committees on major Coast Guard acquisition projects.

SEC. 342. Includes a provision which the administration had requested be deleted that reduces the funds provided for the Transportation Administrative Service Center.

SEC. 343. Includes a provision regarding safety standards for Mexico-domiciled truck operating in the United States beyond

United States municipalities and commercial zones on the United States-Mexico border.

SEC. 344. Includes a provision relating to the calculation of the local share to match Federal funds provided for a transit project in Clark County, Nevada.

SEC. 345. Includes a provision amending Public Law 105–178 relating to a project in Alaska.

SEC. 346. Includes a provision amending Public Law 105–178 relating to projects in Washington.

SEC. 347. Includes a provision regarding historic covered bridges.

SEC. 348. Includes a provision clarifying the use of funds allocated in previous appropriations Act for transit capital projects in New Mexico.

COMPLIANCE WITH PARAGRAPH 7(C), RULE XXVI, OF THE STANDING RULES OF THE SENATE

Pursuant to paragraph 7(c) of rule XXVI, the Committee ordered reported, en bloc, S. 1171, an original fiscal year 2002 Energy and Water Development appropriations bill, S. 1172, an original fiscal year 2002 Legislative Branch appropriations bill, and S. 1178, an original fiscal year 2002 Transportation and related agencies appropriations bill, each subject to amendment and each subject to its budget allocations, by a recorded vote of 29–0, a quorum being present. The vote was as follows:

Yeas	Nays
Chairman Byrd	
Mr. Inouye	
Mr. Hollings	
Mr. Leahy	
Mr. Harkin	
Ms. Mikulski	
Mr. Reid	
Mr. Kohl	
Mrs. Murray	
Mr. Dorgan	
Mrs. Feinstein	
Mr. Durbin	
Mr. Johnson	
Mrs. Landrieu	
Mr. Reed	
Mr. Stevens	
Mr. Cochran	
Mr. Specter	
Mr. Domenici	
Mr. Bond	
Mr. McConnell	
Mr. Burns	
Mr. Shelby	
Mr. Gregg	
Mr. Bennett	
Mr. Campbell	
Mr. Craig	
Mrs. Hutchison	
Mr. DeWine	

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI OF THE STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include "(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the committee."

In compliance with this rule, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

TITLE 5—GOVERNMENT ORGANIZATION AND EMPLOYEES

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PART III—EMPLOYEES

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SUBPART G—INSURANCE AND ANNUITIES

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CHAPTER 83—RETIREMENT

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SUBCHAPTER III—CIVIL SERVICE RETIREMENT

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§ 8335. Mandatory separation

(a) An air traffic controller shall be separated from the service on the last day of the month in which he becomes 56 years of age *if the controller qualifies for an immediate annuity at that time. If not eligible for an immediate annuity upon reaching age 56, the controller may work until the last day of the month in which the controller becomes eligible for a retirement annuity unless the Secretary determines that such action would compromise safety*. The Secretary, under such regulations as he may prescribe, may exempt a controller having exceptional skills and experience as a controller from the automatic separation provisions of this subsection until that controller becomes 61 years of age. The Secretary shall notify the controller in writing of the date of separation at least 60 days before that date. Action to separate the controller is not effective, without the consent of the controller, until the last day of the month in which the 60-day notice expires.

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TITLE 14—COAST GUARD

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PART I—REGULAR COAST GUARD

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CHAPTER 17—ADMINISTRATION

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§ 648. Accounting for industrial work

(a) The Secretary may prescribe regulations governing accounting for industrial work, including charges for overhead for civilian labor and for maintenance of industrial plant and equipment, performed at the Coast Guard Yard *and other Coast Guard specialized facilities* ⟦or such similar Coast Guard industrial establishments⟧ as he may designate. Any orders placed for such industrial work shall be covered by a transfer or advance of funds to cover the estimated cost thereof, and shall be credited to such accounts as may be necessary and established by the Secretary to carry out the provisions of this section. Accounts so established shall be available for materials, supplies, or equipment, and civilian labor, including overhead and maintenance, required in performing the work ordered. Upon completion of an order an adjustment will be made to make the amount transferred or advanced equal to the actual cost as computed in accordance with the accounting regulations prescribed by the Secretary.

(b) For providing support to the Department of Defense, the Coast Guard Yard and other Coast Guard specialized facilities designated by the Commandant shall qualify as components of the Department of Defense for competition and workload assignment purposes. In addition, for purposes of entering into joint public-private partnerships and other cooperative arrangements for the performance of work, the Coast Guard Yard and other Coast Guard specialized facilities may enter into agreements or other arrangements, receive and retain funds from and pay funds to such public and private entities, and may accept contributions of funds, materials, services, and the use of facilities from such entities. Amounts received under this subsection may be credited to appropriate Coast Guard accounts for fiscal year 2002 and for each fiscal year thereafter.

