

105th CONGRESS
2D SESSION

H.R. 4328

CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 4328) “making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1999, and for other purposes”, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

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

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

*DIVISION A—OMNIBUS CONSOLIDATED
APPROPRIATIONS*

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the several departments, agencies, corporations and other organizational units of the Government for the fiscal year 1999, and for other purposes, namely:

subsection (a) shall not be treated as a termination of such collective bargaining agreement.

(2) INDIVIDUAL PLANS.—The amendment made by subsection (b) shall apply with respect to health insurance coverage offered, sold, issued, renewed, in effect, or operated in the individual market on or after the date of enactment of this Act.

This Act may be cited as the “Department of Labor, Health and Human Services, and Education, and Related Agencies Appropriations Act, 1999”.

(g) For programs, projects or activities in the Department of Transportation and Related Agencies Appropriations Act, 1999, provided as follows, to be effective as if it had been enacted into law as the regular appropriations Act:

AN ACT Making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1999, and for other purposes

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

IMMEDIATE OFFICE OF THE SECRETARY

For necessary expenses of the Immediate Office of the Secretary, \$1,624,000.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

For necessary expenses of the Immediate Office of the Deputy Secretary, \$585,000.

OFFICE OF THE GENERAL COUNSEL

For necessary expenses of the Office of the General Counsel, \$8,750,000.

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY

For necessary expenses of the Office of the Assistant Secretary for Policy, \$2,808,000.

*OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION
AND INTERNATIONAL AFFAIRS*

For necessary expenses of the Office of the Assistant Secretary for Aviation and International Affairs, \$7,650,300: Provided, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$1,000,000 in funds received in user fees.

*OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND
PROGRAMS*

For necessary expenses of the Office of the Assistant Secretary for Budget and Programs, \$6,349,000, including not to exceed \$40,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine.

*OFFICE OF THE ASSISTANT SECRETARY FOR
GOVERNMENTAL AFFAIRS*

For necessary expenses of the Office of the Assistant Secretary for Governmental Affairs, \$1,940,600.

*OFFICE OF THE ASSISTANT SECRETARY FOR
ADMINISTRATION*

For necessary expenses of the Office of the Assistant Secretary for Administration, \$19,721,600.

OFFICE OF PUBLIC AFFAIRS

For necessary expenses of the Office of Public Affairs, \$1,565,500.

EXECUTIVE SECRETARIAT

For necessary expenses of the Executive Secretariat, \$1,046,900.

BOARD OF CONTRACT APPEALS

For necessary expenses of the Board of Contract Appeals, \$561,100.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS

UTILIZATION

For necessary expenses of the Office of Small and Disadvantaged Business Utilization, \$1,020,400.

OFFICE OF INTELLIGENCE AND SECURITY

For necessary expenses of the Office of Intelligence and Security, \$1,036,100.

OFFICE OF THE CHIEF INFORMATION OFFICER

For necessary expenses of the Office of the Chief Information Officer, \$4,874,600.

OFFICE OF INTERMODALISM

For necessary expenses of the Office of Intermodalism, \$956,900.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$6,966,000.

*TRANSPORTATION PLANNING, RESEARCH, AND
DEVELOPMENT*

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, \$9,000,000.

TRANSPORTATION ADMINISTRATIVE SERVICE CENTER

Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$124,124,000, shall be paid from appropriations made available to the Department of Transportation: Provided, That the preceding limitation shall not apply to activities associated with departmental Year 2000 conversion activities: Provided further, That such services shall be provided on a competitive basis to entities within the Department of Transportation: Provided further, That the above limitation on operating expenses shall not apply to non-DOT entities: Provided further, That no funds appropriated in this Act to an agency of the Department

shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: Provided further, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.

MINORITY BUSINESS RESOURCE CENTER

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

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$2,900,000, of which \$2,635,000 shall remain available until September 30, 2000: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

COAST GUARD

OPERATING EXPENSES

(INCLUDING TRANSFERS OF FUNDS)

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97–377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; \$2,700,000,000, of which \$300,000,000 shall be available for defense-related activities; and of which \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That none of the funds appropriated in this or any other Act shall be available for pay or administrative expenses in connection with shipping commissioners in the United States: Provided further, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: Provided further, That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839: Provided further, That up to \$615,000 in user fees collected pursuant to section 1111 of Public Law 104–324 shall be

credited to this appropriation as offsetting collections in fiscal year 1999: Provided further, That the Secretary may transfer funds to this account, from Federal Aviation Administration "Operations", not to exceed \$71,705,000 in total for the fiscal year, fifteen days after written notification to the House and Senate Committees on Appropriations, solely for the purpose of providing additional funds for drug interdiction activities: Provided further, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of enactment of this Act.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

(INCLUDING TRANSFERS OF FUNDS)

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, \$395,465,000, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which \$219,923,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2003; \$35,700,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September

30, 2001; \$36,569,000 shall be available for other equipment, to remain available until September 30, 2001; \$54,823,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 2001; and \$48,450,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 2000: *Provided, That funds received from the sale of HU-25 aircraft shall be credited to this appropriation for the purpose of acquiring new aircraft and increasing aviation capacity: Provided further, That the Commandant may dispose of surplus real property by sale or lease and the proceeds shall be credited to this appropriation, of which not more than \$1,000,000 shall be credited as offsetting collections to this account, to be available for the purposes of this account: Provided further, That the amount herein appropriated from the General Fund shall be reduced by such amount: Provided further, That any proceeds from the sale or lease of Coast Guard surplus real property in excess of \$1,000,000 shall be retained and remain available until expended, but shall not be available for obligation until October 1, 1999: Provided further, That the Secretary, with funds made available under this heading, acting through the Commandant, may enter into a long-term Use Agreement with the City of Homer for dedicated pier space on the Homer dock nec-*

essary to support Coast Guard vessels when such vessels call on Homer, Alaska.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, \$21,000,000, to remain available until expended.

ALTERATION OF BRIDGES

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

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), \$684,000,000.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; \$69,000,000: Provided, That no more than \$20,000,000 of

funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve: Provided further, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, \$12,000,000, to remain available until expended, of which \$3,500,000 shall be derived from the Oil Spill Liability Trust Fund: Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

Notwithstanding any other provision of law, for necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and re-

search activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104–264, \$5,562,558,000 of which \$4,112,174,000 shall be derived from the Airport and Airway Trust Fund: Provided, That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of enactment of this Act: Provided further, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including

airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: Provided further, That of the funds appropriated under this heading, \$6,000,000 shall be for the contract tower cost-sharing program: Provided further, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: Provided further, That none of the funds in this Act shall be available for new applicants for the second career training program: Provided further, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: Provided further, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: Provided further, That no more than \$28,600,000 of funds appropriated to the Federal Aviation Administration in this Act may be used for activities conducted by, or coordinated through, the Transportation Administrative Service Center (TASC): Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than five years in length or

greater than \$100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: Provided further, That none of the funds in this Act may be used for the Federal Aviation Administration (FAA) to sign a lease for satellite services related to the global positioning system (GPS) wide area augmentation system until the administrator of the FAA certifies in writing to the House and Senate Committees on Appropriations that FAA has conducted a lease versus buy analysis which indicates that such lease will result in the lowest overall cost to the agency.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administra-

tion stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, \$1,900,000,000, of which \$1,652,000,000 shall remain available until September 30, 2001, and of which \$248,000,000 shall remain available until September 30, 1999: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: Provided further, That none of the funds in this Act or any other Act making appropriations for fiscal year 1999 may be obligated for bulk explosive detection systems until 30 days after the FAA Administrator certifies to the House and Senate Committees on Appropriations, in writing, that the major air carriers responsible for providing aircraft security at Category X airports have agreed to: (1) begin assuming the operation and maintenance costs of such machines beginning in fiscal year 1999; and (2) substantially increase the usage of such machines above the level experienced as of April 1, 1998: Provided further, That none of the funds provided under this heading for "Next Generation Navigation Systems" may be obligated or expended for activities related

to phase two or phase three of the wide area augmentation system.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$150,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2001: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for liquidation of obligations incurred for grants-in-aid for airport planning and development, and for noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations, \$1,600,000,000, to be derived

from the Airport and Airway Trust Fund and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$1,950,000,000 in fiscal year 1999 for grants-in-aid for airport planning and development, and noise compatibility planning and programs, notwithstanding section 47117(h) of title 49, United States Code: Provided further, That no more than \$975,000,000 of funds limited under this heading may be obligated prior to the enactment of a bill extending contract authorization for the Grants-in-Aid for Airports program to the third and fourth quarters of fiscal year 1999.

AVIATION INSURANCE REVOLVING FUND

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

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

None of the funds in this Act shall be available for activities under this heading during fiscal year 1999.

