

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 2004 recommended by the Committee of Conference, with comparisons to the fiscal year 2003 amount, the 2004 budget estimates, and the House and Senate bills for 2004 follow:

[In thousands of dollars]	
New budget (obligational) authority, fiscal year 2003	\$430,990,470
Budget estimates of new (obligational) authority, fiscal year 2004	469,697,348
House bill, fiscal year 2004	478,406,936
Senate bill, fiscal year 2004	473,552,979
Conference agreement, fiscal year 2004	480,345,954
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 2003	+49,355,484
Budget estimates of new (obligational) authority, fiscal year 2004	+10,648,606
House bill, fiscal year 2004	+1,939,018
Senate bill, fiscal year 2004	+6,792,975

DIVISION F—DEPARTMENTS OF TRANSPORTATION AND
TREASURY, AND INDEPENDENT AGENCIES APPROPRIATIONS
ACT, 2004

CONGRESSIONAL DIRECTIVES

The conferees agree that Executive Branch propensities cannot substitute for Congress's own statements concerning the best evidence of Congressional intentions; that is, the official reports of the Congress. The committee of conference approves report language included by the House (House Report 108–243) or the Senate (Senate Report 108–146) that is not changed by the conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

The conference agreement provides \$80,903,000 for the salaries and expenses of the office of the secretary instead of \$94,077,000 as proposed by the House and \$91,276,000 as proposed by the Senate. Bill language is included that specifies amounts by office, consistent with actions in prior years, and limits transfers among each office to no more than 5 percent. The bill language specifies that any transfer greater than 5 percent shall be submitted for approval to the House and Senate Committees on Appropriations. Bill language, as proposed by both the House and the Senate, allows the Department to spend up to \$60,000 for official reception and representation activities, and credits to the appropriation up to \$2,500,000 in user fee receipts.

The following table summarizes the appropriation for each office:

Immediate office of the Secretary	\$2,210,000
Immediate office of the Deputy Secretary	700,000
Office of the General Counsel	15,403,000

Under Secretary of Transportation for Policy	12,312,000
Office of the Assistant Secretary for Budget and Programs	8,536,000
Office of the Assistant Secretary for Governmental Affairs	2,300,000
Office of the Assistant Secretary for Administration	24,612,000
Office of Public Affairs	1,915,000
Executive Secretariat	1,447,000
Board of Contract Appeals	700,000
Office of Small and Disadvantaged Business Utilization	1,268,000
Office of the Chief Information Officer	7,500,000
Office of Intelligence and Security	2,000,000

Implementation of Air Transportation Safety and System Stabilization Act for cargo carriers.—The conferees expect that the Department would administer funds made available under title I of the Air Transportation Safety and System Stabilization Act without discrimination among directly competitive air carriers and note that comparable percentages of the notional maximum amount of compensation payable under section 103(b)(2) of that Act provides a credible check on the Department's allocation decisions. Further, the conferees expect that the Secretary will defer any final determination on disputed claims until the Comptroller General's review is completed, and would refer any remaining disputed claims to an administrative law judge upon an affected claimant's request. In addition, the Department is directed to provide the report requested by the Senate.

Congressional justification materials.—The conferees direct the office of the secretary to submit its congressional justification materials in support of the individual offices of the offices of the secretary at the same level of detail provided in the congressional justifications presented in fiscal year 2003, and to submit annual Congressional budget justifications for each modal administration to the House and Senate Committees on Appropriations on the date on which the President's budget is delivered officially to Congress.

Office of Intelligence and Security.—The conferees acknowledge the mission of this office has changed significantly since enactment of the Aviation and Transportation Security Act. Consequently, the conferees direct the Secretary to submit, not later than March 1, 2004, a report to the House and Senate Committees on Appropriations describing in detail the organization, mission, and responsibilities of this office, as well as a five year projection of staffing and budget resources.

Outstanding reports.—The conference agreement continues the longstanding policy expressed in the Senate report directing the Office of the Assistant Secretary for Budget and Programs to report quarterly on the status of all outstanding Congressional reports and reporting requirements, including the degree of delinquency of Congressionally requested reports and an estimated date for delivery. The conferees note that not only are many reports themselves late, but in fiscal year 2003, the quarterly compilation described herein was itself only submitted in one of four quarters required. The conferees will work with the office of the secretary to ensure that this situation improves in the coming year.

Cyber threat intelligence.—The conferees recognize the importance of utilizing proactive cyber threat intelligence to protect the critical infrastructure assets of the department. The conferees encourage the department to deploy a performance-based cyber threat intelligence service that contains the aggregation of known tech-

nical vulnerabilities, original technical vulnerability research, geopolitical cyber threat analysis, malicious code research and predictive cyber threat analysis. The conferees also recognize that many serious cyber attacks originate from non-English-speaking regions of the world. As such, the cyber threat intelligence services described above must include a demonstrated ability to collect cyber threat intelligence in multiple languages, including Arabic.

Grant notifications to Congress.—The conferees agree that the report, directed by the Senate, submitting options for providing grant notifications in electronic format should be submitted to the House and Senate Committees on Appropriations not later than December 31, 2003.

OFFICE OF CIVIL RIGHTS

The conference agreement provides \$8,569,000 for the office of civil rights as proposed by the House and the Senate.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

The conference agreement provides \$20,864,000 for transportation planning, research, and development instead of \$8,336,000 as proposed by the House and \$15,836,000 as proposed by the Senate. Adjustments to the budget request are as follows:

	<i>Conference agreement</i>
Aviation and international policy studies	-\$2,472,000
Circumpolar infrastructure task force, Artic Council and Northern Forum, AK	1,000,000
Center for Integrated Transportation & Traffic Systems, AZ	600,000
Center for Spatial Technologies, MS	700,000
Integrated data query sharing system for maritime domain awareness, WA	1,100,000
Regional Interstate Commerce and Transportation Policy Harmonization Project, SD	250,000
UA Transportation Hybrid Electric Vehicle & Fuel Cell Research Program, AL	1,250,000
WestStart Vehicular Flywheel Project, WA	1,000,000
Worcester Polytechnic University Center for Human Impact Protection System, MA	350,000
Interstate digital image exchange project	2,000,000
Northern Illinois University Transportation Fuel Cell Research, IL	750,000
Data Exchange Technology Demonstration, NH	500,000
PVTA Hydrogen Battery and Electric Bus Program, MA	1,000,000
NC State University Center for Transportation and the Environment, NC	1,000,000
National Transit Institute, Rutgers Univ.—TELLUM Project, NJ ...	500,000
San Francisco Muni Alternative Fuels New Technology Consortium, CA	500,000

Interstate digital image exchange project and online verification of birth records.—The conference agreement provides \$2,000,000 to expand the interstate digital image exchange and for pilot projects to conduct online verification of birth and death records nationwide. Amounts shall be made available by contract or by grant to the American Association of Motor Vehicle Administrators, states, or other appropriate entities the Secretary deems necessary.

WORKING CAPITAL FUND

The conference agreement includes a limitation of \$116,715,000 for working capital fund activities as proposed by the

House and the Senate. The conferees further agree to a general provision proposed by the Senate reducing funds for this account.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

The conference agreement provides an appropriation of \$900,000 for the minority business resource center program and limits loans under the program to \$18,367,000, as proposed by both the House and the Senate.

MINORITY BUSINESS OUTREACH

The conference agreement provides \$3,000,000 for minority business outreach as proposed by the House and the Senate.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement provides \$52,000,000 for payments to air carriers, to be derived from the airport and airway trust fund, as proposed by the Senate. The House proposed \$63,000,000 from the airport and airway trust fund under the Federal Aviation Administration. In addition to these funds, the program will receive \$50,000,000 in mandatory spending pursuant to the Federal Aviation Authorization Act of 1996, resulting in a program budget of \$102,000,000. Funding is to be derived from the airport and airway trust fund and is available until expended, as proposed by both the House and Senate.