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INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

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SEC. 1023. GROSS VEHICLE WEIGHT RESTRICTION.

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(a) * * *

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(h) *OVER-THE-ROAD BUSES AND* PUBLIC TRANSIT VEHICLES.—

(1) TEMPORARY EXEMPTION.—The second sentence of section 127 of title 23, United States Code, relating to axle weight limitations for vehicles using the Dwight D. Eisenhower System of Interstate and Defense Highways, shall not apply, for

the period beginning on October 6, 1992, and ending on October 1, 2003, [to any vehicle which] *to—*

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

(B) any vehicle that

is regularly and exclusively used as an intrastate public agency transit passenger bus.

[(2) STUDY.—The Secretary shall conduct a study on the maximum axle weight limitations on the Dwight D. Eisenhower System of Interstate and Defense Highways established under section 127 of title 23, United States Code, or under State laws, as they apply to public transit vehicles. The study shall determine whether or not public transit vehicles should be exempted from the requirements of section 127 or State laws or if such laws should be modified with regard to public transit vehicles. In making such determination, the Secretary shall consider current transit vehicle design standards, the implications of the Americans with Disabilities Act and Clean Air Act requirements on such design standards, and the potential impact of revised design standards on transit ridership capacity, operating and replacement costs, air quality concerns, and highway wear and tear.

[(3) REPORT.—Not later than 18 months after the date of enactment of this Act, the Secretary shall submit to the Congress a report on the result of the study conducted under paragraph (2), together with recommendations.]

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

(A) STUDY AND REPORT.—Not later than July 31, 2002, the Secretary shall conduct a study of, and submit to Congress a report on, the maximum axle weight limitations applicable to vehicles using the Dwight D. Eisenhower National System of Interstate and Defense Highways established under section 127 of title 23, United States Code, or under State law, as the limitations apply to over-the-road buses and public transit vehicles.

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

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

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

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

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

(I) vehicle design standards;

(II) statutory and regulatory requirements, including—

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

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

(cc) motor vehicle safety standards prescribed under chapter 301 of title 49, United States Code; and

(III)(aa) the availability of lightweight materials suitable for use in the manufacture of over-the-road buses;

(bb) the cost of those lightweight materials relative to the cost of heavier materials in use as of the date of the determination; and

(cc) any safety or design considerations relating to the use of those materials.

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

(i) potential procurement incentives for public transit authorities to encourage the purchase of lightweight public transit vehicles using grants from the Federal Transit Administration; and

(ii) potential tax incentives for manufacturers and private operators to encourage the purchase of lightweight over-the-road buses.

(D) ANALYSIS OF CONSIDERATION IN RULEMAKINGS OF ADDITIONAL VEHICLE WEIGHT.—The report shall include an analysis of, and recommendations concerning, whether Congress should require that each rulemaking by an agency of the Federal Government that affects the design or manufacture of motor vehicles consider—

(i) the weight that would be added to the vehicle by implementation of the proposed rule;

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

(iii) the resulting cost to the Federal Government and State and local governments.

(E) COST-BENEFIT ANALYSIS.—The report shall include an analysis relating to the axle weight of over-the-road buses that compares—

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

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

(3) DEFINITIONS.—In this subsection:

(A) OVER-THE-ROAD BUS.—The term "over-the-road bus" has the meaning given the term in section 301 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12181).

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

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TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY, PUBLIC LAW 105–178

SEC. 1602. PROJECT AUTHORIZATIONS.

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No.	State	Project description	(Dollars in millions)
642.	Washington	[Construct passenger ferry facility to serve Southworth, Seattle] *Passenger only ferry to serve Kitsap County-Seattle*	3.75
*	*	* * * * *	
1348.	Alaska	[Extend West Douglas Road] *Second Douglas Island Crossing*	2.475
*	*	* * * * *	
1793.	Washington	[Southworth Seattle Ferry] *Passenger only ferry to serve Kitsap County-Seattle*	0.962
*	*	* * * * *	

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SEC. 3030. PROJECTS FOR NEW FIXED GUIDEWAY SYSTEMS AND EXTENSIONS TO EXISTING SYSTEMS.

(a) * * *

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Washington County—Wilsonville to Beaverton commuter rail.

(b) * * *

Detroit, Michigan Metropolitan Airport rail project.