*FEDERAL HIGHWAY ADMINISTRATION**LIMITATION ON GENERAL OPERATING EXPENSES*

Necessary expenses for administration and operation of the Federal Highway Administration not to exceed \$327,413,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: Provided further, That \$53,375,000 shall be available to carry out the functions and operations of the office of motor carriers:

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

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of \$25,511,000,000 for Federal-aid highways and highway safety construction programs for fiscal year 1999: Provided, That, notwithstanding any other provision of law, within the \$25,511,000,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$200,000,000 shall be available for the implementation or execution of programs for Intelligent Transportation Systems (Sections 5204, 5205, 5206, 5207, 5208, and 5209 of Public Law 105–178) for fiscal year 1999; not more than

\$178,150,000 shall be available for the implementation or execution of programs for transportation research (Sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and section 5112 of Public Law 105–178) for fiscal year 1999; not more than \$38,000,000 shall be available for the implementation or execution of programs for Ferry Boat and Ferry Terminal Facility Program (Section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 129 note; 105 Stat. 2005) as amended)) for fiscal year 1999; not more than \$15,000,000 shall be available for the implementation or execution of programs for the Magnetic Levitation Transportation Technology Deployment Program (Section 1218 of Public Law 105–178) for fiscal year 1999, of which not to exceed \$500,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance in connection with such program; not more than \$31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (Section 111 of title 49, United States Code) for fiscal year 1999: Provided further, That notwithstanding any other provision of law, within the \$25,511,000,000 obligation limitation, \$4,000,000 of the amounts made available as contract authority under sec-

tion 1221(e) of the Transportation Equity Act for the 21st Century (Public Law 105–178) shall be made available to carry out section 5113 of that Act: Provided further, That within the \$200,000,000 obligation limitation on Intelligent Transportation Systems, not less than the following sums shall be made available for Intelligent Transportation system projects in the following specified areas:

Amherst, Massachusetts, \$1,000,000;

Arlington County, Virginia, \$750,000;

Atlanta, Georgia, \$2,000,000;

Brandon, Vermont, \$375,000;

Buffalo, New York, \$500,000;

Centre Valley, Pennsylvania, \$500,000;

Cleveland, Ohio, \$1,000,000;

Columbus, Ohio, \$1,000,000;

Corpus Christi, Texas, \$900,000;

Dade County, Florida, \$1,000,000;

Del Rio, Texas, \$1,000,000;

Delaware River, Pennsylvania, \$1,000,000;

Fairfield, California, \$1,000,000;

Fitchburg, Massachusetts, \$500,000;

*Greater metropolitan capital region, DC,
\$5,000,000;*

Hammond, Louisiana, \$4,000,000;

Houston, Texas, \$2,000,000;

Huntington Beach, California, \$1,000,000;
Huntsville, Alabama, \$1,000,000;
Inglewood, California, \$1,500,000;
Jackson, Mississippi, \$1,000,000;
Kansas City, Missouri, \$500,000;
Laredo, Texas, \$1,000,000;
Middlesboro, Kentucky, \$3,000,000;
Mission Viejo, California, \$1,000,000;
Mobile, Alabama, \$2,500,000;
Monroe County, New York, \$400,000;
Montgomery, Alabama, \$1,250,000;
Nashville, Tennessee, \$500,000;
New Orleans, Louisiana, \$1,500,000;
New York City, New York, \$2,500,000;
New York/Long Island, New York, \$2,300,000;
Oakland County, Michigan, \$1,000,000;
Onandaga County, New York, \$400,000;
Port Angeles, Washington, \$500,000;
Raleigh-Wake County, North Carolina,
\$2,000,000;
Riverside, California, \$1,000,000;
San Francisco, California, \$1,500,000;
Scranton, Pennsylvania, \$1,000,000;
Silicon Valley, California, \$1,500,000;
Spokane, Washington, \$450,000;

Springfield, Virginia, \$500,000;
St. Louis, Missouri, \$750,000;
State of Alaska, \$1,500,000;
State of Idaho, \$1,000,000;
State of Maryland, \$2,500,000;
State of Minnesota, \$7,100,000;
State of Mississippi, \$1,000,000;
State of Missouri, \$500,000;
State of Montana, \$700,000;
State of Nevada, \$575,000;
State of New Jersey, \$3,000,000;
State of New Mexico, \$1,000,000;
State of New York, \$2,500,000;
State of North Dakota, \$1,450,000;
Commonwealth of Pennsylvania, \$14,000,000;
State of Texas, \$1,000,000;
State of Utah, \$3,600,000;
State of Washington, \$2,000,000;
State of Wisconsin, \$1,500,000;
Temucula, California, \$250,000;
Tucson, Arizona, \$1,000,000;
Volusia County, Florida, \$1,000,000;
Warren County, Virginia, \$250,000;
Wausau-Stevens Point-Wisconsin Rapids, Wis-
consin, \$1,000,000;

*Westchester and Putnam Counties, New York,
\$500,000; and*

White Plains, New York, \$1,000,000.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for carrying out the provisions of title 23, U.S.C., that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, \$24,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 31102, \$100,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$100,000,000 for "Motor Carrier Safety Grants".

*NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION*

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary, to be derived from the Highway Trust Fund, \$87,400,000 for traffic and highway safety under chapter 301 of title 49, U.S.C., and part C of subtitle VI of title 49, U.S.C., of which \$58,558,000 shall remain available until September 30, 2001: Provided, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, \$72,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be avail-

able for the planning or execution of programs the total obligations for which, in fiscal year 1999, are in excess of \$72,000,000 for programs authorized under 23 U.S.C. 403.

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

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

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, \$200,000,000, to be derived from the Highway Trust Fund: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 1999, are in excess of \$200,000,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which \$150,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, \$10,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405,

\$35,000,000 shall be for “Alcohol-Impaired Driving Countermeasures Grants” under 23 U.S.C. 410, \$5,000,000 shall be for the “State Highway Safety Data Grants” under 23 U.S.C. 411: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: Provided further, That not to exceed \$7,500,000 of the funds made available for section 402, not to exceed \$500,000 of the funds made available for section 405, not to exceed \$1,750,000 of the funds made available for section 410, and not to exceed \$193,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under Chapter 4 of title 23, U.S.C.: Provided further, That not to exceed \$500,000 of the funds made available for section 410 “Alcohol-Impaired Driving Countermeasures Grants” shall be available for technical assistance to the States.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$21,215,000, of which \$1,784,000 shall remain available until expended: Provided, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed

of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: Provided further, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation.

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for, \$61,488,000, of which \$3,825,000 shall remain available until expended: Provided, That notwithstanding any other provision of law, funds appropriated under this heading are available for the reimbursement of out-of-state travel and per diem costs incurred by employees of State governments directly supporting the Federal railroad safety program, including regulatory development and compliance-related activities.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, \$22,364,000, to remain available until expended: Provided, That the Secretary is authorized to sell aluminum reaction rail, power rail base, and other related materials located at the Transportation Technology Center, near Pueblo, Colorado, and shall credit the receipts from such sale to this account, notwithstanding 31 U.S.C. 3302, to remain available until expended.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: Provided, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 1999.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 United States Code sections 26101 and 26102, \$20,494,000, to remain available until expended.

ALASKA RAILROAD REHABILITATION

To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$10,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations.

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, \$5,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended.

*CAPITAL GRANTS TO THE NATIONAL RAILROAD**PASSENGER CORPORATION*

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by U.S.C. 24104(a), \$609,230,000, to remain available until expended.

*FEDERAL TRANSIT ADMINISTRATION**ADMINISTRATIVE EXPENSES*

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$10,800,000, to remain available until expended: Provided, That no more than \$54,000,000 of budget authority shall be available for these purposes: Provided further, That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, \$800,000 shall be transferred to the Department of Transportation Inspector General for costs associated with the audit and review of new fixed guideway systems.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105-178, \$570,000,000, to remain available until expended: Provided, That no more than \$2,850,000,000 of budget authority shall be available for these purposes: Provided further, That notwithstanding section 3008 of Public Law 105-178, the \$50,000,000 to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-

related facilities under “Federal Transit Administration, Capital investment grants”.

UNIVERSITY TRANSPORTATION RESEARCH

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

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, \$19,800,000, to remain available until expended: Provided, That no more than \$98,000,000 of budget authority shall be available for these purposes: Provided further, That \$5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)); \$4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315); \$8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)); \$43,841,600 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305); \$9,158,400 is available for state planning (49 U.S.C. 5313(b)); and \$27,500,000 is available for the national planning and research program (49 U.S.C. 5314): Provided further, That of the total budget authority made available for the national planning and research program, the Federal Tran-

sit Administration shall provide the following amounts for the projects and activities listed below:

City of Branson, MO congestion study, \$450,000;

Skagit County, WA North Sound connecting communities project, Skagit County Council of Governments, \$50,000;

Desert air quality comprehensive analysis, Las Vegas, NV, \$1,000,000;

Vegetation control on rail rights-of-way survey, \$250,000;

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

North Orange-South Seminole County, FL fixed guideway technology, \$750,000;

Galveston, TX fixed guideway activities, \$750,000;

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

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

Palm Springs, CA fuel cell buses, \$1,000,000;

Gloucester, MA intermodal technology center, \$1,500,000;

Southeastern Pennsylvania Transit Authority advanced propulsion control system, \$2,000,000;

Project ACTION, \$3,000,000;

Advanced transportation and alternative fuel vehicle technology consortium (CALSTART), \$2,000,000;

Rural transportation assistance program, \$750,000;

JOBLINKS, \$1,000,000;

Fleet operations, including bus rapid transit, \$1,500,000;

Northern tier community transportation, Massachusetts, \$500,000;

Hennepin County community transportation, Minnesota, \$1,000,000; and

Seattle, Washington livable city, \$200,000.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105–178, \$4,251,800,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund: Provided, That \$2,280,000,000 shall be paid

to the Federal Transit Administration's formula grants account: Provided further, That \$78,200,000 shall be paid to the Federal Transit Administration's transit planning and research account: Provided further, That \$43,200,000 shall be paid to the Federal Transit Administration's administrative expenses account: Provided further, That \$4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: Provided further, That \$40,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: Provided further, That \$1,805,600,000 shall be paid to the Federal Transit Administration's Capital Investment Grants account.