Cost-sharing pilot program.—The conference agreement includes language proposed by the Senate prohibiting the implementation of a mandatory cost-sharing pilot program.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

The conference agreement includes \$7,530,925,000 for operations of the Federal Aviation Administration, instead of \$7,532,000,000 proposed by the House and \$7,535,648,000 proposed by the Senate. Of the total amount provided, \$4,500,000,000 is to be derived from the airport and airway trust fund instead of \$4,043,000,000 proposed by the House and \$6,000,000,000 proposed by the Senate. Funds are distributed in the bill by budget activity, as proposed by the Senate.

Contract tower cost-sharing.—The bill specifies \$6,500,000 for continuation of the contract tower cost-sharing program as proposed by the Senate instead of \$7,500,000 as proposed by the House.

Rule implementing exemption process for mandatory retirement.—The conference agreement includes language proposed by the House requiring the Secretary of Transportation to issue, not later than March 1, 2004, final regulations establishing an exemption process for individual air traffic controllers to delay mandatory retirement until not later than age 61. The Senate bill included no similar provision.

Level of operational air traffic control supervisors.—The conference agreement includes language proposed by the House speci-

fyng that \$4,000,000 of funds under this heading are available only to raise the level of operational air traffic control supervisors to 1,726. The Senate bill included no similar provision.

Memoranda of understanding.—The conference agreement modifies language proposed by the House related to the implementation of memoranda of understanding or memoranda of agreement between FAA and its bargaining units. The modification would prohibit funds from continuing to implement an existing MOU or MOA if such documents are not filed in a central registry after January 1, 2004.

Administration of government credit cards.—The agreement includes language proposed by the House related to FAA management of government credit cards. The Senate bill included no similar provision.

The following table compares the conference agreement to the President's budget and the levels proposed in the House and Senate bills by budget activity:

	House bill	Senate bill	Conference agreement
Air Traffic Services	\$6,096,800,000	\$6,096,800,000	\$6,096,800,000
Adjustments to the budget estimate:			
Delete additional controller staffing	— 14,095,000		— 14,095,000
Controller in charge payments	— 1,250,000		— 1,250,000
First line supervisory staffing	4,000,000		4,000,000
Contract tower cost-sharing	7,500,000	6,500,000	6,500,000
NAS handoff	— 16,231,000		— 16,231,000
Medallion program		4,000,000	3,000,000
Unspecified		— 60,000,000	— 25,000,000
Amount recommended	6,076,724,000	6,047,300,000	6,053,724,000
Aviation Regulation and Certification	873,374,000	873,374,000	873,374,000
Adjustments to the budget estimate:			
Alien species action plan	— 3,000,000		0
Medallion program	— 1,500,000		0
Transfer of staffing from Office of Policy	1,321,000		0
Transfer from F&E CFMSS and ASIS	1,120,000		1,120,000
Drug and alcohol compliance testing	— 810,000		— 810,000
Non-precision GPS approaches		5,000,000	3,000,000
Unspecified		— 5,000,000	0
System approach for safety oversight			3,000,000
ASKME project			1,000,000
Amount recommended	870,505,000	873,374,000	880,684,000
Research and Acquisitions	218,481,000	218,481,000	218,481,000
Adjustments to the budget estimate: Amount recommended	218,481,000	218,481,000	218,481,000
Commercial Space Transportation	12,601,000	12,601,000	12,601,000
Adjustments to the budget estimate: Reduction on staffing ..	— 825,000		— 825,000
Amount recommended	11,776,000	12,601,000	11,776,000
Financial Services	49,783,000	49,783,000	49,783,000
Adjustments to the budget estimate: Amount recommended	49,783,000	49,783,000	49,783,000
Human Resource Management	82,029,000	82,029,000	82,029,000
Adjustments to the budget estimate:			
Organizational development staff	— 375,000		0

	House bill	Senate bill	Conference agree- ment
Additional reduction to assumed base	- 6,287,000	- 5,000,000	- 5,500,000
Amount recommended	75,367,000	77,029,000	76,529,000
Regions and Centers	84,749,000	84,749,000	84,749,000
Adjustments to the budget estimate: Restore base reduction	3,000,000		2,000,000
Amount recommended	87,749,000	84,749,000	86,749,000
Staff Offices	143,150,000	143,150,000	143,150,000
Adjustments to the budget estimate:			
International program—staffing reduction	- 1,000,000		0
Transfer of Policy staff to AVR	- 1,321,000		0
Office of Public Affairs staffing	- 200,000		- 200,000
Office of Civil Rights	- 200,000		- 200,000
Unallocated		- 500,000	- 500,000
Amount recommended	140,429,000	142,650,000	142,250,000
Information Services	29,681,000	29,681,000	29,681,000
Adjustments to the budget estimate: Amount recommended	29,681,000	29,681,000	29,681,000
Accountwide Adjustments:			
Official time savings	- 6,500,000		- 6,500,000
Janitorial and guard services	- 2,504,000		- 2,504,000
TASC costs	- 6,275,000		- 2,000,000
Cash awards	- 3,228,000		- 3,228,000
Civil aviation security positions	- 500,000		- 500,000
Improved mgmt of govt. credit cards	- 500,000		0
Travel	- 8,988,000		- 4,000,000
Amount recommended	- 28,495,000		- 18,732,000
Total recommended	7,532,000,000	7,535,648,000	7,530,925,000

Deployable flight incident recorders.—The conferees are aware of technology that makes flight data recorders, cockpit voice recorders, and emergency locator transmitters more survivable and recoverable, such as through systems integrating these devices into one unit combined with crash sensors, allowing them to eject automatically from an aircraft upon impact and thus delivering them safely away from the impact site. The conferees encourage the FAA to investigate and consider implementing regulations that incorporate such systems into the commercial air traffic fleet.

Commercial space launch regulations.—For over four decades, the U.S. Air Force has supervised commercial space launch operations at Cape Canaveral Air Force Station and other federal ranges, resulting in an impeccable safety record. The conferees have been advised that the FAA is considering commercial space launch regulations, and are concerned that the FAA not introduce new regulations that are unnecessary, duplicative, or which introduce undue costs relative to existing Air Force regulations on this industry.

Non-precision GPS approaches.—The conference agreement provides an additional \$3,000,000 to continue work to develop and publish an increased number of non-precision instrument approaches for airports that are not part 139 certified.

International Summit on Aviation Safety and Security.—The conferees acknowledge the success of the International Summit on Aviation Safety and Security established by the George Washington University, and urge the FAA to continue funding as long as the agency believes that it enhances aviation safety and security.

Administration of potential shortfall due to essential air service transfer.—The conferees agree that the FAA Administrator has the flexibility to propose the use of funds in either the “Operations” or “Facilities and equipment” appropriations to address any shortfalls in essential air service funding for which FAA resources are required under existing law. The Administrator is directed to advise the House and Senate Committees on Appropriations on the appropriations and programs from which these funds would be drawn.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement includes \$2,910,000,000 for “Facilities and equipment”, instead of \$2,900,000,000 as proposed by the House and \$2,916,000,000 as proposed by the Senate. Of the total amount available, \$420,841,200 is available for one year, and \$2,489,158,800 is available for three years. The bill specifies that, of the total funding provided, \$3,000,000 is for audit services to be performed by the Defense Contract Audit Agency, instead of \$7,000,000 as proposed by the House; and \$25,000,000 is for the Houston area air traffic system, instead of \$20,000,000 as proposed by the House. The conference agreement does not include the \$100,000,000 proposed by the Senate for transfer to the “Grants-in-aid for airports” program. Funds for this program are provided in their entirety under “Grants-in-aid for airports”.