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OMNIBUS CONSOLIDATED AND EMERGENCY SUPPLEMENTAL APPROPRIATIONS ACT, 1999, PUBLIC LAW 105–277

DEPARTMENT OF TRANSPORTATION

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FEDERAL TRANSIT ADMINISTRATION

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CAPITAL INVESTMENT GRANTS

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No.	State	Project	Conference
143	New Mexico	[Northern New Mexico park and ride facilities] *Northern New Mexico park and ride facilities and State of New Mexico, Buses and Bus-Related Facilities.*	2,000,000

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DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2000, PUBLIC LAW 106–69

DEPARTMENT OF TRANSPORTATION

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FEDERAL TRANSIT ADMINISTRATION

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Capital Investment Grants

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No.	State	Project	Conference
167	New Mexico	[Northern New Mexico Transit Express/Park and Ride buses] *Northern New Mexico park and ride facilities and State of New Mexico, Buses and Bus-Related Facilities*	2,750,000

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BUDGETARY IMPACT OF BILL

PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93–344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount of bill	Committee allocation	Amount of bill
Comparison of amounts in the bill with Committee allocations to its subcommittees of amounts in the First Concurrent Resolution 2002: Subcommittee on Transportation and Related Agencies:				
General purpose, defense	695	695	NA	NA
General purpose non-defense	14,884	14.880	NA	NA
General purpose, total	15,579	15.575	19,104	[1] 19,101
Highway category	NA	NA	28,489	28,489
Mass transit	NA	NA	5,275	5,275
Mandatory	−915	....	801	801
Projections of outlays associated with the recommendation:				
2002	....	....	....	[2] 20,981
2003	....	....	....	19,371
2004	....	....	....	8,467
2005	....	....	....	3,859
2006 and future year	....	....	....	4,076
Financial assistance to State and local governments for 2002 in bill	NA	1.506	NA	1,080

[1] Includes outlays from prior-year budget authority.
[2] Excludes outlays from prior-year budget authority.

NA: Not applicable.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	63,245	69,500	67,349	+4,104	−2,151
Immediate Office of the Secretary	(1,827)	(1,989)	(1,929)	(+102)	(−60)
Immediate Office of the Deputy Secretary	(587)	(638)	(619)	(+32)	(−19)
Office of the General Counsel	(9,972)	(13,355)	(14,075)	(+4,103)	(+720)
Office of the Assistant Secretary for Policy	(3,011)	(3,153)	(3,058)	(+47)	(−95)
Office of the Assistant Secretary for Aviation and International Affairs	(7,289)	(7,650)	(7,421)	(+132)	(−229)
Office of the Assistant Secretary for Budget and Programs	(7,362)	(7,728)	(7,728)	(+366)	
Office of the Assistant Secretary for Governmental Affairs	(2,150)	(2,282)	(2,214)	(+64)	(−68)
Office of the Assistant Secretary for Administration	(19,020)	(20,262)	(18,236)	(−784)	(−2,026)
Office of Public Affairs	(1,674)	(1,776)	(1,723)	(+49)	(−53)
Executive Secretariat	(1,181)	(1,241)	(1,204)	(+23)	(−37)
Board of Contract Appeals	(496)	(523)	(507)	(+11)	(−16)
Office of Small and Disadvantaged Business Utilization	(1,192)	(1,251)	(1,213)	(+21)	(−38)
Office of Intelligence and Security	(1,262)	(1,321)	(1,281)	(+19)	(−40)
Office of the Chief Information Officer	(6,222)	(6,331)	(6,141)	(−81)	(−190)
Subtotal	(63,245)	(69,500)	(67,349)	(+4,104)	(−2,151)
Across the board (0.22 percent) rescission	−139			+139	
Office of Civil Rights	8,140	8,500	8,500	+360	
Across the board (0.22 percent) rescission	−18			+18	
Transportation planning, research, and development	11,000	5,193	15,592	+4,592	+10,399
Across the board (0.22 percent) rescission	−24			+24	

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002—Continued

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
Transportation Administrative Service Center	(126,887)	(125,323)	(125,323)	(−1,564)	
Minority business resource center program	1,900	900	900	−1,000	
Across the board (0.22 percent) rescission	−4			+4	
(Limitation on guaranteed loans)	(13,775)	(18,367)	(18,367)	(+4,592)	
Minority business outreach	3,000	3,000	3,000		
Across the board (0.22 percent) rescission	−7			+7	
Payments to air carriers (Airport and Airway Trust Fund)					
Total, Office of the Secretary	87,285	87,093	95,341	+8,056	+8,248
ATB rescissions	−192			+192	
Net total	87,093	87,093	95,341	+8,248	+8,248
Coast Guard					
Operating expenses	2,851,000	3,042,588	2,732,588	−118,412	−310,000
Defense function	341,000	340,250	695,000	+354,000	+354,750
Subtotal	3,192,000	3,382,838	3,427,588	+235,588	+44,750
Across the board (0.22 percent) rescission	−6,967			+6,967	
Acquisition, construction, and improvements:					
Vessels	156,450	79,390	79,640	−76,810	+250
Aircraft	37,650	500	10,500	−27,150	+10,000
Other equipment	60,113	95,471	99,921	+39,808	+4,450
Shore facilities and aids to navigation facilities	63,336	79,262	88,862	+25,526	+9,600