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, \$451,400,000, to remain available until expended: Provided, That no more than \$2,257,000,000 of budget authority shall be available for these purposes: Provided further, That notwithstanding any other provision of law, there shall be available for fixed guideway modernization, \$902,800,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$451,400,000, together with

\$50,000,000 transferred from “Federal Transit Administration, Formula grants”, to be available for the following projects in amounts specified below:

No.	State	Project	Conference
1	Alaska	Anchorage Ship Creek intermodal facility	\$4,300,000
2	Alaska	Fairbanks intermodal rail/bus transfer facility	2,000,000
3	Alaska	North Slope Borough buses	500,000
4	Alaska	Whittier intermodal facility and pedestrian overpass	700,000
5	Alabama	Birmingham intermodal facility	2,000,000
6	Alabama	Birmingham-Jefferson County, buses	1,250,000
7	Alabama	Dothan Wiregrass Transit Authority demand response shuttle vehicles and transit facility.	500,000
8	Alabama	Huntsville, intermodal space centers	5,000,000
9	Alabama	Huntsville, transit facility	1,000,000
10	Alabama	Jasper buses	50,000
11	Alabama	Lee-Russell Council buses	790,000
12	Alabama	Mobile, GM&O building	5,000,000
13	Alabama	Montgomery Union Station intermodal center and buses	5,000,000
14	Alabama	Pritchard, bus transfer facility	500,000
15	Alabama	Tuscaloosa, intermodal center	1,950,000
16	Alabama	University of North Alabama pedestrian walkways	800,000
17	Arkansas	Arkansas Highway and Transit Department buses	200,000
18	Arkansas	Fayetteville, University of Arkansas Transit System buses	500,000
19	Arkansas	Hot Springs, transportation depot and plaza	560,000
20	Arkansas	Little Rock, Central Arkansas Transit buses	300,000
21	Arkansas	Statewide bus needs	1,500,000
22	Arizona	Phoenix bus and bus facilities	4,000,000
23	Arizona	Tucson alternatively fueled buses	2,000,000
24	Arizona	Tucson intermodal facility	1,000,000
25	California	Central Contra Costa County transit vans	200,000
26	California	Culver City, CityBus buses	1,250,000
27	California	Davis, Unitrans transit maintenance facility	625,000
28	California	Davis/Sacramento area hydrogen bus technology program	950,000
29	California	Folsom multimodal facility	1,000,000
30	California	Healdsburg, intermodal facility	1,000,000
31	California	Humboldt, intermodal facility	1,000,000
32	California	Huntington Beach buses	200,000
33	California	I-5 corridor intermodal transit centers	2,500,000
34	California	Lake Tahoe intermodal transit center	500,000
35	California	Livermore automatic vehicle locator program	1,000,000
36	California	Los Angeles County Metropolitan transportation authority buses	3,000,000
37	California	Los Angeles Foothills Transit maintenance facility	1,000,000
38	California	Los Angeles municipal transit operators consortium	2,500,000
39	California	Los Angeles, Union Station Gateway Intermodal Transit Center	1,250,000
40	California	Modesto, bus maintenance facility	1,355,000
41	California	Monterey, Monterey-Salinas buses	625,000
42	California	Morongo Basin, Transit Authority bus facility	650,000
43	California	North San Diego County transit district buses	1,750,000
44	California	Perris, bus maintenance facility	1,250,000
45	California	Riverside Transit Agency buses and facilities and ITS applications.	1,000,000
46	California	Sacramento, CNG buses	1,250,000
47	California	San Bernardino buses	1,000,000
48	California	San Diego City College multimodal center (12th Avenue/College Station).	1,000,000
49	California	San Fernando Valley smart shuttle buses	300,000
50	California	San Francisco, Islais Creek maintenance facility	1,250,000
51	California	San Joaquin (Stockton) buses and bus facilities	1,000,000
52	California	Santa Clara Valley Transportation Authority buses and bus facilities.	1,000,000
53	California	Santa Clarita transit maintenance facility	2,250,000
54	California	Santa Cruz metropolitan bus facilities	625,000
55	California	Santa Cruz transit facility	1,000,000
56	California	Santa Rosa/Cotati, and Rohnert Park facilities	750,000
57	California	Santa Rosa/Cotati, intermodal transportation facilities	750,000
58	California	Solano Links intercity transit consortium	1,000,000
59	California	Ukiah Transit Center	500,000
60	California	Windsor, Intermodal Facility	750,000
61	California	Woodland Hills, Warner Center Transportation Hub	325,000
62	California	Yolo County, bus facility	1,200,000
63	Colorado	Boulder/Denver, RTD buses	625,000
64	Colorado	Colorado buses and bus facilities	6,800,000
65	Colorado	Denver, Stapleton Intermodal Center	1,250,000
66	Connecticut	Hartford, Transportation Access Project	800,000
67	Connecticut	New Haven, bus facility	2,250,000
68	Connecticut	Norwich, buses	2,250,000

No.	State	Project	Conference
69	Connecticut	Waterbury, bus facility	2,250,000
70	District/Columbia	Fuel cell bus and bus facilities program (section 3015(b))	4,850,000
71	District/Columbia	Washington, D.C. Intermodal Transportation Center	2,500,000
72	Delaware	statewide buses	1,000,000
73	Florida	Broward County, buses	1,000,000
74	Florida	Clearwater multimodal facility	2,500,000
75	Florida	Daytona Beach, Intermodal Center	2,500,000
76	Florida	Gainesville buses and equipment	1,500,000
77	Florida	Jacksonville buses and bus facilities	1,000,000
78	Florida	Lakeland, Citrus Connection transit vehicles and related equipment.	1,250,000
79	Florida	Lynx buses and bus facilities	1,000,000
80	Florida	Miami, bus security and surveillance	1,000,000
81	Florida	Miami Beach multimodal transit center	1,000,000
82	Florida	Miami Beach, Electric Shuttle Service	750,000
83	Florida	Miami-Dade, buses	2,250,000
84	Florida	Orlando, Intermodal Facility	2,500,000
85	Florida	Tampa Hartline buses	1,250,000
86	Georgia	Atlanta, MARTA buses	12,000,000
87	Georgia	Savannah/Chatham Area transit bus transfer centers and buses	3,500,000
88	Hawaii	Honolulu, bus facility and buses	3,250,000
89	Illinois	statewide buses and bus-related equipment	6,800,000
90	Illinois	Rock Island, buses	2,500,000
91	Indiana	City of East Chicago buses	200,000
92	Indiana	Gary, Transit Consortium buses	1,250,000
93	Indiana	Indianapolis, buses	5,000,000
94	Indiana	South Bend, Urban Intermodal Transportation Facility	1,250,000
95	Iowa	Fort Dodge, Intermodal Facility (Phase II)	885,000
96	Iowa	Iowa statewide buses and bus facilities	3,000,000
97	Iowa	Iowa/Illinois Transit Consortium bus safety and security	1,000,000
98	Iowa	Sioux City park and ride bus facility	1,800,000
99	Kansas	Johnson County bus maintenance/operations facility	2,000,000
100	Kentucky	Louisville, Kentucky University of Louisville and River City buses	3,000,000
101	Kentucky	Northern Kentucky Area Development District senior citizen buses	100,000
102	Kentucky	Owensboro buses	200,000
103	Kentucky	Southern and eastern Kentucky buses and bus facilities	2,000,000
104	Louisiana	Statewide buses and bus-related facilities	11,000,000
105	Massachusetts	Essex and Middlesex buses	3,128,000
106	Massachusetts	New Bedford/Fall River Mobile Access to health care	250,000
107	Massachusetts	Pittsfield intermodal center	4,600,000
108	Massachusetts	Springfield, Union Station	1,250,000
109	Massachusetts	Westfield intermodal center	2,000,000
110	Massachusetts	Worcester, Union Station Intermodal Transportation Center	2,500,000
111	Maryland	Maryland statewide bus facilities and buses	10,000,000
112	Michigan	Lansing, CATA bus technology improvements	600,000
113	Michigan	Michigan statewide buses	10,000,000
114	Minnesota	Duluth, Transit Authority community circulation vehicles	1,000,000
115	Minnesota	Duluth, Transit Authority intelligent transportation systems	500,000
116	Minnesota	Duluth, Transit Authority Transit Hub	500,000
117	Minnesota	Northstar Corridor, Intermodal Facilities and buses	6,000,000
118	Minnesota	Twin Cities area metro transit buses and bus facilities	9,500,000
119	Missouri	Kansas City Union Station redevelopment	2,500,000
120	Missouri	OATS Transit	2,500,000
121	Missouri	Southwest Missouri State University park and ride facility	1,000,000
122	Missouri	St. Louis, Bi-state Intermodal Center	1,250,000
123	Missouri	Statewide bus and bus facilities	4,500,000
124	Mississippi	Harrison County multimodal center/hybrid electric shuttle buses	1,900,000
125	Mississippi	High Street, Jackson intermodal center	2,000,000
126	Mississippi	Jackson buses and facilities	1,600,000
127	Montana	Butte bus replacements	1,500,000
128	Nevada	Clark County Regional Transportation Commission buses and bus facilities.	2,615,000
129	Nevada	Reno, RTC transit passenger and facility security improvements	1,250,000
130	Nevada	Washoe County, transit improvements	2,250,000
131	New Hampshire	Berlin Tri-County Community Action transit garage	120,000
132	New Hampshire	Carroll County transportation alliance buses	200,000
133	New Hampshire	Concord Area Transit buses	750,000
134	New Hampshire	Greater Laconia Transit Agency buses	450,000
135	New Hampshire	Keene HCS community care buses and equipment	100,000
136	New Hampshire	Lebanon advance transit buses	150,000
137	New Hampshire	Statewide transit systems	1,000,000
138	New Jersey	New Jersey Transit jitney shuttle buses	1,750,000
139	New Jersey	Newark, Morris & Essex Station access and buses	1,250,000
140	New Jersey	South Amboy, Regional Intermodal Transportation Initiative	1,250,000
141	New Jersey	Statewide alternatively fueled vehicles	7,500,000
142	New Mexico	Albuquerque, buses, paratransit vehicles, and bus facility	3,750,000
143	New Mexico	Northern New Mexico park and ride facilities	2,000,000
144	New York	Babylon, Intermodal Center	1,250,000
145	New York	Brookhaven Town, elderly and disabled buses and vans	225,000
146	New York	Brooklyn-Staten Island, Mobility Enhancement buses	800,000
147	New York	Broome County buses and fare collection equipment	900,000