The following table provides a breakdown of the House and Senate bills and the conference agreement by program:

Item	FY 2004 estimate	House	Senate	Conference agreement
Category 1: Improve Aviation Safety	\$273,900,000	\$274,180,000	\$266,800,000	\$280,780,000
Terminal Business Unit	137,600,000	135,600,000	112,500,000	122,100,000
Aviation Weather Services Improvements	13,200,000	13,200,000	22,200,000	22,200,000
Low Level Windshear Alert System (LLWAS)—Upgrade	3,900,000	3,900,000	2,700,000	2,700,000
Aviation Safety Analysis System (ASAS)	13,900,000	12,100,000	6,900,000	6,900,000
Integrated Flight Quality Assurance (IFQA) ...	2,100,000	0	500,000	0
Safe Flight 21	30,300,000	30,300,000	30,300,000	30,300,000
Advanced Technology Development and Prototyping	42,800,000	52,600,000	76,600,000	70,100,000
Aircraft Related Equipment Program	13,700,000	12,580,000	9,200,000	12,580,000
National Aviation Safety Data Analysis Center (NASDAC)	1,900,000	1,900,000	1,900,000	1,900,000
Louisville, KY technology demonstration	0	8,000,000	0	8,000,000
Volcano Monitoring	0	0	4,000,000	4,000,000
System Approach for Safety Oversight	12,000,000	3,000,000	0	0
Aviation Safety Knowledge Management Environment	2,500,000	1,000,000	0	0
Category 2: Improve Efficiency of the Air Traffic Control System	934,128,300	926,773,300	1,010,003,300	1,005,895,000

Item	FY 2004 estimate	House	Senate	Conference agreement
Terminal Business Unit	458,128,300	0	479,978,300	0
Standard Terminal Automation System Replacement	0	119,800,000		119,800,000
ARTS/DBRITE Sustainment	0	30,000,000		25,000,000
Terminal Interim Remote Tower Displays	0	2,500,000		2,500,000
Tower Datalink Services (TDLS)	0	2,500,000		2,500,000
ATCBI-6	0	20,000,000		20,000,000
ATC En Route Radar Facilities Improvements	0	2,700,000		2,700,000
Terminal ATC Facilities Replacement	0	151,245,000		158,245,000
ATC/TRACON Facilities Improvement	0	38,478,300		42,000,000
Terminal Digital Radar (ASR-11)	0	80,000,000		75,000,000
ASR-9 SLEP	0	21,950,000		23,000,000
Terminal Applied Engineering	0	3,400,000		4,000,000
Precision Runway Monitors	0	8,000,000		8,000,000
Houston Area Air Traffic System	0	20,000,000		25,000,000
PCS Moves	0	200,000		200,000
New York Integrated Control Complex	0	2,000,000		5,000,000
ARSR-4 Automated Technical Documentation	0	0	0	3,000,000
Aeronautical Data Link (ADL) Applications ...	23,150,000	6,550,000	13,000,000	10,000,000
Free Flight Phase 2	113,100,000	100,000,000	105,100,000	100,000,000
Air Traffic Management (ATM)	13,000,000	13,000,000	37,500,000	37,500,000
Free Flight Phase 1	37,400,000	27,000,000	37,400,000	32,000,000
Automated Surface Observing System (ASOS)	11,800,000	11,800,000	11,800,000	11,800,000
Next Generation VHF Air/Ground Communications System (NEXCOM)	85,850,000	85,850,000	85,850,000	85,850,000
En Route Automation Program	173,900,000	165,000,000	223,575,000	200,000,000
Weather and Radar Processor (WARP)	8,500,000	8,500,000	8,500,000	8,500,000
ATOMS Local Area/Wide Area Network	1,100,000	1,100,000	1,100,000	1,100,000
NAS Management Automation Program (NASMAP)	1,200,000	1,200,000	1,200,000	1,200,000
IDS—Flight Service Stations	2,000,000	2,000,000	0	0
IDS—Terminal Facilities	5,000,000	2,000,000	5,000,000	2,000,000
Category 3: Increase Capacity of the NAS ...	328,500,000	369,623,800	390,935,000	396,190,000
Navigation and Landing Aids	222,700,000	0	278,835,000	0
Local Area Augmentation System		28,100,000		34,400,000
Wide Area Augmentation System		117,923,800		100,000,000
VOR/DME		8,600,000		8,600,000
Approach Lighting System Improvement Program (ALSIP)		19,200,000		48,975,000
Instrument Landing System (ILS) Establishment		36,000,000		48,615,000
Runway Visual Range		7,000,000		7,000,000
DME Sustainment		4,000,000		4,000,000
NDB Sustainment		1,100,000		1,100,000
Visual Nav aids (PAPI/REIL)		5,000,000		5,000,000
VASI Replace With PAPI		5,900,000		5,900,000
Navigation and Landing Aids Service Life Extension Pgm		0		0
Loran-C		25,000,000		22,500,000
Transponder Landing System (TLS)		6,000,000	6,300,000	6,300,000
Oceanic Automation System	69,000,000	69,000,000	69,000,000	67,000,000
Voice Switching and Control System (VSCS)	32,800,000	32,800,000	32,800,000	32,800,000
Instrument Approach Procedures Automation	4,000,000	4,000,000	4,000,000	4,000,000
Category 4: Improve Reliability of the NAS ...	472,710,000	456,240,000	268,210,000	359,440,000
Guam Center Radar Approach Control (CERAP)—Relocate	2,600,000	2,600,000	2,600,000	2,600,000
Terminal Voice Switch Replacement/Enhance TVS	12,000,000	14,200,000	18,500,000	16,000,000
Airport Cable Loop Systems—Sustained Support	5,000,000	5,000,000	6,500,000	6,500,000
En Route Automation Program	173,800,000	163,800,000	0	107,000,000

Item	FY 2004 estimate	House	Senate	Conference agreement
ARTCC Building Improvements/Plant Improvements	34,200,000	34,200,000	34,200,000	28,000,000
Air Traffic Management (ATM)	29,000,000	22,000,000	0	0
Critical Telecommunication Support	1,500,000	1,500,000	1,500,000	1,500,000
FAA Telecommunications Infrastructure (FTI)	51,200,000	51,200,000	51,200,000	51,200,000
Air/Ground Communications Infrastructure ...	24,100,000	24,100,000	24,100,000	24,100,000
Voice Recorder Replacement Program (VRRP)	3,300,000	3,300,000	3,300,000	3,300,000
NAS Infrastructure Management System (NIMS)	22,100,000	22,100,000	22,100,000	20,000,000
Flight Service Station (FSS) Modernization ...	5,800,000	5,800,000	5,800,000	5,800,000
FSAS Operational and Supportability Implementation System (OASIS)	19,710,000	19,710,000	19,710,000	19,710,000
Weather Message Switching Center Replacement	1,500,000	1,500,000	1,500,000	1,500,000
Flight Service Station Switch Modernization	5,400,000	5,400,000	5,400,000	2,000,000
Alaskan NAS Interfacility Communications System (ANICS)	900,000	900,000	900,000	900,000
Electrical Power Systems—Sustain/Support	51,000,000	51,000,000	45,000,000	45,000,000
NAS Recovery Communications (RCOM)	12,000,000	12,000,000	11,600,000	9,400,000
Aeronautical Center Infrastructure Modernization	13,000,000	13,000,000	11,700,000	13,000,000
Frequency and Spectrum Engineering	3,600,000	1,930,000	2,600,000	1,930,000
NAS Interference, Detection, Location and Mitigation	1,000,000	1,000,000	0	0
Category 5: Improve the Efficiency of Mission Support	458,221,700	452,341,700	444,571,700	446,853,800
NAS Improvement of System Support Laboratory	2,700,000	2,700,000	0	0
Technical Center Facilities	14,000,000	11,000,000	3,300,000	13,000,000
Technical Center Building and Plant Support	3,500,000	3,500,000	3,500,000	3,500,000
En Route Communications and Control Facilities Improvements	1,203,390	1,203,390	1,203,390	1,203,390
DOD/FAA Facilities Transfer	1,200,000	1,200,000	3,250,000	3,250,000
Terminal Communications—Improve	1,012,000	1,012,000	112,000	112,000
Flight Service Facilities Improvement	1,276,890	1,276,890	476,890	476,890
Navigation and Landing Aids—Improve	5,929,420	5,929,420	5,929,420	5,929,420
FAA Buildings and Equipment	11,200,000	11,200,000	11,200,000	11,200,000
Air Navigational Aids and ATC Facilities (Local Projects)	2,200,000	2,200,000	2,200,000	2,200,000
Computer Aided Eng and Graphics (CAEG) Modernization	2,000,000	2,000,000	1,000,000	1,000,000
Information Technology Integration	1,600,000	0	1,600,000	0
NAS Aeronautical Info Management Enterprise System	10,300,000	10,300,000	10,300,000	10,300,000
Logistics Support Systems and Facilities (LSSF)	5,000,000	5,000,000	5,000,000	5,000,000
Test Equipment—Maintenance Support for Replacement	4,000,000	4,000,000	4,000,000	4,000,000
Facility Security Risk Management	41,600,000	30,000,000	36,900,000	30,000,000
Information Security	11,500,000	8,000,000	11,500,000	8,000,000
Distance Learning	1,400,000	1,400,000	1,400,000	1,400,000
National Airspace System (NAS) Training Facilities	4,200,000	4,200,000	4,200,000	4,200,000
System Engineering and Development Support	28,300,000	28,300,000	25,800,000	25,800,000
Program Support Leases	41,100,000	41,100,000	41,100,000	41,100,000
Logistics Support Services (LSS)	7,900,000	7,900,000	7,900,000	7,900,000
Mike Monroney Aeronautical Center—Leases	14,600,000	14,600,000	14,600,000	14,600,000
In-Plant NAS Contract Support Services	2,800,000	9,800,000	0	0
DCAA Audits	0	0	0	3,000,000
Transition Engineering Support	39,800,000	39,800,000	35,000,000	35,000,000
FAA Corporate Systems Architecture	1,000,000	1,000,000	0	0
Technical Support Services Contract (TSSC)	47,600,000	47,600,000	46,700,000	42,562,100