Personnel and related support	55,151	66,700	65,200	+10,049	−1,500
Integrated Deepwater Systems	42,300	338,000	325,200	+282,900	−12,800
Rescission			−8,700	−8,700	−8,700
Subtotal, A C & I (excl rescissions)	415,000	659,323	669,323	+254,323	+10,000
Across the board (0.22 percent) rescission	−869			+869	
Environmental compliance and restoration	16,700	16,927	16,927	+227	
Across the board (0.22 percent) rescission	−37			+37	
Alteration of bridges	15,500	15,466	15,466	−34	
Across the board (0.22 percent) rescission	−35			+35	
Retired pay	778,000	876,346	876,346	+98,346	
Reserve training	80,375	83,194	83,194	+2,819	
Across the board (0.22 percent) rescission	−176			+176	
Research, development, test, and evaluation	21,320	21,722	21,722	+402	
Across the board (0.22 percent) rescission	−40			+40	
Trust fund share of expenses (ATB rescission)	−108			+108	
Total, Coast Guard	4,518,895	5,055,816	5,110,566	+591,671	+54,750
Rescissions	−8,232		−8,700	−468	−8,700
Net total	4,510,663	5,055,816	5,101,866	+591,203	+46,050
Federal Aviation Administration					
Operations	6,544,235	6,886,000	6,916,000	+371,765	+30,000
Air traffic services	(5,200,274)	(5,447,421)	(5,447,421)	(+247,147)	
Aviation regulation and certification	(694,979)	(744,744)	(774,744)	(+79,765)	(+30,000)
Civil aviation security	(139,301)	(150,154)	(150,154)	(+10,853)	
Research and acquisition	(189,988)	(196,674)	(196,674)	(+6,686)	
Commercial space transportation	(12,000)	(14,706)	(14,706)	(+2,706)	
Financial services	(48,444)	(50,684)	(50,684)	(+2,240)	
Human resources	(54,864)	(74,516)	(74,516)	(+19,652)	
Regional coordination	(99,347)	(90,893)	(90,893)	(−8,454)	
Staff offices	(105,038)	(116,208)	(116,208)	(+11,170)	
Undistributed					

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002—Continued

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
Subtotal	(6,544,235)	(6,886,000)	(6,916,000)	(+371,765)	(+30,000)
Across the board (0.22 percent) rescission	−14,397			+14,397	
Facilities and equipment (Airport and Airway Trust Fund)	2,656,765	2,914,000	2,914,000	+257,235	
Across the board (0.22 percent) rescission	−5,845			+5,845	
Research, engineering, and development (Airport and Airway Trust Fund)	187,000	187,781	195,808	+8,808	+8,027
Across the board (0.22 percent) rescission	−411			+411	
Grants-in-aid for airports (Airport and Airway Trust Fund):					
(Liquidation of contract authorization)	(3,200,000)	(1,800,000)	(1,800,000)	(−1,400,000)	
(Limitation on obligations)	(3,200,000)	(3,300,000)	(3,300,000)	(+100,000)	
Across the board (0.22 percent) rescission	(−7,040)			(+7,040)	
Across the board (0.22 percent) rescission	−4			+4	
Rescission of contract authorization	−579,000	−331,000	−301,720	+277,280	+29,280
Net subtotal	(2,613,956)	(2,969,000)	(2,998,280)	(+384,324)	(+29,280)
Small Community air service development pilot program			20,000	+20,000	+20,000
Total, Federal Aviation Administration	9,388,000	9,987,781	10,045,808	+657,808	+58,027
(Limitations on obligations)	(3,200,000)	(3,300,000)	(3,300,000)	(+100,000)	
Total budgetary resources	(12,588,000)	(13,287,781)	(13,345,808)	(+757,808)	(+58,027)
ATB rescissions	(−7,040)			(+7,040)	
ATB rescissions	−20,657			+20,657	