No.	State	Project	Conference
148	New York	Buffalo, Auditorium Intermodal Center	3,000,000
149	New York	Dutchess County, Loop System buses	521,000
150	New York	East Hampton, elderly and disabled buses and vans	100,000
151	New York	Ithaca, TCAT bus technology improvements	1,250,000
152	New York	Long Beach central bus facility	750,000
153	New York	Long Island, CNG transit vehicles and facilities and bus replacement.	1,250,000
154	New York	Mineola/Hicksville, LIRR Intermodal Centers	1,250,000
155	New York	Nassau County CNG buses	1,000,000
156	New York	New York City Midtown West Ferry Terminal	1,500,000
157	New York	New York, West 72nd St. Intermodal Station	1,750,000
158	New York	Niagara Frontier Transportation Authority Hublink	500,000
159	New York	Rensselaer intermodal bus facility	1,000,000
160	New York	Riverhead, elderly and disabled buses and vans	125,000
161	New York	Rochester central bus facility	1,000,000
162	New York	Rome, Intermodal Center	400,000
163	New York	Shelter Island, elderly and disabled buses and vans	100,000
164	New York	Smithtown, elderly and disabled buses and vans	125,000
165	New York	Southampton, elderly and disabled buses and vans	125,000
166	New York	Southold, elderly and disabled buses and vans	100,000
167	New York	Suffolk County, elderly and disabled buses and vans	100,000
168	New York	Syracuse CNG buses and facilities	2,000,000
169	New York	Ulster County bus facilities and equipment	1,000,000
170	New York	Utica and Rome, bus facilities and buses	500,000
171	New York	Utica, Union Station	2,100,000
172	New York	Westchester County, Bee-Line transit system fareboxes	979,000
173	New York	Westchester County, Bee-Line transit system shuttle buses	1,000,000
174	New York	Westchester County, DOT articulated buses	1,250,000
175	North Carolina	Greensboro, Multimodal Center	3,340,000
176	North Carolina	Greensboro, Transit Authority buses	1,500,000
177	North Carolina	Greensboro, Transit Authority small buses and vans	321,000
178	North Carolina	Statewide buses and bus facilities	5,000,000
179	North Dakota	Statewide buses and bus-related facilities	2,000,000
180	Ohio	Cleveland, Triskett Garage bus maintenance facility	625,000
181	Ohio	Dayton, Multimodal Transportation Center	625,000
182	Ohio	Statewide buses and bus facilities	12,000,000
183	Ohio	Toledo Mud Hens transit center study	200,000
184	Oklahoma	Oklahoma statewide bus facilities and buses	5,000,000
185	Oregon	Lane County, Bus Rapid Transit	4,400,000
186	Oregon	Portland, Tri-Met buses	1,750,000
187	Oregon	Rogue Valley transit district bus purchase	1,000,000
188	Oregon	Salem area mass transit system buses	1,000,000
189	Oregon	Wilsonville, buses and shelters	400,000
190	Pennsylvania	Altoona bus testing facility (section 3009)	3,000,000
191	Pennsylvania	Altoona, Metro Transit Authority buses and transit system improvements.	842,000
192	Pennsylvania	Altoona, Metro Transit Authority Logan Valley Mall Suburban Transfer Center.	80,000
193	Pennsylvania	Altoona, Metro Transit Authority Transit Center improvements	424,000
194	Pennsylvania	Altoona, pedestrian crossover	800,000
195	Pennsylvania	Armstrong County-Mid-County, PA bus facilities and buses	150,000
196	Pennsylvania	Beaver County bus facility	1,000,000
197	Pennsylvania	Bradford County, Endless Mountain Transportation Authority buses.	1,000,000
198	Pennsylvania	Cambria County, bus facilities and buses	575,000
199	Pennsylvania	Centre Area, Transportation Authority buses	1,250,000
200	Pennsylvania	Chambersburg, Transit Authority buses	300,000
201	Pennsylvania	Chambersburg, Transit Authority Intermodal Center	1,000,000
202	Pennsylvania	Chester County, Paoli Transportation Center	1,000,000
203	Pennsylvania	Crawford Area, Transportation buses	500,000
204	Pennsylvania	Eric, Metropolitan Transit Authority buses	1,000,000
205	Pennsylvania	Fayette County, Intermodal Facilities and buses	1,270,000
206	Pennsylvania	Lackawanna County, Transit System buses	600,000
207	Pennsylvania	Mercer County, buses	750,000
208	Pennsylvania	Monroe County, Transportation Authority buses	1,000,000
209	Pennsylvania	Philadelphia, Frankford Transportation Center	5,000,000
210	Pennsylvania	Philadelphia, Intermodal 30th Street Station	1,250,000
211	Pennsylvania	Philadelphia, Regional Transportation System for Elderly and Disabled.	750,000
212	Pennsylvania	Reading, BARTA Intermodal Transportation Facility	1,750,000
213	Pennsylvania	Red Rose, Transit Bus Terminal	1,000,000
214	Pennsylvania	Robinson, Towne Center Intermodal Facility	1,500,000
215	Pennsylvania	Schuylkill County buses	220,000
216	Pennsylvania	Somerset County, bus facilities and buses	175,000
217	Pennsylvania	Towamencin Township, Intermodal Bus Transportation Center	1,500,000
218	Pennsylvania	Washington County, Intermodal Facilities	630,000
219	Pennsylvania	Westmoreland County, Intermodal Facility	200,000
220	Pennsylvania	Wilkes-Barre, Intermodal Facility	1,250,000
221	Pennsylvania	Williamsport, Bus Facility	1,200,000
222	Puerto Rico	San Juan Intermodal access	950,000
223	Rhode Island	Providence, buses and bus maintenance facility	2,250,000

No.	State	Project	Conference
224	Rhode Island	Rhode Island Public Transit Authority buses	3,200,000
225	South Carolina	Columbia Bus replacement	1,100,000
226	South Carolina	Pee Dee buses and facilities	1,250,000
227	South Carolina	South Carolina statewide Virtual Transit Enterprise	1,220,000
228	South Carolina	Spartanburg buses and facilities	1,000,000
229	South Dakota	Computerized bus dispatch system, radios, money boxes, and lift replacements.	800,000
230	South Dakota	Sioux Falls buses	1,000,000
231	South Dakota	South Dakota statewide bus facilities and buses	3,500,000
232	Tennessee	Statewide buses and bus facilities	2,000,000
233	Texas	Austin, buses	2,250,000
234	Texas	Brazos Transit Authority buses and facilities	1,500,000
235	Texas	Corpus Christi transit authority buses and facilities	1,000,000
236	Texas	Dallas Area Rapid transit buses	2,750,000
237	Texas	Fort Worth bus and paratransit vehicle project	2,500,000
238	Texas	Galveston buses and bus facilities	1,000,000
239	Texas	Texas statewide small urban and rural buses	6,000,000
240	Utah	Ogden, Intermodal Center	800,000
241	Utah	Utah Hybrid electric vehicle bus purchase	1,500,000
242	Utah	Utah Transit Authority, Intermodal Facilities	1,500,000
243	Utah	Utah Transit Authority/Park City Transit, buses	6,500,000
244	Vermont	Brattleboro Union Station multimodal center	2,500,000
245	Vermont	Burlington intermodal center	1,000,000
246	Vermont	Deerfield Valley Transit authority	500,000
247	Virginia	Alexandria, bus maintenance facility and Crystal City canopy project.	1,000,000
248	Virginia	Alexandria, King Street Station access	1,100,000
249	Virginia	Harrisonburg, buses	200,000
250	Virginia	Lynchburg, buses	200,000
251	Virginia	Richmond, GRTC bus maintenance facility	1,250,000
252	Virginia	Roanoke, buses	200,000
253	Virginia	Statewide buses and bus facilities	10,000,000
254	Washington	Anacortes ferry terminal information system	500,000
255	Washington	Ben Franklin transit operating facility	1,000,000
256	Washington	Bremerton transportation center	1,000,000
257	Washington	Central Puget Sound Seattle bus program	8,000,000
258	Washington	Chelan-Douglas multimodal center	900,000
259	Washington	Everett, Multimodal Transportation Center	1,950,000
260	Washington	Grant County, buses and vans	600,000
261	Washington	Mount Vernon, Multimodal Center	1,750,000
262	Washington	Port Angeles center	1,000,000
263	Washington	Seattle, Intermodal Transportation Terminal	1,250,000
264	Washington	Snohomish County, Community transit buses	1,000,000
265	Washington	Tacoma Dome, buses and bus facilities	1,750,000
266	Washington	Thurston County intercity buses	1,000,000
267	Washington	Vancouver, Clark County (C-Tran) bus facilities	1,000,000
268	Wisconsin	Milwaukee County, buses	4,000,000
269	Wisconsin	Wisconsin statewide bus facilities and buses	12,875,000
270	West Virginia	Huntington, Intermodal Facility	8,000,000
271	West Virginia	West Virginia statewide Intermodal Facility and buses	6,500,000

; and there shall be available for new fixed guideway systems, \$902,800,000, to be available as follows:

\$10,400,000 for the Alaska or Hawaii ferry projects;

\$5,000,000 for the Albuquerque light rail project;

\$52,110,000 for the Atlanta-North Springs project;