Item	FY 2004 estimate	House	Senate	Conference agreement
Resource Tracking Program (RTP)	3,600,000	3,600,000	3,600,000	3,600,000
Center for Advanced Aviation System Development	90,800,00	84,620,000	82,000,000	84,620,000
Operational Evolution Plan	2,000,000	0	26,000,000	21,000,000
NAS Facilities OSHA and Environmental Standards Compliance	28,300,000	28,300,000	28,300,000	28,300,000
Fuel Storage Tank Replacement and Monitoring	5,600,000	5,600,000	7,500,000	5,600,000
Hazardous Materials Management	19,000,000	19,000,000	19,000,000	19,000,000
Research Aircraft Replacement	0	15,000,000	0	10,000,000
Category 6: PCB&T Only	448,540,000	420,841,200	435,480,000	420,841,200
Personnel and Related Expenses	448,540,000	420,841,200	435,480,000	420,841,200
Category 7: Accountwide Adjustments	0	0	100,000,000	0
Airports Grants	0	0	100,000,000	0
Totals	2,916,000,000	2,900,000,000	2,916,000,000	2,910,000,000

Terminal air traffic control facilities replacement.—The conference agreement provides \$158,245,000 for this program. Funds shall be distributed as follows:

Location	Conference agreement
Atlanta, GA	\$74,159,900
Cleveland, OH	4,000,000
Morristown, NJ	1,300,000
Dayton, OH	4,000,000
Wilkes Barre, PA	920,000
Oshkosh, WI	385,000
Toledo, OH	975,000
Abilene, TX	1,760,000
Cahokia, IL	625,000
Memphis, TN	5,000,000
Baltimore, MD	600,000
Deer Valley, AZ	5,658,300
Oakland, CA	21,636,600
Manchester, NH	8,300,000
St. Louis, MO (Tracon)	1,195,500
Addison Field, Dallas, TX	2,005,000
Reno, NV	2,000,000
Seattle, WA	2,000,000
Seattle, WA (Tracon)	5,280,000
Fort Wayne, IN	1,220,000
Newark, NJ	500,000
Port Columbus, OH	700,000
Billings, MT	3,000,000
Savannah, GA	1,000,000
Newburgh, NY	1,500,000
Richmond, VA	1,000,000
Vero Beach, FL	750,000
Everett, WA	2,000,000
Roanoke, VA	1,500,000
Merrimack, NH (Tracon)	3,217,700
Phoenix, AZ	3,027,000
Warrenton, VA	4,110,000
Dulles International, Chantilly, VA	4,500,000
Topeka, KS	1,500,000
Newport News, VA	2,000,000
Battle Creek, MI	1,000,000
Mathis, CA	4,300,000
Huntsville International	8,000,000
Front Range Airport, CO	2,920,000

<i>Location</i>	<i>Conference agreement</i>
McCarran International, NV	4,000,000
Cherry Capital Airport, MI	4,000,000
Spokane International, WA	8,000,000
Boise Airport, ID	4,000,000
Phoenix Sky Harbor, AZ	2,000,000
Tulsa International Airport, OK	2,500,000
Kalamazoo/Battle Creek Intl, MI	2,500,000
Palm Beach International, FL	1,600,000
Provo, UT	1,000,000
Missoula, MT	3,000,000
Las Cruces, NM	1,100,000
Traverse City, MI	2,000,000
Long Island, NY	1,000,000
John C. Stennis, Pascagoula, MS	2,000,000
Total	158,245,000

Precision runway monitors.—The conferees expect the FAA to proceed with the acquisition, installation, and operation of a precision runway monitor at Cleveland Hopkins International Airport. The City of Cleveland has devoted significant time and effort to facilitate the acquisition of a PRM system to complement runway improvements at the airport. Because the PRM is a key component of the overall modernization effort, the conferees expect FAA to proceed expeditiously with this project to ensure the PRM is operational when the new runway opens in the year 2004.

Advanced technology development and prototyping.—The conference agreement includes \$70,100,000 for advanced technology development and prototyping instead of \$52,600,000 as proposed by the House and \$76,600,000 as proposed by the Senate. The following table compares the conference agreement to the House and Senate bills by budget activity:

	House bill	Senate bill	Conference agreement
Runway incursion	\$8,200,000	\$8,200,000	\$8,200,000
Aviation system capacity improvement	6,500,000	6,500,000	6,500,000
Separation standards	2,500,000	2,500,000	2,500,000
Airspace management laboratory	7,000,000	0	0
GA/vertical flight technology	1,400,000	1,400,000	1,400,000
Operational concept validation	2,700,000	2,700,000	2,700,000
Software engineering	1,500,000	0	0
NAS requirements development	3,000,000	3,000,000	3,000,000
Domestic RVSM	1,900,000	1,900,000	1,900,000
Safer skies	3,400,000	3,400,000	3,400,000
Lithium technologies to mitigate ASR	1,000,000	0	1,000,000
Wind/weather research, Juneau, AK	0	6,000,000	6,000,000
Phased array radar technology	3,000,000	0	3,000,000
Airport research	7,500,000	15,000,000	12,000,000
Fogeye	0	0	2,000,000
Required navigation performance (RNP)	2,000,000	0	0
NAS safety assessment	1,000,000	1,000,000	1,000,000
Automated airborne flight alert system .....	.....	3,500,000	3,000,000
Cabin air quality research .....	.....	8,500,000	8,500,000
Pulsed fast neutron analysis (PFNA) .....	.....	7,500,000	4,000,000
Unspecified .....	.....	5,500,000	0
Total	52,600,000	76,600,000	70,100,000

Airport research.—Of the \$12,000,000 provided, \$4,000,000 is for the airfield improvement program under section 905 of Public Law 106–181 and to expand the program to include asphalt; and \$1,500,000 is to continue evaluation of the runway obstruction

warning system at Gulfport-Biloxi Airport, MS, as proposed by the Senate.

Automated airborne flight alert system.—The conference agreement provides \$3,000,000 for the Automated Airborne Flight Alert System (AAFAS). The AAFAS program is a demonstration of a prototype rapid response capability to transmit flight data from commercial-type aircraft using data management and communications equipment already installed on most modern aircraft through software modernization. The conferees agree that the funding is a continuation of previous AAFAS work presently underway.