Rescission	−579,000	−331,000	−301,720	+277,280	+29,280
Net total	(11,981,303)	(12,956,781)	(13,044,088)	(+1,062,785)	(+87,307)
Federal Highway Administration					
Limitation on administrative expenses	(295,119)	(317,693)	(316,521)	(+21,402)	(−1,172)
Limitation on transportation research	....	....	(445,000)	(+445,000)	(+445,000)
Federal-aid highways (Highway Trust Fund):					
(Limitation on obligations)	(26,603,806)	(27,042,994)	(27,400,000)	(+796,194)	(+357,006)
Across the board (0.22 percent) rescission	(−58,528)	....	....	(+58,528)	....
Revenue aligned budget authority (RABA)	(3,058,000)	(4,341,700)	(4,326,700)	(+1,268,700)	(−15,000)
Innovative transportation solutions program (RABA)	....	(45,000)	(45,000)	(+45,000)	....
Alternative transportation grant prog (RABA)	....	(100,000)	(100,000)	(+100,000)	....
Border infrastructure construction prog (RABA)	....	(56,300)	(71,300)	(+71,300)	(+15,000)
Subtotal, RABA	(3,058,000)	(4,543,000)	(4,543,000)	(+1,485,000)	....
Across the board (0.22 percent) rescission	(−6,728)	....	....	(+6,728)	....
Authorized transfer to FMCSA	....	(−22,837)	(−23,897)	(−23,897)	(−1,060)
Subtotal, limitation on obligations	(29,661,806)	(31,563,157)	(31,919,103)	(+2,257,297)	(+355,946)
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(−114,000)	....
(Liquidation of contract authorization)	(28,000,000)	(30,000,000)	(30,000,000)	(+2,000,000)	....
Emergency Relief Program (Highway Trust Fund) (contingent emergency appropriation)	720,000	....	....	−720,000	....
Across the board (0.22 percent) rescission	−1,584	....	....	+1,584	....
Appalachian development highway system	279,963	....	350,000	+70,037	+350,000
Across the board (0.22 percent) rescission	−649	....	....	+649	....
State infrastructure banks (rescission)	....	....	−5,750	−5,750	−5,750
Value pricing project (rescission)	....	....	−9,231	−9,231	−9,231
Total, Federal Highway Administration	279,963	....	350,000	+70,037	+350,000
Contingent emergency	720,000	....	....	−720,000	....
(Limitations on obligations)	(29,661,806)	(31,563,157)	(31,919,103)	(+2,257,297)	(+355,946)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002—Continued

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(−114,000)	
Total budgetary resources	(31,730,769)	(32,518,157)	(33,224,103)	(+1,493,334)	(+705,946)
ATB rescissions	(−65,256)			(+65,256)	
ATB rescissions	−2,233		−9,231	−6,998	−9,231
Rescission			−5,750	−5,750	−5,750
Net total	(31,663,280)	(32,518,157)	(33,209,122)	(+1,545,842)	(+690,965)
Federal Motor Carrier Safety Administration					
Motor carrier safety (limitation on obligations administrative expenses)	(92,194)	(139,007)	(105,000)	(+12,806)	(−34,007)
Across the board (0.22 percent) rescission	(−202)			(+202)	
Rescission			−6,665	−6,665	−6,665
National motor carrier safety program (Highway Trust Fund):					
(Liquidation of contract authorization)	(177,000)	(204,837)	(204,837)	(+27,837)	
(Limitation on obligations)	(177,000)	(182,000)	(183,059)	(+6,059)	(+1,059)
Across the board (0.22 percent) rescission	(−389)			(+389)	
Rescission of contract authority			−2,333	−2,333	−2,333
Authorized transfer from FHWA:					
Border-State grants		(18,000)	(18,000)	(+18,000)	
State commercial driver's license		(4,837)	(4,837)	(+4,837)	
Motor carrier safety assistance grants					