\$1,000,000 for the Austin Capital metro project;

\$500,000 for the Baltimore central downtown transit alternatives major investment study;

\$1,000,000 for the Baltimore light rail double track project;

\$1,000,000 for the Birmingham, Alabama alternatives analysis study and preliminary engineering;

\$500,000 for the Boston North-South rail link project;

\$750,000 for the Boston urban ring project;

\$2,000,000 for the Burlington-Essex, Vermont commuter rail project;

\$2,200,000 for the Canton-Akron-Cleveland commuter rail project;

\$2,200,000 for the Charleston, South Carolina monobeam rail project;

\$3,000,000 for the Charlotte, North Carolina South-North corridor transitway project;

\$6,000,000 for the Chicago Metra commuter rail extensions and upgrades project;

\$3,000,000 for the Chicago Transit Authority Ravenswood and Douglas branch lines projects: Provided, That recognizing the nature of these projects, of the requirements of 49 U.S.C. section 5309(e), only sections 5309(e)(1)(C) and 5309(e)(4) shall apply;

\$1,800,000 for the Cincinnati Northeast/Northern Kentucky rail line project;

\$4,000,000 for the Clark County, Nevada fixed guideway project;

\$1,000,000 for the Cleveland Berea Red Line extension to the Hopkins International Airport project;

\$2,000,000 for the Cleveland Euclid corridor improvement project;

\$500,000 for the Colorado-North Front Range corridor feasibility study;

\$12,000,000 for the Dallas-Fort Worth RAILTRAN project;

\$16,000,000 for the DART North Central light rail extension project;

\$1,000,000 for the Dayton, Ohio light rail study;

\$40,000,000 for the Denver Southwest Corridor project;

\$500,000 for the Denver Southeast Corridor multimodal corridor project;

\$17,000,000 for the Dulles corridor project;

\$4,000,000 for the Fort Lauderdale, Florida Tri-County commuter rail project;

\$1,000,000 for the Harrisburg, Pennsylvania capital area transit/corridor one project;

\$1,500,000 for the Hartford, Connecticut light rail project;

\$3,000,000 for the Honolulu, Hawaii major investment analysis of transit alternatives;

\$2,000,000 for the Houston advanced regional transit program;

\$59,670,000 for the Houston Regional Bus project;

\$1,000,000 for the Johnson County, Kansas I-35 commuter rail project;

\$500,000 for the Kansas City, Missouri commuter rail study;

\$500,000 for the Kenosha-Racine-Milwaukee, Wisconsin commuter rail project;

\$250,000 for the King County, Washington Elliot Bay water taxi;

\$1,500,000 for the Knoxville, Tennessee electric transit project;

\$1,000,000 for the Largo, Maryland Metro Blue Line extension project;

\$1,000,000 for the Little Rock, Arkansas River rail project;

\$24,000,000 for the Long Island Railroad East Side access project, New York;

\$38,000,000 for the Los Angeles MOS-3 project;

\$1,000,000 for the Massachusetts North Shore corridor project;

\$17,041,000 for the MARC commuter rail project;

\$1,000,000 for the Maryland Route 5 corridor;

\$2,200,000 for the Memphis, Tennessee Medical Center rail extension project;

\$3,000,000 for the Miami Metro-Dade Transit east-west corridor project;

\$3,000,000 for the Miami Metro-Dade North 27th Avenue corridor project;

\$8,000,000 for the Mid-City and East Side projects, Los Angeles;

\$4,000,000 for the Morgantown, West Virginia fixed guideway modernization project;

\$1,000,000 for the Nashville, Tennessee regional commuter rail project;

\$70,000,000 for the New Jersey urban core Hudson-Bergen LRT project;

\$6,000,000 for the New Jersey urban core Newark-Elizabeth rail link project;

\$500,000 for the New London, Connecticut waterfront access project;

\$22,000,000 for the New Orleans Canal Street corridor project;

\$2,000,000 for the New Orleans Desire Streetcar project;

\$8,000,000 for the Norfolk-Virginia Beach regional rail project;

\$500,000 for the Northeast Ohio commuter rail study, Phase 2;

\$3,000,000 for the Northern Indiana South Shore commuter rail project;

\$3,000,000 for the Oceanside-Escondido passenger rail project;

\$500,000 for the Old Saybrook-Hartford, Connecticut rail extension project;

\$1,000,000 for the Omaha, Nebraska trolley system;

\$2,500,000 for the Orange County, California transitway project;

\$17,500,000 for the Orlando Lynx light rail project;

\$3,000,000 for the Philadelphia-Reading SEPTA Schuylkill Valley Metro project;

\$1,000,000 for the Philadelphia SEPTA Cross County Metro project;

\$5,000,000 for the Phoenix metropolitan area transit project;

\$4,000,000 for the Pittsburgh Allegheny County Stage II light rail project;

\$1,000,000 for the Pittsburgh North Shore central business district transit options MIS;

\$25,718,000 for the Portland-Westside/Hillsboro project;

\$5,000,000 for the Puget Sound RTA Link light rail project;

\$41,000,000 for the Puget Sound RTA Sounder commuter rail project;

\$10,000,000 for the Raleigh-Durham-Chapel Hill Triangle Transit project;

\$23,480,000 for the Sacramento south corridor LRT project;

\$70,000,000 for the Salt Lake City South LRT project;

\$5,000,000 for the Salt Lake City/Airport to University (West-East) light rail project: Provided further, That the non-governmental share for these funds shall be determined in accordance with Section 3030(c)(2)(B)(ii) of the Transportation Equity Act for the 21st Century, as amended (Public Law 105-178);

\$1,000,000 for the San Bernardino Metrolink extension project;

\$2,000,000 for the San Diego Mid-Coast corridor project;

\$1,500,000 for the San Diego Mission Valley East light rail transit project;

\$40,000,000 for the San Francisco BART extension to the airport project;

\$500,000 for the San Jacinto-Branch Line (Riverside County) project;

\$27,000,000 for the San Jose Tasman LRT project;

\$20,000,000 for the San Juan Tren Urbano;

\$500,000 for the Savannah, Georgia water taxi;

\$250,000 for the Sioux City micro rail trolley system;

\$53,983,000 for the South Boston Piers MOS-2 project;

\$1,000,000 for the South Dekalb-Lindburgh corridor LRT project;

\$200,000 for the Southeast Michigan commuter rail viability project;

\$1,000,000 for the Spokane, Washington light rail project;

\$500,000 for the St. Louis-Jefferson City-Kansas City, Missouri commuter rail project;

\$35,000,000 for the St. Louis-St.Clair LRT extension project;

\$1,000,000 for the Stamford, Connecticut fixed guideway connector;

\$1,000,000 for the Tampa Bay regional rail project;

\$17,000,000 for the Twin Cities Transitways project;

\$2,000,000 for the Virginia Railway Express Woodbridge station improvements project; and

\$1,000,000 for the West Trenton, New Jersey rail project:

Provided further, That funds provided in Public Law 105-66 for the Pennsylvania Strawberry Hill/Diamond Branch rail project shall be available for the Laurel Rail line project in Lackawanna County, Pennsylvania.

MASS TRANSIT CAPITAL FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), \$2,000,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund.

JOB ACCESS AND REVERSE COMMUTE GRANTS

For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, \$35,000,000, to remain available until expended: Provided, That no more than \$75,000,000 of budget authority shall be available for these purposes: Provided further, That of the amounts appropriated under this head, not more than \$10,000,000 shall be used for grants for reverse commute projects.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For necessary expenses to carry out the provisions of section 14 of Public Law 96-184 and Public Law 101-551, \$50,000,000, to remain available until expended.

*SAINT LAWRENCE SEAWAY DEVELOPMENT
CORPORATION*

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

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

*OPERATIONS AND MAINTENANCE**(HARBOR MAINTENANCE TRUST FUND)*

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

*RESEARCH AND SPECIAL PROGRAMS**ADMINISTRATION**RESEARCH AND SPECIAL PROGRAMS*

For expenses necessary to discharge the functions of the Research and Special Programs Administration, \$29,280,000, of which \$574,000 shall be derived from the Pipeline Safety Fund, and of which \$3,460,000 shall remain available until September 30, 2001: Provided, That up to \$1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in per-

formance of hazardous materials exemptions and approvals functions.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, \$33,248,000, of which \$4,248,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2001; and of which \$29,000,000 shall be derived from the Pipeline Safety Fund, of which \$16,219,000 shall remain available until September 30, 2001: Provided, That in addition to amounts made available for the Pipeline Safety Fund, \$1,400,000 shall be available for grants to States for the development and establishment of one-call notification systems and public education activities, and shall be derived from amounts previously collected under 49 U.S.C. 60301.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), \$200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30,

2001: Provided, That not more than \$11,000,000 shall be made available for obligation in fiscal year 1999 from amounts made available by 49 U.S.C. 5116(i) and 5127(d): Provided further, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, \$43,495,000.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, \$16,000,000: Provided, That notwithstanding any other provision of law, not to exceed \$2,600,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: Provided further, That the sum herein appropriated from the general fund shall be reduced on a dollar for dollar basis as such offsetting collections are received during fiscal year 1999, to result in a final appro-

priation from the general fund estimated at no more than \$16,000,000: Provided further, That any fees received in excess of \$2,600,000 in fiscal year 1999 shall remain available until expended, but shall not be available for obligation until October 1, 1999.

TITLE II

RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION

BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

For expenses necessary for the Architectural and Transportation Barriers Compliance Board, as authorized by section 502 of the Rehabilitation Act of 1973, as amended, \$3,847,000: Provided, That, notwithstanding any other provision of law, there may be credited to this appropriation funds received for publications and training expenses.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

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

5902), \$53,473,000, of which not to exceed \$2,000 may be used for official reception and representation expenses.