Pulsed fast neutron analysis.—The conferees agree to provide \$4,000,000 for a demonstration of pulsed fast neutron analysis technology at George W. Bush Intercontinental Airport in Houston, Texas, instead of \$7,500,000 proposed by the Senate. The conferees direct FAA to provide a status report on this demonstration to the House and Senate Committees on Appropriations no later than July 1, 2004.

Standard terminal automation replacement system (STARS).—In a recent audit, the Inspector General has raised several concerns over the deployment strategy for the STARS system, and has recommended that the FAA perform detailed life cycle cost analyses justifying the costs and benefits of replacing the common ARTS sites with STARS. While the conferees support the STARS program, it is not clear at this time whether the most cost-effective strategy would result in an all-STARS deployment, or one where common ARTS and STARS are both maintained in the national airspace system. The conferees direct the agency not to obligate the government contractually during fiscal year 2004 to actions which would involve replacement of common ARTS systems or ARTS color displays until the Inspector General reviews and validates the life cycle cost studies and other relevant analyses provided to FAA's Joint Resources Council to justify and rebaseline the program. However, this does not prohibit the agency from including such activities in contract options that the agency could exercise after full review and approval is received. The conferees are neutral on the issue of STARS deployment, and await the FAA's detailed analyses and the Inspector General's review.

En route automation.—The conferees provide \$307,700,000 for en route automation, a reduction of \$40,000,000 below the budget estimate. The conferees agree that this program requires close scrutiny, including the IG review directed by the Senate.

Approach lighting system improvement program.—The conference agreement for this program shall be distributed as follows:

Location	Item	Conference agreement
Items included in budget		\$14,200,000
Max Westheimer Airport, OK	Install MALSR with REIL and ILS	800,000
Gary/Chicago Airport, IN	Replace naviad; upgrade RVR; centerline lighting ...	1,200,000
Baton Rouge Metro, LA	Category II runway lighting	1,000,000
North Las Vegas and Henderson Executive, NV	REILs	500,000
Lambert St. Louis Intl, MO	Nav aids; ASDE-X; ATCT; PRM; ALSF-2 relocate	2,000,000
Hartsfield International, GA	Install ALSF-2 on runway 26R and 27L	2,000,000
Cincinnati International, OH	Nav aids for new north-south runway, 17/35	2,000,000
Wichita Mid-Continent, KS	Instrument approach lighting, runway 19L	500,000
Colonel James Jabara Airport, KS	Instrument approach lighting	600,000
Various nationwide	National procurement of MALSR systems	5,000,000

Location	Item	Conference agreement
Alaska statewide rural lighting phase III	Airfield lighting	8,000,000
Bessmer Regional, AL	Lights and navigation aids	250,000
Cleveland Hopkins International, OH	Precision approach path indicators (PAPI)	175,000
False Pass, AK	Navigational lighting	2,000,000
Green County Regional, GA	MALSAR	250,000
Hartsfield International, GA	ALSF-2 approach lighting system (5th runway)	2,000,000
Rhode Island Airport Corporation	REIL and PAPI	2,500,000
Seattle-Tacoma International, WA	Approach lighting for runway 16	4,000,000
Total .....	.....	48,975,000

Instrument landing system establishment.—The conference agreement for this program shall be distributed as follows:

Location	Item	Conference agreement
Items in President's budget	Various nationwide	\$20,700,000
Reduction to President's budget	Various nationwide	—2,700,000
Gadsden Airport, AL	Purchase and install ILS	2,000,000
McCook Municipal, NE	Purchase and install ILS	910,000
Leesburg Executive, VA	Purchase and install ILS/glideslope	1,000,000
Baxter County Regional, AR	Purchase and install ILS	1,000,000
Logan Airport, UT	Purchase and install ILS with MALSAR	1,750,000
Lee Gilmer Memorial, GA	Purchase and install ILS	1,000,000
Eugene Airport, OR	Install category I ILS with ALS, PAPI, REILs	750,000
Harnett County Airport, NC	Purchase and install ILS	700,000
Eagle River Union A/P, WI	Install localizer, ALS, and DME	625,000
Anson County Airport, NC	ILS and AWOS	1,500,000
Freeman Municipal Airport, IN	Glideslope and AWOS	355,000
Bishop Airport, CA	Purchase and install ILS	800,000
Stevens Point Municipal, WI	Install ILS, DME, glideslope, localizer, MALSAR and outer marker.	1,500,000
Cleveland Hopkins Intl, OH	Purchase and install ILS on runway 10; 2 PAPIs	1,500,000
Big Sandy Airport, KY	Purchase and install ILS	300,000
Williamsburg/Whitley Cty, KY	Purchase and install ILS	1,000,000
Baraboo-Wisconsin Dells, WI	Unspecified	375,000
Baton Rouge Municipal, LA	Unspecified	500,000
Cincinnati/N. Kentucky Intl, OH	Unspecified	1,500,000
Craig SPB, AK	Unspecified	2,000,000
Eagle County Regional, CO	Unspecified	2,000,000
North Little Rock Municipal, AR	Unspecified	1,200,000
Eastern Iowa, IA	Unspecified	1,500,000
O'Hare International, Chicago, IL	Unspecified	1,500,000
Olive Branch, MS	Unspecified	850,000
Sumter Municipal, SC	Unspecified	1,500,000
Western Nebraska Regional/William B. Hellig Field, NE.	Unspecified	1,000,000
Total .....	.....	48,615,000

Oceanic automation system.—The conferees agree to an IG audit of this program, as proposed by the Senate, but direct the IG to compare FAA's pursuit of oceanic automation capabilities not only to the experience of NavCanada, but to Airservices Australia and other major oceanic ATC service providers.

New York integrated control complex.—The conferees agree to provide \$5,000,000 for continued analysis of a New York integrated control complex as proposed by the Senate instead of \$2,000,000 proposed by the House. While the conferees support further analysis of this potential consolidation, such project should not receive higher funding or schedule priority than the Houston area air traf-

fic system, which preceded it in time and is projected to provide significant benefit to air traffic in that region. Given future budget constraints, it is likely that the agency will have to phase consolidation projects, no matter how meritorious. First funding priority should be given to the Houston project, which is already underway.

Determination of operations versus capital budgeting.—The House and Senate Committees have noted several instances this year of activities budgeted in the capital appropriation that appear to be ongoing operating expenses. In many cases, these expenses have been either denied or transferred to the operations budget. While the conferees understand there is significant pressure on FAA's operating budget, those pressures should be addressed by controlling or avoiding the expenses directly, rather than by transferring them to another account. To gain further insight into this issue, the conferees direct the U.S. General Accounting Office to conduct an audit of FAA's policies for determining when an expense should be budgeted in the operating budget or the capital budget. This should include a detailed look at policies and practices for budgeting personnel compensation, benefits, travel, and related expenses in the capital budget. In addition, the conferees request the GAO to compare these policies to those of the Department of Defense and other civilian agencies with large acquisition budgets. This report should be submitted to the House and Senate Committees on Appropriations by April 15, 2004.

Free flight phase one.—The conferees believe that some of the activities presented under this program appear to be for sustaining engineering or similar operating expenses. The conferees encourage FAA to include those expenses in the agency's operating budget in future budget requests.

Global communication, navigation, and surveillance systems initiative.—The conference agreement includes \$20,000,000 for the global communication, navigation, and surveillance systems (GCNSS) initiative. The conferees direct the FAA to submit a report on this initiative to the House and Senate Committees on Appropriations no later than March 31, 2004. The report should detail the status of planned fiscal year 2004 activities for the program as well as the anticipated future funding requirements for this initiative.

VOR/DME.—The conferees agree that, of the funds provided for VOR/DME, the following allocations shall be made, as proposed by the House: Sarasota/Bradenton International Airport, FL (relocate VORTAC, including land acquisition), \$4,500,000; John F. Kennedy Memorial Airport, WI (install VOR and DME), \$400,000; and Rice Lake Regional Airport, WI (install VOR and DME), \$400,000.