Subtotal, RABA	....	(22,837)	(22,837)	(+22,837)	....
Subtotal, limitation on obligations	(177,000)	(204,837)	(205,896)	(+28,896)	(+1,059)
Total, Federal Motor Carrier Safety Admin	....	....	....	....	....
(Limitations on obligations)	(269,194)	(343,844)	(310,896)	(+41,702)	(−32,948)
Total budgetary resources	(269,194)	(343,844)	(310,896)	(+41,702)	(−32,948)
ATB rescissions	(−591)	....	....	(+591)	....
Net total	(268,603)	(343,844)	(310,896)	(+42,293)	(−32,948)
National Highway Traffic Safety Administration					
Operations and research	116,876	122,000	132,000	+15,124	+10,000
Operations and research (Highway trust fund):					
(Liquidation of contract authorization)	(72,000)	(72,000)	(72,000)	....	....
(Limitation on obligations)	(72,000)	(72,000)	(72,000)	....	....
Rescission of contract authority	....	....	−1,516	−1,516	−1,516
National Driver Register (Highway trust fund)	2,000	2,000	2,000	....	....
Subtotal, Operations and research	(190,876)	(196,000)	(204,484)	(+13,608)	(+8,484)
Across the board (0.22 percent) rescission	−261	....	....	+261	....
Across the board (0.22 percent) rescission	(−158)	....	....	(+158)	....
Highway traffic safety grants (Highway Trust Fund):					
(Liquidation of contract authorization)	(213,000)	(223,000)	(223,000)	(+10,000)	....
(Limitation on obligations):					
Highway safety programs (Sec. 402)	(155,000)	(160,000)	(160,000)	(+5,000)	....
Occupant protection incentive grants (Sec. 405)	(13,000)	(15,000)	(15,000)	(+2,000)	....
Alcohol-impaired driving countermeasures grants (Sec. 410)	(36,000)	(38,000)	(38,000)	(+2,000)	....
State highway safety data grants (Sec. 411)	(9,000)	(10,000)	(10,000)	(+1,000)	....
Across the board (0.22 percent) rescission	(−469)	....	....	(+469)	....
Rescission of contract authority	....	....	−469	−469	−469
Total, National Highway Traffic Safety Admin	118,876	124,000	134,000	+15,124	+10,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002—Continued

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
(Limitations on obligations)	(285,000)	(295,000)	(295,000)	(+10,000)	
Total budgetary resources	(403,876)	(419,000)	(429,000)	(+25,124)	(+10,000)
ATB rescissions	(−627)			(+627)	
ATB rescissions	−261			+261	
Net total	(402,988)	(419,000)	(429,000)	(+26,012)	(+10,000)
Federal Railroad Administration					
Safety and operations	101,717	111,357	111,357	+9,640	
Across the board (0.22 percent) rescission	−224			+224	
Offsetting collections		−41,000			+41,000
Railroad research and development	25,325	28,325	30,325	+5,000	+2,000
Across the board (0.22 percent) rescission	−56			+56	
Offsetting collections		−14,000			+14,000
Rhode Island Rail Development	17,000			−17,000	
Across the board (0.22 percent) rescission	−37			+37	
Pennsylvania Station Redevelopment project (advance appropriations, fiscal year 2001, fiscal year 2002, fiscal year 2003) [1]	20,000	20,000	20,000		
Across the board (0.22 percent) rescission	−44			+44	
Rescission					
Next generation high-speed rail	25,100	25,100	40,000	+14,900	+14,900
Across the board (0.22 percent) rescission	−55			+55	
Alaska Railroad rehabilitation	20,000		20,000		+20,000
Across the board (0.22 percent) rescission	−44			+44	

West Virginia Rail development	15,000			−15,000	
Across the board (0.22 percent) rescission	−33			+33	
National Rail Development and Rehabilitation program			12,000	+12,000	+12,000
Capital grants to the National Railroad Passenger Corporation	521,476	521,476	521,476		
Across the board (0.22 percent) rescission	−1,147			+1,147	
Total, Federal Railroad Administration	743,978	651,258	755,158	+11,180	+103,900
ATB rescissions	−1,640			+1,640	
Net total	742,338	651,258	755,158	+12,820	+103,900
Federal Transit Administration					
Administrative expenses	12,800	13,400	13,400	+600	
Across the board (0.22 percent) rescission	−28			+28	
Administrative expenses (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(51,200)	(53,600)	(53,600)	(+2,400)	
Subtotal, Administrative expenses	(63,972)	(67,000)	(67,000)	(+3,028)	
Formula grants	669,000	718,400	718,400	+49,400	
Across the board (0.22 percent) rescission	−1,360			+1,360	
Formula grants (Highway Trust Fund)(limitation on obligations)	(2,676,000)	(2,873,600)	(2,873,600)	(+197,600)	
Across the board (0.22 percent) rescission	(−5,887)			(+5,887)	
Subtotal, Formula grants	(3,343,640)	(3,592,000)	(3,592,000)	(+248,360)	
University transportation research	1,200	1,200	1,200		
University transportation research (Highway Trust Fund, Mass Transit Acct) (limitation on obligations)	(4,800)	(4,800)	(4,800)		
Across the board (0.22 percent) rescission	(−3)			(+3)	
Subtotal, University transportation research	(6,000)	(6,000)	(6,000)		
Transit planning and research	22,200	23,000	23,000	+800	
Transit planning and research (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(87,800)	(93,000)	(93,000)	(+5,200)	