EMERGENCY FUND

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

TITLE III

GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 302. Such sums as may be necessary for fiscal year 1999 pay raises for programs funded in this Act shall

be absorbed within the levels appropriated in this Act or previous appropriations Acts.

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

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

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

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

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

SEC. 308. The Secretary of Transportation may enter into grants, cooperative agreements, and other transactions with any person, agency, or instrumentality of the United States, any unit of State or local government, any educational institution, and any other entity in execution of the Technology Reinvestment Project authorized under the Defense Conversion, Reinvestment and Transition Assistance Act of 1992 and related legislation: Provided, That the authority provided in this section may be exercised

without regard to section 3324 of title 31, United States Code.

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

SEC. 310. (a) For fiscal year 1999, the Secretary of Transportation shall—

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

(2) not distribute an amount from the obligation limitation for Federal-aid Highways that is equal to the unobligated balance of amounts made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highways and high-

way safety programs for the previous fiscal year the funds for which are allocated by the Secretary;

(3) determine the ratio that—

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

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

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) for section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and \$2,000,000,000 for such fiscal year under section 105

of the Transportation Equity Act for the 21st Century (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, \$2,000,000,000) for such fiscal year;

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

(6) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraphs (4) and (5) for Federal-aid highways and highway safety construction programs (other than the minimum guarantee

program, but only to the extent that amounts apportioned for the minimum guarantee program for such fiscal year exceed \$2,639,000,000, and the Appalachian development highway system program) that are apportioned by the Secretary under title 23, United States Code, in the ratio that—

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

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

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

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

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

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

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

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

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

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

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

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

SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end

items that: (1) includes economic order quantity or long lead time material procurement in excess of \$10,000,000 in any one year of the contract; (2) includes a cancellation charge greater than \$10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: Provided, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.

SEC. 316. Section 218 of title 23, United States Code, is amended—

(1) in subsection (a)—

(A) in the first sentence by striking “the south Alaskan border” and inserting “Haines” in lieu thereof;

(B) in the third sentence by striking “highway” and inserting “highway or the Alaska Marine Highway System” in lieu thereof;

(C) in the fourth sentence by striking “any other fiscal year thereafter” and inserting “any other fiscal year thereafter, including any por-

tion of any other fiscal year thereafter, prior to the date of the enactment of the Transportation Equity Act for the 21st Century” in lieu thereof;

(D) in the fifth sentence by striking “construction of such highways until an agreement” and inserting “construction of the portion of such highways that are in Canada until an agreement” in lieu thereof; and

(2) in subsection (b) by inserting “in Canada” after “undertaken”.

SEC. 317. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under “Federal Transit Administration, Capital investment grants” for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2001, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 318. Notwithstanding any other provision of law, any funds appropriated before October 1, 1998, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 319. None of the funds in this Act may be used to compensate in excess of 350 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 1999.

SEC. 320. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by \$15,000,000, which limits fiscal year 1999 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than \$109,124,000: Provided, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.

SEC. 321. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Limitation on General Operating Expenses" account, the Federal Transit Administration's "Transit Planning and Research" account, and to the Federal Railroad Administra-

tion's "Railroad Safety" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 322. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901 et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to enactment of this section.

SEC. 323. Notwithstanding any other provision of law, the Secretary of Transportation shall convey, without consideration, all right, title, and interest of the United States in and to the parcels of real property described in this section, together with any improvements thereon, as the Secretary considers appropriate for purposes of the conveyance, to the entities described in this section, namely: (1) United States Coast Guard Pass Manchac Light in Tangipahoa Parish, Louisiana, to the State of Louisiana; and (2) Tchefuncte River Range Rear Light in Madisonville, Louisiana, to the Town of Madisonville, Louisiana.

SEC. 324. None of the funds made available in this Act may be used for the purpose of promulgating or enforcing any regulation that has the practical effect of (a) re-

quiring more than one attendant during unloading of liquefied compressed gases, or (b) preventing the attendant from monitoring the customer's liquefied compressed gas storage tank during unloading.

SEC. 325. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: Provided, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.

SEC. 326. None of the funds in this Act may be obligated or expended for employee training which: (1) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (2) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (4) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; (5) is offensive to, or

designed to change, participants' personal values or lifestyle outside the workplace; or (6) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.

SEC. 327. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a Member of Congress, to favor or oppose, by vote or otherwise, any legislation or appropriation by Congress, whether before or after the introduction of any bill or resolution proposing such legislation or appropriation: Provided, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress on the request of any Member or to Congress, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of the public business.

SEC. 328. Not to exceed \$1,000,000 of the funds provided in this Act for the Department of Transportation

shall be available for the necessary expenses of advisory committees: Provided, That this limitation shall not apply to advisory committees established for the purpose of conducting negotiated rulemaking in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561–570a, or the Coast Guard’s advisory council on roles and missions.

SEC. 329. BULK FUEL STORAGE TANKS. (a) TRANSFER OF FUNDS.—Notwithstanding any other provision of law, the remainder of the balance in the Trans-Alaska Pipeline Liability Fund that is transferred and deposited into the Oil Spill Liability Trust Fund under section 8102(a)(2)(B)(ii) of the Oil Pollution Act of 1990 (43 U.S.C. 1653 note) after June 16, 1998 shall be used in accordance with this section.

(b) USE OF INTEREST ONLY.—The interest produced from the investment of the Trans-Alaska Pipeline Liability Fund balance that is transferred and deposited into the Oil Spill Liability Trust Fund under section 8102(a)(2)(B)(ii) of the Oil Pollution Act of 1990 (43 U.S.C. 1653 note) after June 16, 1998 shall be transferred annually by the National Pollution Funds Center to the Denali Commission for a program, to be developed in consultation with the Coast Guard, to repair or replace bulk fuel storage tanks in Alaska which are not in compliance

with federal law, including the Oil Pollution Act of 1990, or State law.

(c) TAPS PAYMENT TO ALASKA DEDICATED TO BULK FUEL STORAGE TANK REPAIR AND REPLACEMENT.—Section 8102(a)(2)(B)(i) of Public Law 101–380 (43 U.S.C. 1653 note) is amended by inserting immediately before the semicolon, “, which, except as otherwise provided under article IX, section 15, of the Alaska Constitution, shall be used for the remediation of above-ground storage tanks”.

SEC. 330. No funds other than those appropriated to the Surface Transportation Board or fees collected by the Board shall be used for conducting the activities of the Board.

SEC. 331. (a) None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).

(b) SENSE OF THE CONGRESS; REQUIREMENT REGARDING NOTICE.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in expending

the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) *NOTICE TO RECIPIENTS OF ASSISTANCE.*—*In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.*

(c) *PROHIBITION OF CONTRACTS WITH PERSONS FALSELY LABELING PRODUCTS AS MADE IN AMERICA.*—*If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a “Made in America” inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.*

SEC. 332. Notwithstanding any other provision of law, receipts, in amounts determined by the Secretary, collected from users of fitness centers operated by or for the Department of Transportation shall be available to support the operation and maintenance of those facilities.

SEC. 333. None of the funds in this Act shall be available to implement or enforce regulations that would result in the withdrawal of a slot from an air carrier at O'Hare International Airport under section 93.223 of title 14 of the Code of Federal Regulations in excess of the total slots withdrawn from that air carrier as of October 31, 1993 if such additional slot is to be allocated to an air carrier or foreign air carrier under section 93.217 of title 14 of the Code of Federal Regulations.

SEC. 334. Notwithstanding 49 U.S.C. 41742, no essential air service shall be provided to communities in the 48 contiguous States that are located fewer than 70 highway miles from the nearest large or medium hub airport, or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than 210 miles from the nearest large or medium hub airport.

SEC. 335. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 1999.

SEC. 336. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 337. The unobligated balances of the funds made available in previous appropriations Acts for the National Civil Aviation Review Commission and for Urban Discretionary Grants are rescinded.

SEC. 338. (a) Notwithstanding any other provision of law—

(1) the land and improvements thereto comprising the Coast Guard Reserve Training Facility in Jacksonville, Florida, is deemed to be surplus property; and

(2) the Commandant of the Coast Guard shall dispose of all right, title, and interest of the United States in and to that property, by sale, at fair market value.

(b) RIGHT OF FIRST REFUSAL.—Before a sale is made under subsection (a) to any other person, the Commandant of the Coast Guard shall give to the City of Jacksonville, Florida, the right of first refusal to purchase all

or any part of the property required to be sold under that subsection.

SEC. 339. Of the funds provided under Federal Aviation Administration "Operations", \$250,000 is only for activities and operations of the Centennial of Flight Commission.

SEC. 340. Notwithstanding any other provision of law, the Secretary of Transportation shall waive repayment of any Federal-aid highway funds expended on the construction of those high occupancy lanes or auxiliary lanes constructed on I-287 in the State of New Jersey, pursuant to section 338 of the fiscal year 1993 Department of Transportation and Related Agencies Appropriations Act (Public Law 102-388), if the State of New Jersey presents the Secretary with its determination that such high occupancy vehicle lanes or auxiliary lanes are not in the public interest.

SEC. 341. (a) AUTHORITY TO CONVEY.—The Secretary of Transportation may convey, without consideration, to the State of North Carolina (in this section referred to as the "State"), all right, title, and interest of the United States in and to a parcel of real property, together with any improvements thereon, in Ocracoke, North Carolina, consisting of such portion of the Coast Guard Station

Ocracoke, North Carolina, as the Secretary considers appropriate for purposes of the conveyance.