Facilities at the FAA Technical Center.—The conferees request the FAA Administrator to submit a report to the House and Senate Committees on Appropriations, no later than February 15, 2004, concerning the status of civil aviation security research and development facilities at the FAA Technical Center. The report should address any facilities or space formally transferred to the Department of Homeland Security as well as cost savings attributable to such transfer. The responsibilities for civil aviation security were largely transferred to DHS in 2001. Although the FAA had several

security-related facilities at the FAA Technical Center, it is not yet clear from budget documentation whether appropriate facilities costs and support costs have been adjusted to reflect the transfer of this mission.

Facility security risk management.—The conferees are not clear why this program has such a large unobligated balance, given the agency’s internal reprogramming of funds to accelerate these projects in late 2001 and supplemental funding provided in the same year. The FAA is directed to provide a report, no later than January 15, 2004, to the House and Senate Committees on Appropriations explaining the cause of the unobligated balance and the agency’s plan to eliminate it. Considering this backlog, the conference agreement provides \$30,000,000 as proposed by the House instead of \$36,900,000 as proposed by the Senate.

DCAA audits.—The conferees share the concern of the House that FAA should not be curtailing Defense Contract Audit Agency (DCAA) audits when ongoing programs still suffer major cost overruns and billing disputes. When this responsibility was transferred to individual modes from the Office of Inspector General a few years ago, the IG warned that agencies should not be allowed to reduce or eliminate those audits. Unfortunately, due to lax management the agency has done just that. The conferees re-emphasize to FAA that these valuable audits should be increased and used on most, if not all, major acquisition programs of the agency. The conference agreement includes \$3,000,000 solely for this purpose.

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

The conference agreement includes a rescission of unobligated balances from “Facilities and equipment” of \$30,000,000. The Secretary is directed to advise the House and Senate Committees on Appropriations on the distribution of this rescission prior to its implementation.

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

The conference agreement provides \$119,439,000 for research, engineering, and development instead of \$108,000,000 as proposed by the House and \$118,939,000 as proposed by the Senate. The following table compares the conference agreement to the budget estimate and the House and Senate bills by budget activity:

Program	House bill	Senate bill	Conference agreement
Improve Aviation Safety:			
Reduce commercial aviation fatalities:			
Fire research and safety	\$8,458,000	\$8,725,000	\$9,725,000
Propulsion and fuel systems	802,000	4,802,000	4,802,000
Advanced materials/structural safety	1,244,000	5,244,000	5,744,000
Flight safety/atmospheric hazards	3,217,000	4,217,000	3,217,000
Aging aircraft	18,336,000	17,036,000	17,036,000
Aircraft catastrophic failure prevention	762,000	762,000	762,000

Program	House bill	Senate bill	Conference agreement
Flightdeck safety/systems integration	6,782,000	6,782,000	6,782,000
Reduce general aviation fatalities:			
Propulsion and fuel systems	344,000	1,344,000	1,844,000
Advanced materials/structural safety	1,522,000	1,522,000	1,522,000
Flight safety/atmospheric hazards	1,378,000	1,378,000	1,378,000
Aging aircraft	3,584,000	3,584,000	3,584,000
Flightdeck safety/systems integration	1,612,000	1,612,000	1,612,000
Aviation System Safety:			
Aviation safety risk analysis	6,926,000	7,898,000	7,898,000
ATC/AF human factors	8,899,000	8,899,000	8,899,000
Aeromedical research	6,382,000	9,382,000	8,882,000
Weather research	20,852,000	20,852,000	20,852,000
Improve Efficiency of the ATC System: Weather research efficiency	5,000,000	3,000,000	3,000,000
Reduce Environmental Impacts: Environment and energy	7,975,000	7,975,000	7,975,000
Improve Mission Efficiency:			
System planning and resource mgmt	500,000	500,000	500,000
Technical laboratory facilities	3,425,000	3,425,000	3,425,000
Total	108,000,000	118,939,000	119,439,000

REDUCE COMMERCIAL AVIATION FATALITIES

Fire research and safety.—Of the funds provided for fire research and safety, \$1,000,000 is for an advanced cargo monitoring system, and \$1,000,000 is for advanced reticulated polyurethane safety foam.

Propulsion and fuel systems.—Of the funds provided for propulsion and fuel systems, \$3,000,000 is to study molecular markers designed to detect the adulteration or dilution of jet fuel and \$1,000,000 is for the Specialty Metals Processing Consortium.

Advanced materials/structural safety.—Of the funds provided for advanced materials/structural safety, \$4,000,000 is for the National Institute for Aviation Research and \$500,000 is for the FAA Center for Excellence for Applied Research and Training in the Use of Advanced Materials in Transport Aircraft.

REDUCE GENERAL AVIATION FATALITIES

Propulsion and fuel systems.—Of the funds provided for propulsion and fuel systems, \$1,000,000 is for ethanol fuel research as proposed by the Senate, and \$500,000 is for continued research into technologies for modifications to existing general aviation piston engines to enable their safe operation using lower octane unleaded fuel.

AVIATION SYSTEM SAFETY

Aeromedical research.—Within the amount provided for aeromedical research, the conference agreement includes \$2,500,000 for the studies and analysis called for in the National Research Council's study on the impact of cabin air quality on crew and passenger health.

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(AIRPORT AND AIRWAY TRUST FUND)

The conference agreement includes a liquidating cash appropriation of \$3,400,000,000, as proposed by the Senate. The House had no similar appropriation.

Obligation limitation.—The conferees agree to an obligation limitation of \$3,400,000,000 for the “Grants-in-aid for airports” program as proposed by the Senate. The House bill contained no similar limitation.

Administration.—The conference agreement includes a limitation on administrative expenses of \$66,254,000 instead of \$66,638,000 as proposed by the Senate. The conference agreement distributes funding as follows:

<i>Activity</i>	<i>Amount</i>
FY03 base amount	\$63,207,000
Mandatory adjustments	2,907,000
Discretionary adjustments:	
Airport financial reporting system	– 500,000
PFC program analysis	– 300,000
Environmental streamlining	225,000
Airport data system modification	400,000
Wildlife hazard mitigation	315,000
Total	66,254,000

Small community air service development pilot program.—The bill includes \$20,000,000 under the obligation limitation to continue the small community air service development pilot program, as proposed by the Senate. The House had no similar funding. This is consistent with actions taken in fiscal years 2002 and 2003.

Installation of bulk explosive detection systems.—The bill includes a provision proposed by the Senate prohibiting funds for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements necessary to install bulk explosive detection systems. Funding responsibility for these activities has now transferred to the Department of Homeland Security.

San Diego Airport.—The conferees remain concerned over the Air Transportation Action Plan (ATAP) site selection process being conducted by the San Diego County Regional Airport Authority. The authority has selected sites for review without considering whether the potential sites are even available. Of particular concern, most of the selected sites are important active military installations which are unavailable for civilian use.

Priority consideration for letters of intent.—The conferees agree that FAA should give priority consideration to letter or intent applications for improvement projects at Gary/Chicago Airport and Birmingham International Airport during fiscal year 2004.

High priority projects.—Of the funds covered by the obligation limitation in this bill, the conferees direct FAA to provide not less than the following funding levels, out of available resources, for the following projects in the corresponding amounts. The conferees

agree that state apportionment funds may be construed as discretionary funds for the purposes of implementing this provision. To the maximum extent possible, the administrator should work to ensure that airport sponsors for these projects first use available entitlement funds to finance the projects. However, the FAA should not require sponsors to apply carryover entitlements to discretionary projects funded in the coming year, but only those entitlements applicable to the fiscal year 2004 obligation limitation. The conferees further direct that the specific funding allocated above shall not diminish or prejudice the application of a specific airport or geographic region to receive other AIP discretionary grants or multiyear letters of intent.

Airports to receive priority consideration for grant funding.—The conferees agree that Slidell Airport, LA and Paulding County Airport, GA are to be given priority consideration for discretionary grant funding by the FAA during fiscal year 2004.