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002—Continued

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
Subtotal, Transit planning and research	(110,000)	(116,000)	(116,000)	(+6,000)	....
Rural transportation assistance	(5,250)	(5,250)	(5,250)	....	....
National Transit Institute	(4,000)	(4,000)	(4,000)	....	....
Transit cooperative research	(8,250)	(8,250)	(8,250)	....	....
Metropolitan planning	(52,114)	(55,422)	(55,422)	(+3,308)	....
State planning	(10,886)	(11,578)	(11,578)	(+692)	....
National planning and research	(29,500)	(31,500)	(31,500)	(+2,000)	....
Subtotal	(110,000)	(116,000)	(116,000)	(+6,000)	....
Across the board (0.22 percent) rescission	−49	....	....	+49	....
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(5,016,600)	(5,397,800)	(5,397,800)	(+381,200)	....
Capital investment grants	529,200	568,200	568,200	+39,000	....
Capital investment grants (Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(2,116,800)	(2,272,800)	(2,272,800)	(+156,000)	....
Subtotal, Capital investment grants	(2,646,000)	(2,841,000)	(2,841,000)	(+195,000)	....
Fixed guideway modernization	(1,058,400)	(1,136,400)	(1,136,400)	(+78,000)	....
Buses and bus-related facilities	(529,200)	(568,200)	(568,200)	(+39,000)	....
New starts	(1,058,400)	(1,136,400)	(1,136,400)	(+78,000)	....
New starts (general funds)	....	....	100,000	+100,000	+100,000
Subtotal	(2,646,000)	(2,841,000)	(2,841,000)	(+195,000)	....
Across the board (0.22 percent) rescission	−1,274	....	....	+1,274	....

Discretionary grants (Highway Trust Fund, Mass Transit Account) (liquidation of contract authorization)	(350,000)	....	....	(− 350,000)	....
Job access and reverse commute grants	20,000	25,000	25,000	+ 5,000	....
Across the board (0.22 percent) rescission	− 44	....	....	+ 44	....
(Highway Trust Fund, Mass Transit Account) (limitation on obligations)	(80,000)	(100,000)	(100,000)	(+ 20,000)	....
Trust fund share of expenses (limitation on obligations) (ATB rescission)	(− 8,492)	....	....	(+ 8,492)	....
Subtotal, Job access and reverse commute grants	(99,956)	(125,000)	(125,000)	(+ 25,044)	....
Total, Federal Transit Administration	1,254,400	1,349,200	1,449,200	+ 194,800	+ 100,000
(Limitations on obligations)	(5,016,600)	(5,397,800)	(5,397,800)	(+ 381,200)	....
Total budgetary resources	(6,271,000)	(6,747,000)	(6,847,000)	(+ 576,000)	(+ 100,000)
ATB rescissions	(− 14,382)	....	....	(+ 14,382)	....
ATB rescissions	− 2,755	....	....	+ 2,755	....
Net total	(6,253,863)	(6,747,000)	(6,847,000)	(+ 593,137)	(+ 100,000)
Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance Trust Fund)	13,004	13,345	13,345	+ 341	....
Across the board (0.22 percent) rescission	− 29	....	....	+ 29	....
Net total	12,975	13,345	13,345	+ 370	....
Research and Special Programs Administration					
Research and special programs:					
Hazardous materials safety	18,750	21,217	21,217	+ 2,467	....
Emergency transportation	1,831	1,897	1,897	+ 66	....
Research and technology	4,816	4,760	4,760	− 56	....
Program and administrative support	10,976	14,059	14,059	+ 3,083	....
Adjustment	....	60	60	+ 60	....
Subtotal, research and special programs	36,373	41,993	41,993	+ 5,620	....
Across the board (0.22 percent) rescission	− 79	....	....	+ 79	....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002—Continued

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
Offsetting collections		−12,000			+12,000
Pipeline safety:					
Pipeline Safety Fund	36,556	46,286	47,278	+10,722	+992
Oil Spill Liability Trust Fund	7,488	7,472	11,472	+3,984	+4,000
Pipeline safety reserve	(3,000)			(−3,000)	
Subtotal, Pipeline safety program (incl reserve)	(47,044)	(53,758)	(58,750)	(+11,706)	(+4,992)
Across the board (0.22 percent) rescission	−19			+19	
Emergency preparedness grants:					
Emergency preparedness fund	200	200	200		
Limitation on emergency preparedness fund	(14,300)	(14,300)	(14,300)		
Total, Research and Special Programs Admin	80,617	83,951	100,943	+20,326	+16,992
ATB rescissions	−98			+98	
Net total	80,519	83,951	100,943	+20,424	+16,992
Office of Inspector General					
Salaries and expenses	48,450	50,614	50,614	+2,164	
Across the board (0.22 percent) rescission	−106			+106	
(By transfer from FTA)	(1,000)	(2,000)	(2,000)	(+1,000)	
Net total	(49,344)	(52,614)	(52,614)	(+3,270)	