(b) CONDITIONS.—The conveyance under subsection (a) shall be subject to the following conditions:

(1) That the State accept the property to be conveyed under that subsection subject to such easements or rights of way in favor of the United States as the Secretary considers to be appropriate for—

(A) utilities;

(B) access to and from the property;

(C) the use of the boat launching ramp on the property; and

(D) the use of pier space on the property by search and rescue assets.

(2) That the State maintain the property in a manner so as to preserve the usefulness of the easements or rights of way referred to in paragraph (1).

(3) That the State utilize the property for transportation, education, environmental, or other public purposes.

(c) REVERSION.—(1) If the Secretary determines at any time that the property conveyed under subsection (a) is not to be used in accordance with subsection (b), all right, title, and interest in and to the property, including any improvements thereon, shall revert to the United

States, and the United States shall have the right of immediate entry thereon.

(2) Upon reversion under paragraph (1), the property shall be under the administrative jurisdiction of the Administrator of General Services.

(d) DESCRIPTION OF PROPERTY.—The exact acreage and legal description of the property conveyed under subsection (a), and any easements or rights of way granted under subsection (b)(1), shall be determined by a survey satisfactory to the Secretary. The cost of the survey shall be borne by the State.

(e) ADDITIONAL TERMS AND CONDITIONS.—The Secretary may require such additional terms and conditions with respect to the conveyance under subsection (a), and any easements or rights of way granted under subsection (b)(1), as the Secretary considers appropriate to protect the interests of the United States.

SEC. 342. Notwithstanding any other provision of law, funds appropriated in this or any other Act intended for highway demonstration projects, railroad-highway crossings demonstration projects or railroad relocation projects in Augusta, Georgia are available for implementation of a project consisting of modifications and additions to streets, railroads, and related improvements in the vi-

cinity of the grade crossing of the CSX railroad and 15th Street in Augusta, Georgia.

SEC. 343. (a) None of the funds made available by this Act or subsequent Acts may be used by the Coast Guard to issue, implement, or enforce a regulation or to establish an interpretation or guideline under the Edible Oil Regulatory Reform Act (Public Law 104–55), or the amendments made by that Act, that does not recognize and provide for, with respect to fats, oils, and greases (as described in that Act, or the amendments made by that Act) differences in—

(1) physical, chemical, biological and other relevant properties; and

(2) environmental effects.

(b) Not later than March 31, 1999, the Secretary of Transportation shall issue regulations amending 33 CFR 154 to comply with the requirements of Public Law 104–55.

SEC. 344. Funding made available in Public Law 105–174 for emergency railroad rehabilitation and repair shall be available for repairs resulting from natural disasters occurring from September 1996 through July 10, 1998.

SEC. 345. For purposes of evaluating environmental impacts of the toll road in Orange and San Diego coun-

ties, California, the Administrator of the Federal Highway Administration and other participating Federal agencies shall consider only those transportation alternatives previously identified by regional planning processes and shall restrict agency comments to those matters over which the agency has direct jurisdiction: Provided, That notwithstanding any inter-agency memoranda of understanding, the Administrator of the Federal Highway Administration shall retain and exercise all authority regarding the form, content and timing of any environmental impact statement and record of decision regarding the toll road, including the evaluation and selection of alternatives and distribution of draft and final environmental impact statements.

SEC. 346. (a) Notwithstanding any other law, the Commandant, United States Coast Guard, shall convey to the University of South Alabama (in this section referred to as "the recipient"), the right, title, and interest of the United States Government in and to a decommissioned vessel of the Coast Guard, as determined appropriate by the Commandant and the recipient, if—

(1) the recipient agrees to use the vessel for the purposes of supporting archaeological and historical research in the Mobile Bay Delta;

(2) *the recipient agrees not to use the vessel for commercial transportation purposes, except as incident to the provision of logistics services in connection with the Old Mobile Archaeological Project;*

(3) *The recipient agrees to make the vessel available to the Government if the Commandant requires use of the vessel by the Government in times of war or national emergency;*

(4) *the recipient agrees to hold the Government harmless for any claims arising from exposure to hazardous materials including, but not limited to, asbestos and polychlorinated biphenyls (PCBs), after conveyance of the vessel, except for claims arising from use by the Government under paragraph (3);*

(5) *the recipient has funds available to be committed for use to restore the vessel to operation and thereafter maintain it in good working condition, in the amount of at least \$400,000; and*

(6) *the recipient agrees to any other conditions that the Secretary considers appropriate.*

(b) *DELIVERY OF VESSEL.—If a conveyance is made under this section, the Commandant shall deliver the vessel at the place where the vessel is located, in its present condition, without cost to the Government. The conveyance of this vessel shall not be considered a distribution in com-*

merce for purposes of section 2605(e) of title 15, United States Code.

(c) *OTHER UNNEEDED EQUIPMENT.*—The Commandant may convey to the recipient any unneeded equipment or parts from other decommissioned vessels pending disposition for use to restore the vessel to operability. The Commandant may require compensation from the recipient for such items.

(d) *APPLICABLE LAWS AND REGULATIONS.*—The vessel shall at all times remain subject to applicable vessel safety laws and regulations.

SEC. 347. Item 1132 in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 298), relating to Mississippi, is amended by striking “Pirate Cove” and inserting “Pirates’ Cove and 4-lane connector to Mississippi Highway 468”.

SEC. 348. (a) AUTHORITY TO CONVEY COAST GUARD PROPERTY TO JACKSONVILLE UNIVERSITY IN JACKSONVILLE, FLORIDA.—

(1) *IN GENERAL.*—The Secretary of Transportation may convey to Jacksonville University, located in Jacksonville, Florida, without consideration, all right, title, and interest of the United States in and to the property comprising the Long Branch Rear Range Light, Jacksonville, Florida.

(2) *IDENTIFICATION OF PROPERTY.*—*The Secretary may identify, describe, and determine the property to be conveyed under this section.*

(b) *TERMS AND CONDITIONS.*—*Any conveyance of any property under this section shall be made—*

(1) *subject to such terms and conditions as the Commandant may consider appropriate; and*

(2) *subject to the condition that all right, title, and interest in and to the property conveyed shall immediately revert to the United States if the property, or any part thereof, ceases to be used by Jacksonville University.*

SEC. 349. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, \$450,000, to remain available until September 30, 2000: Provided, That none of the funds provided under this heading shall be for payments to outside consultants: Provided further, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105–134 shall include the identification of Amtrak routes which are candidates for closure or realignment, based on performance rankings developed by Amtrak which incorporate information on each route’s fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identifica-

tion, that federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: Provided further, That these closure or realignment recommendations shall be included in the Amtrak Reform Council's annual report to the Congress required by section 203(h) of Public Law 105-134.

SEC. 350. Notwithstanding any other provision of law, the Secretary shall approve and the State of New York is authorized to proceed with engineering, final design and construction of additional entrances and exits between exits 57 and 58 on Interstate 495 in Suffolk County, New York. The Secretary may review final design of such project.

SEC. 351. (a) Section 30113 of title 49, United States Code, is amended—

(1) in subsection (b)—

(A) in paragraph (1), by inserting “or passenger motor vehicles from a bumper standard prescribed under chapter 325 of this title,” after “a motor vehicle safety standard prescribed under this chapter”; and

(B) in paragraph (3)(A), by inserting “or chapter 325 of this title (as applicable)” after “this chapter”;

(2) *in subsection (c)(1), by inserting “, or a bumper standard prescribed under chapter 325 of this title,” after “motor vehicle safety standard prescribed under this chapter”;*

(3) *in subsection (d), by inserting “(including an exemption under subsection (b)(3)(B)(i) relating to a bumper standard referred to in subsection (b)(1))” after “subsection (b)(3)(B)(i) of this section”;*
and

(4) *in subsection (h), by inserting “or bumper standard prescribed under chapter 325 of this title” after “each motor vehicle safety standard prescribed under this chapter”.*

(b) CONFORMING AMENDMENTS.—

(1) *Section 32502(c) of title 49, United States Code, is amended—*

(A) *in the matter preceding paragraph (1), by striking “any part of a standard” and inserting “all or any part of a standard”;*

(B) *in paragraph (1), by striking “or” at the end;*

(C) *in paragraph (2), by striking the period and inserting “; or”;* *and*

(D) *by adding at the end the following:*

“(3) a passenger motor vehicle for which an application for an exemption under section 30013(b) of this title has been filed in accordance with the requirements of that section.”.

(2) Section 32506(a) of title 49, United States Code, is amended by inserting “and section 32502 of this title” after “Except as provided in this section”.

SEC. 352. Notwithstanding any other provision of law, \$10,000,000 of funds available under section 104(a) of title 23 U.S.C., shall be made available to the University of Alabama in Tuscaloosa, Alabama, for research activities at the Transportation Research Institute and to construct a building to house the Institute, and shall remain available until expended.

SEC. 353. Discretionary grants funds for bus and bus-related facilities made available in this Act and in Public Law 105–66 and its accompanying conference report for the Virtual Transit Enterprise project shall be used to fund any aspect of the Virtual Transit Enterprise integration of information project in South Carolina.

SEC. 354. Section 3021 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended—

(1) in subsection (a), by inserting “or the State of Vermont” after “the State of Oklahoma”; and

(2) in subsection (b)(2)(A), by inserting “and the State of Vermont” after “within the State of Oklahoma”.

SEC. 355. Section 3 of the Act of July 17, 1952 (66 Stat. 746, chapter 921), and section 3 of the Act of July 17, 1952 (66 Stat. 571, chapter 922), are each amended in the proviso—

(1) by striking “That” and all that follows through “the collection of” and inserting “That the commission may collect”; and

(2) by striking “, shall cease” and all that follows through the period at the end and inserting a period.