Airport	Project description	Conference agreement
A. L. Mangham, Jr. Regional Airport, TX	Various improvements	\$2,000,000
Abbeville Regional Airport, AL	Runway Extension	1,000,000
Abilene Regional, TX	Various improvements	2,000,000
Alaska statewide airports	Runway and related improvements	3,000,000
Albany International, NY	Runway extension	750,000
Altus/Quartz Mountain Regional, OK	Infrastructure improvements	500,000
Andrews Municipal Airport, SC	Pavement reconstruction	1,000,000
Andrews Murphy Airport, NC	Various improvements	1,521,900
Anoka County-Blaine Airport, MN	Runway Extension	2,000,000
Arnold Palmer Regional, PA	Extend runway 5-25	2,500,000
Atka Airport, AK	Runway Extension	1,500,000
Augusta Regional Airport at Bush Field, GA	Terminal Construction, Runway Rehabilitation, Various improvements.	2,500,000
Austin Straubel International Airport, WI	Various improvements	2,500,000
Bastrop-Morehouse Memorial Aviation Park, LA	Various improvements	800,000
Baton Rouge Metropolitan, LA	Noise mitigation; various improvements	2,100,000
Bert Mooney Airport, MT	Airport Improvements	750,000
Bessemer Airport, AL	Runway improvements, security improvements, and other improvements.	1,500,000
Birmingham International Airport, AL	Land Acquisition, Runway Extension	2,000,000
Bowman Field, KY	Apron & Taxiway Reconstruction	1,500,000
Bremerton National Airport, WA	Runway & Taxiway Lengthening & Strengthening	4,000,000
Brunswick County Airport, NC	Runway and taxiway improvements	500,000
Burlington-Alamance, NC	Runway extension	1,000,000
Cape May Airport, NC	Drainage system rehabilitation; obstruction study/removal.	1,080,000
Central Nebraska Regional Airport, NE	Rehabilitate Runway 17-35 and Connecting Taxiway.	2,000,000
Central Wisconsin Airport, WI	Primary air carrier runway/parallel taxiway reconstruction.	6,000,000
Chattanooga Metropolitan, TN	Rehabilitate runway 15/33	3,500,000
Chickasha Municipal, OK	Planning/justification for runway extension	100,000
Chippewa County International, MI	New terminal	1,000,000
Cincinnati Lunken Airport, OH	Apron construction	250,000
Clarion County Airport, PA	Runway expansion	1,500,000
Cold Bay Airport, AK	Terminal Facilities	1,000,000
Concord Regional Airport, NC	Runway Extension	2,750,000
Connellsville Airport, PA	Runway Expansion	850,000
Council Bluffs Municipal Airport, IA	Runway Expansion	2,000,000
Dane County Regional Airport-Truax Field, WI	Runway 14 Safety Area Construction	4,000,000
Dekalb Taylor Municipal, IL	MALSR; easements; glidselope; land acquisition for RPZ.	4,555,000
Denton Municipal Airport, TX	Airport Improvements	2,000,000
Detroit Metropolitan Wayne County Airport, MI	Various improvements	3,500,000

Airport	Project description	Conference agreement
Double Eagle II Airport, NM	Runway 17-35 Reconstruction	2,000,000
Egegik Airport, AK	Runway Improvements	1,500,000
Elton Hensley Memorial Airport, MO	New Runway	2,900,000
Erie-Ottawa Regional Airport, OH	Various improvements	1,500,000
Fairbanks International, AK	Terminal redevelopment	1,000,000
Fairfield County Airport, SC	Runway extension	440,000
False Pass Airport, AK	Various Improvements	1,500,000
Fort Dodge Airport, IA	Extension of runway 12/30	734,000
Gallatin Field Airport, MT	Various Improvements	1,000,000
Galveston Scholes International, TX	Taxiway Improvement	2,500,000
General Mitchell International, WI	Taxiway construction, taxiway rehab, and apron rehab.	2,400,000
Glacier Park International Airport, Kalispell, MT	Various Improvements	750,000
Goshen Municipal, IN	ALP update, land and road relocation	1,000,000
Greene County Regional Airport, GA	Runway lengthening and improvement	1,000,000
Gulfpport-Biloxi Regional Airport, MS	General Aviation & Cargo Development	2,850,000
Guntersville Municipal, AL	Various Improvements	500,000
Halifax-Northampton Regional, NC	Airport construction	1,000,000
Hammonton Airport, NC	Security fencing: construction of new apron; EA	585,000
Hancock International, NY	Various improvements, including acquisition of jetways.	750,000
Harnett County Airport, NC	Phase 2 runway and taxiway extension	1,000,000
Hector International Airport, ND	Runway Reconstruction	6,000,000
Helena Regional Airport, MT	Terminal Remodeling & Expansion Project	1,000,000
Hickory Regional Airport, NC	Runway lighting and apron pavement overlay	1,000,000
Houma Terrebone Airport, LA	Upgrade runway	3,000,000
Indiana County-Jimmy Stewart Airport, PA	Runway extension	810,000
Jackson International Airport, MS	Terminal, Apron & Taxiway Replacement, and other improvements.	1,500,000
Juneau Harbor Seaplane Base, AK	Snow Removal Equipment	1,000,000
Kay Larkin Municipal, FL	Update airport layout plan, perform environmental analysis.	750,000
Ketchikan International Airport, AK	Various Improvements	500,000
Killeen/Fort Hood Joint Use Airport, TX	Safety improvements	2,750,000
Kodiak Airport, AK	Terminal Improvements	1,000,000
La Crosse Municipal, WI	Taxiways	2,400,000
Lafayette Regional, LA	Taxiway and runway improvements	750,000
Lampson Airport, CA	Wastewater collection system	750,000
Lawrence Municipal, KS	Various improvements	1,000,000
Lehigh Valley International Airport, PA	Various Improvements	1,000,000
Long Island Islip MacArthur Airport, NY	Various improvements	1,000,000
Louis Armstrong New Orleans International Airport, LA	Airfield Safety Improvement Program, Various improvements.	3,000,000
Louisville International, KY	Extension of west runway; upgrade runway safety area.	2,000,000
Mahlon Sweet Field, OR	Parallel Runway construction and other improvements.	2,250,000
Marion-Crittenden County Airport, KY	Runway Paving	800,000
Maryville Memorial Airport, MO	Terminal Facility, Various improvements	500,000
McKinney Municipal Airport, TX	Runway & Taxiway Rehabilitation	4,000,000
McMinn County Airport, TN	Lengthen/widen runway; extend taxiway; land acquisition.	2,000,000
Meadows Field, CA	Apron, taxiway improvements	5,000,000
Midway Airport, IL	Various improvements	4,000,000
Minneapolis-St. Paul International, MN	Pavement rehabilitation and de-icing pad	2,500,000
Missoula International Airport, MT	Land Acquisition	4,000,000
Mobile Downtown Airport (BFM), AL	Rehabilitate Ramp and other improvements	1,000,000
Montgomery Regional (Dannelly Field) Airport, AL	Terminal Expansion & Renovation	2,000,000
Monticello Airport, KY	Parallel taxiway extension	650,000
Mt. Pleasant Municipal, MI	Planning for upgrades	150,000
Nashville International Airport, TN	Taxiway Widening, Airfield Reconstruction	2,225,000
New Castle County Airport, DE	Rehabilitation of Runway 1-19 & Taxiway M	2,000,000
Niagara Falls International, NY	Apron expansion and taxiway	1,000,000
North Pickens Airport, AL	Land Acquisition, RSA Improvements, Runway Overlay.	500,000