Surface Transportation Board					
Salaries and expenses	17,954	18,457	18,457	+503	
Offsetting collections	−900	−950	−950	−50	
Net total	17,054	17,507	17,507	+453	
Across the board (0.22 percent) rescission	−37			+37	
Bureau of Transportation Statistics					
Office of airline information (Airport and Airway Trust Fund)		3,760	3,760	+3,760	
General Provisions					
Amtrak Reform Council (Sec. 326)	750	785	420	−330	−365
Across the board (0.22 percent) rescission	−2			+2	
Muscle Shoals, Tuscumbia, and Sheffield (Sec. 375)	5,000			−5,000	
Valley trains and tours (Sec. 376)	1,000			−1,000	
Miscellaneous highways (Sec. 378)	1,145,000			−1,145,000	
Across the board (0.22 percent) rescission	−2,519			+2,519	
Woodrow Wilson Memorial Bridge (Sec. 379)	600,000			−600,000	
Surface Transportation projects			20,000	+20,000	+20,000
Miscellaneous appropriations (Public Law 106–554):					
Huntsville International Airport (sec. 1104)	2,500			−2,500	
Southeast Light Rail Extension Project (sec. 1105)	1,000			−1,000	
Newark-Elizabeth rail link project (sec. 1107)	3,000			−3,000	
Commercial remote sensing products and spatial information technologies (sec. 1109)	4,000			−4,000	
Rural farm-to-market roads (sec. 1121)	2,400			−2,400	
Buses and bus facilities, A&M University (sec. 1123)	500			−500	
Highway Trust Fund, various projects (sec. 1128)	8,700			−8,700	
Across the board (0.22 percent) rescission	−1,333			+1,333	
West Douglas Road Extension					
Total, General provisions	1,769,996	785	20,420	−1,749,576	+19,635
Net total, title I, Department of Transportation	18,426,918	17,094,110	17,810,278	−616,640	+716,168
Appropriations	(18,326,012)	(17,425,110)	(18,146,662)	(−179,350)	(+721,552)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2001 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2002—Continued

[In thousands of dollars]

Item	2001 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2001 appropriation	Budget estimate
Rescissions	(−619,094)	(−331,000)	(−332,066)	(+287,028)	(−1,066)
Rescission of contract authority			(−4,318)	(−4,318)	(−4,318)
Contingent emergency	(720,000)			(−720,000)	
(By transfer)	(1,000)	(2,000)	(2,000)	(+1,000)	
(Limitations on obligations)	(38,432,600)	(40,899,801)	(41,222,799)	(+2,790,199)	(+322,998)
(Rescissions of limitations on obligations)	(−87,896)			(+87,896)	
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(−114,000)	
Net total budgetary resources	(57,840,622)	(58,948,911)	(59,988,077)	(+2,147,455)	(+1,039,166)
TITLE II—RELATED AGENCIES					
Architectural and Transportation Barriers Compliance Board					
Salaries and expenses	4,795	5,015	5,015	+220	
Across the board (0.22 percent) rescission	−11			+11	
Net total	4,784	5,015	5,015	+231	
National Transportation Safety Board					
Salaries and expenses	62,942	64,480	70,000	+7,058	+5,520
Across the board (0.22 percent) rescission	−139			+139	

Net total	62,803	64,480	70,000	+7,197	+5,520
Total, title II, Related Agencies	67,587	69,495	75,015	+7,428	+5,520
Grand total	18,494,505	17,163,605	17,885,293	−609,212	+721,688
Appropriations	(18,393,749)	(17,494,605)	(18,221,677)	(−172,072)	(+727,072)
Rescissions	(−619,244)	(−331,000)	(−332,066)	(+287,178)	(−1,066)
Rescission of contract authority	....	....	(−4,318)	(−4,318)	(−4,318)
Contingent emergency	(720,000)	....	....	(−720,000)	....
(By transfer)	(1,000)	(2,000)	(2,000)	(+1,000)	....
(Limitation on obligations)	(38,432,600)	(40,899,801)	(41,222,799)	(+2,790,199)	(+322,998)
(Rescissions of limitations on obligations)	(−87,896)	....	....	(+87,896)	....
(Exempt obligations)	(1,069,000)	(955,000)	(955,000)	(−114,000)	....
Net total budgetary resources	(57,908,209)	(59,018,406)	(60,063,092)	(+2,154,883)	(+1,044,686)

[1] Funding provided in Public Law 106–113.