SEC. 356. Section 1212(m) of Public Law 105–178 is amended—(1) in the subsection heading, by inserting “, Idaho, Alaska and West Virginia” after “Minnesota”; and (2) by inserting “or the States of Idaho, Alaska or West Virginia” after “Minnesota”.

SEC. 357. Notwithstanding any other provision of law, funds obligated and awarded in fiscal year 1994 by the Economic Development Administration in the amount of \$912,000 to the City of Pittsburg, Kansas, as Project Number 05–19–61200 for water, sewer and street improvements shall be disbursed to the City upon determination by the EDA that the improvements have been completed in

accordance with the project description in the award documents.

SEC. 358. Section 3030(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end the following:

“(C) Saint Barnard Parish, Louisiana intermodal facility.”.

SEC. 359. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: Provided, That no appropriation shall be increased or decreased by more than 12 per centum by all such transfers: Provided further, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.

SEC. 360. Section 3027 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 366) is amended by adding at the end the following:

“(3) SERVICES FOR ELDERLY AND PERSONS WITH DISABILITIES.—In addition to assistance made available under paragraph (1), the Secretary may provide assistance under section 5307 of title 49, United States Code, to a transit provider that operates 20 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the operating costs of equipment and facilities used

by the transit provider in providing mass transportation services to elderly and persons with disabilities, provided that such assistance to all entities shall not exceed \$1,000,000 annually.”.

SEC. 361. Hereafter, the Commonwealth of Virginia shall have the exclusive authority to determine the high-occupancy vehicle restrictions applicable to Interstate Highway 66 in Virginia.

SEC. 362. None of the funds appropriated by this Act may be used to issue a final standard under docket number NHTSA 98–3945 (relating to section 656(b) of the Illegal Immigration Reform and Responsibility Act of 1996).

SEC. 363. Items 178 and 1547 in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178), relating to Georgia, are amended by adding at the end the following: “and construct improvements to said corridor”.

SEC. 364. Notwithstanding any other provision of law, the Secretary shall approve the construction of Type II noise barriers from funds apportioned under sections 104(b)(1) and 104(b)(3) of title 23, United States Code, at the following locations:

(a) beginning on the north and south sides of Interstate Route 20 extending from H.E. Holmes

Road to Fulton Industrial Boulevard in Fulton County, Georgia;

(b) beginning on the north and south sides of Interstate Route 20 extending from Flat Shoals Road to Columbia Drive in DeKalb County, Georgia; and

(c) beginning on the west side of Interstate Route 75 extending from Howell Mill Road to West Paces Ferry Road in Fulton County, Georgia.

SEC. 365. Notwithstanding any other provision of law, except as otherwise provided in this section, the Secretary shall approve and the State of Alabama is authorized to proceed with construction of the East Foley corridor project from Baldwin County Highway 20 to State Highway 59, identified in items 857 and 1501 in the table contained in Section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178). Environmental reviews performed by the Alabama Department of Environmental Management and the Mobile District of the U.S. Army Corps of Engineers and all other non-environmental federal laws shall remain in effect.

SEC. 366. Item 1083 contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 297) is amended by striking “between Southwest Drive and U.S. 277”.

SEC. 367. Notwithstanding any other provision of Federal law, the State of Minnesota may obligate funds apportioned in fiscal years 1998 through 2003 pursuant to section 117 of title 23, United States Code, for high priority project numbers 1628 and 1195 authorized in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178): Provided, That such obligation shall be subject to the allocation percentages of section 1602(b) as modified by section 1212(m) of the Transportation Equity Act for the 21st Century (Public Law 105–178).

SEC. 368. Item number 577 in the table contained in Section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by striking “Construct” and all that follows through “Ketchikan” and insert “For the purposes set forth in item number 1496”.

SEC. 369. Section 5117(b)(6) of the Transportation Equity Act for the 21st Century (23 U.S.C. 502 note; 112 Stat. 450) is amended by striking “Pennsylvania Transportation Institute” and inserting “Commonwealth of Pennsylvania”.

SEC. 370. Section 5204 of the Transportation Equity Act for the 21st Century (23 U.S.C. 502 note; 112 Stat. 453–455) is amended by adding at the end the following:

“(k) USE OF RIGHTS-OF-WAY.—Intelligent transportation system projects specified in section 5117(b)(3) and 5117(b)(6) and involving privately owned intelligent transportation system components that is carried out using funds made available from the Highway Trust Fund shall not be subject to any law or regulation of a State or political subdivision of a State prohibiting or regulating commercial activities in the rights-of-way of a highway for which Federal-aid highway funds have been utilized for planning, design, construction, or maintenance, if the Secretary of Transportation determines that such use is in the public interest. Nothing in this subsection shall affect the authority of a State or political subdivision of a State to regulate highway safety.”.

SEC. 371. (a) The Commandant of the Coast Guard shall convey, without consideration, to the Town of New Castle, New Hampshire (in this section referred to as the “Town”), all right, title, and interest of the United States in and to a parcel of real property comprising approximately 2 acres and having approximately 100 feet of ocean front that is located in New Castle, New Hampshire. The property is bordered to the west by property owned by the Town and to the east by Coast Guard Station Portsmouth Harbor, New Hampshire.

(b)(1) The Commandant shall, in connection with the conveyance required by subsection (a), grant to the Town such easements and rights-of-way as the Commandant considers necessary to permit access to the property conveyed under that subsection.

(2) The Commandant may, in connection with the conveyance required by subsection (a), reserve in favor of the United States such easements and rights-of-way as the Commandant considers necessary to protect the interests of the United States.

(c)(1) The conveyance of property under subsection (a) shall be subject to the following conditions:

(A) That the property, or any portion thereof, shall revert to the United States if the Commandant determines that such property is required by the United States for purposes of the national security of the United States.

(B) That the property, or any portion thereof, shall revert to the United States if the Commandant determines that such property is required by the United States for purposes of a site for an aid to navigation.

(2)(A) At least 30 days before the date of the reversion of property under paragraph (1)(A), the Commandant shall provide the Town written notice that the property is

required for purposes of the national security of the United States.

(B) At least 30 days before the date of the reversion of property under paragraph (1)(B), the Commandant shall provide the Town written notice that the property is required for purposes of a site for an aid to navigation.

(d)(1) Notwithstanding any other provision of the Land and Water Conservation Fund Act of 1965, Public Law 88-578, as amended, or other law, the Coast Guard property conveyed to New Castle, New Hampshire pursuant to subsection (a) may be used to replace a portion of Land and Water Conservation Fund-assisted land in New Castle, New Hampshire under project number 33-00077: Provided, That the replacement property satisfactorily meets the conversion criteria regarding reasonably equivalent recreation usefulness and location.

(2) The Town may not use the property referred to in paragraph (1) for the purpose specified in that paragraph unless the property conveyed under subsection (a) provides opportunities for recreational activities that are reasonably similar to the opportunities for recreational activities provided by the property referred to in paragraph (1).

(e) The Commandant may require such additional terms and conditions in connection with the conveyance

under subsection (a), and the grants of any easements or rights-of-way under subsection (b), as the Commandant considers appropriate to protect the interests of the United States.

SEC. 372. None of the Funds made available under this Act or any other Act, may be used to implement, carry out, or enforce any regulation issued under section 41705 of title 49, United States Code, including any regulation contained in part 382 of title 14, Code of Federal Regulations, or any other provision of law (including any Act of Congress, regulation, or Executive order or any official guidance or correspondence thereto), that requires or encourages an air carrier (as that term is defined in section 40102 of title 49, United States Code) to, on intrastate or interstate air transportation (as those terms are defined in section 40102 of title 49, United States Code)—

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

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

SEC. 373. MODIFICATION OF SUBSTITUTE PROJECT IN WISCONSIN.

Section 1045 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 1994) is amended in subsection (a) by striking paragraph (a)(2) and inserting the following:

“(2)(A) For six months after the date of enactment of this paragraph, the provisions set forth in paragraph (2)(B) shall apply to all of the funds identified in this section after such time, the provisions set forth in paragraph (2)(B) to fifty percent of the funds identified in this section, and the provisions of paragraph (2)(C) shall apply to fifty percent of the funds identified in this section.”

“(B) Notwithstanding paragraph (1) and subsection (c) of this section, upon the request of the Governor of the State of Wisconsin, after consultation with appropriate local government officials, submitted by October 1, 2000, the Secretary may approve one or more substitute projects in lieu of the substitute project approved by the Secretary under paragraph (1) and subsection (c) of this section.”

“(C) Notwithstanding paragraph (1) and subsection (c) of this section, upon the request of the Governor of the State of Wisconsin, submitted by October 1, 2000, the Secretary shall approve one or more sub-

stitute projects in lieu of the substitute project approved by the Secretary under paragraph (1) and subsection (c) of this section.”.

This Act may be cited as the “Department of Transportation and Related Agencies Appropriations Act, 1999”.

(h) For programs, projects or activities in the Treasury and General Government Appropriations Act, 1999, provided as follows, to be effective as if it had been enacted into law as the regular appropriations Act:

AN ACT Making appropriations for the Treasury Department, the United States Postal Service, the Executive Office of the President, and certain Independent Agencies, for the fiscal year ending September 30, 1999, and for other purposes

TITLE I—DEPARTMENT OF THE TREASURY

DEPARTMENTAL OFFICES

SALARIES AND EXPENSES

For necessary expenses of the Departmental Offices including operation and maintenance of the Treasury Building and Annex; hire of passenger motor vehicles; maintenance, repairs, and improvements of, and purchase of commercial insurance policies for, real properties leased or owned overseas, when necessary for the performance of official business; not to exceed \$2,900,000 for official travel expenses; not to exceed \$150,000 for official reception and representation expenses; not to exceed \$258,000 for unforeseen emergencies of a confidential nature, to be allocated