Airport	Project description	Conference agreement
Northwest Arkansas Regional, AR	Construction of cargo apron and taxiway	2,500,000
Oakland County International, MI	Design of crosswind runway; upgrade lighting; noise program.	3,000,000
Ohio University, OH	Airport Improvements	1,000,000
Orlando Sanford International Airport, FL	9R/27L Runway Extension	500,000
Owensboro-Daviess County Airport, KY	Various Improvements to Terminal, Parking & Runway Areas.	1,000,000
Paragould Municipal, AR	Master plan and parallel taxiway	1,000,000
Paulding County Airport, GA	Runway construction	1,000,000
Pellston Regional Airport, Emmet County, MI	New Passenger Terminal Building	1,000,000
Philadelphia International, PA	Various improvements	2,250,000
Phoenix Sky Harbor International, AZ	Noise mitigation program	2,500,000
Pittsburgh International Airport, PA	Runway and taxiway improvements and terminal building modifications.	2,000,000
Plattsburgh International Airport, NY	Redevelopment and Capital Improvements	2,500,000
Port Authority of New York & New Jersey, NJ	School soundproofing	1,000,000
Pryor Field Regional, AL	Various improvements	3,000,000
Redlands Municipal, CA	Security enhancements: lighting, cameras, intrusion sensors.	200,000
Reno/Stead Airport, NV	Runway Reconstruction, Taxilane Construction, Overlay.	2,000,000
Rhode Island Airport Corporation	Various Improvements	1,000,000
Richard B. Russell Airport, GA	Environmental assessment for runway extension	200,000
Romeoville Lewis University Airport, IL	Runway construction, including ILS and land acquisition.	2,500,000
Rowan County Airport, KY	Runway extension to 5,500 feet	3,000,000
San Bernardino International, CA	Runway improvements	500,000
Sand Point Airport, AK	Terminal Improvements	1,000,000
Santa Teresa Airport, NM	Extension of runway and taxiway	2,000,000
Seattle-Tacoma International Airport, WA	Various Improvements	5,000,000
Seward Airport, AK	Master plan phase 2	125,000
Slidell Airport, LA	Various improvements	1,000,000
Somerset Airport, KY	Design/build passenger terminal; construct maint hanger.	3,500,000
Southern California Logistics Airport, CA	Engine rone up runway infrastructure improvements	1,000,000
Spirit of St. Louis Airport, MO	Taxiways	1,500,000
Springfield Branson Regional, MO	Midfield terminal design; ramps and access taxiways.	4,000,000
Springfield Municipal, OH	Land acquisition	150,000
St. Paul Island Airport, AK	Runway Paving	1,000,000
St. Petersburg/Clearwater International, FL	Runway extension	3,240,000
Statesville Municipal, NC	Extension of runway 10/28; ILS installation	1,500,000
Stockton Airport, CA	Air Cargo Center	500,000
Sugar Land Regional, TX	Construct apron and taxiway	3,600,000
Troy Municipal Airport, AL	Runway & Taxiway Extension, Apron Improvements	1,000,000
Tulsa International, OK	Various improvements	5,000,000
Tunica Airport, MS	Airfield construction and expansion	1,000,000
Twenty-nine Palms Airport, CA	Runway parking skirt renovation	250,000
Twin County Airport, VA	Runway and lighting rehabilitation	900,000
Unalaska Airport, AK	Terminal Facility	1,000,000
Upshur County Airport, WV	Runway extension and apron construction	660,000
Virginia Highlands Airport, VA	Apron, taxiways and road construction	750,000
Walnut Ridge Regional, AR	Various improvements	250,000
Wayne County Airport, OH	Various improvements	3,000,000
West Virginia Statewide	Various Improvements	8,000,000
Wichita Mid-Continent, KS	Construct taxiway L, taxiway R, and a compass rose.	2,000,000
Williams Gateway Airport, AZ	Runway Construction, Taxiway Repair	2,250,000
Willmar Municipal, MN	Runway improvements, lighting, and fencing	1,000,000
Wilmington International, NC	Runway and drainage improvements	1,000,000
Wright Army Airfield, GA	Runway rehabilitation	1,950,000
Yucca Valley Airport District, CA	Floor control protection along north side of runway	400,000

Alaska statewide airport improvement program.—The conferees are aware of plans for a floatplane airport to be located in the

Matanuska Susitna Borough. Within the funds provided to the State of Alaska for various airport improvements, the managers expect \$2,000,000 to be made available for this facility once it has received the necessary approvals.

AVIATION INSURANCE REVOLVING FUND

The conference agreement deletes language proposed by the Senate authorizing funds for aviation insurance activities under 49 U.S.C. 443 (“war risk insurance”). This authorization is no longer needed for the orderly execution of the program.

GENERAL PROVISIONS—FEDERAL AVIATION ADMINISTRATION

The conference agreement includes a provision proposed by the House prohibiting funds for engineering work related to an additional runway at Louis Armstrong New Orleans International Airport in Louisiana.

The conference agreement includes a provision proposed by the House prohibiting funds for FAA to mandate without-cost space, utilities, or other items in airport sponsor-owned buildings. The Senate had a nearly identical provision with a technical difference in wording.

The conference agreement includes a provision proposed by the House prohibiting funds to change weight restrictions or prior permission rules at Teterboro Airport in New Jersey. The Senate bill contained a nearly identical provision under section 534.

The conference agreement includes a provision proposed by the Senate authorizing the FAA Administrator to accept funds from an airport sponsor, subject to certain conditions, for environmental reviews related to a project to add critical airport capacity.

The conference agreement deletes language proposed by the Senate requiring FAA to give priority consideration to airport improvement projects at Paulding County, Georgia.

The conference agreement includes a provision proposed by the Senate prohibiting funds to establish a pilot program where essential air service communities would be required to cost-share in the program.

The conference agreement deletes a provision proposed by the Senate authorizing FAA to give priority consideration to a letter of intent for extension of the main runway at the Gary/Chicago Airport, and requiring the Administrator to consider the application within 90 days of receiving it from the airport sponsor.

The conference agreement deletes a provision proposed by the Senate expressing the sense of the Senate that the Secretary of Transportation must consider the impact of aircraft noise on northern Delaware as part of the capacity enhancement program at Philadelphia International Airport.

The conference agreement deletes a provision proposed by the Senate specifying that, of funds provided for FAA “Facilities and equipment”, \$2,000,000 is for air traffic control facilities at the John C. Stennis International Airport in Mississippi. Funding for this project has been provided under “Facilities and equipment”.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

The conference agreement limits administrative expenses of the Federal Highway Administration (FHWA) to \$337,604,000 instead of \$359,458,000 as proposed by the House and \$337,834,000 as proposed by the Senate.

The conference agreement provides that \$7,000,000 shall be made available under section 104(a)(1)(A) of title 23, U.S.C. to carry out environmental streamlining activities.

The conferees recommend the following adjustments to the budget request by program and activity:

Employee development	-\$4,606,000
Employee multidisciplinary development program	+4,606,000
Information technology	- 500,000
Additional staff	- 646,000
FECA administrative costs	- 84,000

Employee multidisciplinary development program.—Instead of providing \$4,606,000 for the employee development program, the conference agreement provides these funds for the employee multidisciplinary development program, as directed in the House report. The conference agreement directs FHWA to provide a report to the House and Senate Committees on Appropriations by March 15, 2004 on this new program. The report should include the goal of the program, what activities it will support, how many employees are expected to participate, how employees are selected for the program, and how it is different from the employee development program funding in prior years.

Information technology planning.—The conference agreement provides \$20,869,000 for information technology equipment, security, and support, instead of \$21,369,000 as provided by the House and \$20,369,000 as provided by the Senate. Consistent with the Senate, the conference agreement directs FHWA to develop a comprehensive plan to ensure that IT security and equipment upgrades are compatible and that any equipment acquisition is flexible and upgradeable. This report is to be transmitted to the House and Senate Committees on Appropriations by February 15, 2004.

Federal staff to oversee large projects.—The conference agreement provides \$646,000 for six full time equivalents to help oversee FHWA major projects. The House did not include funding for this purpose, and the Senate proposed \$1,292,000 for twelve full time equivalents.

FECA costs.—The conference agreement does not provide funds for workers compensation administrative costs, as proposed by the House.

FEDERAL-AID HIGHWAYS

The conference agreement limits obligations for the federal-aid highways program to \$33,843,000,000, as proposed by the Senate, instead of \$33,385,000,000 as proposed by the House.

Intelligent Bridge Systems.—As proposed by the House, the conference agreement directs FHWA to provide a report to the

House and Senate Committees on Appropriations on intelligent bridge systems no later than March 1, 2004.

Public lands.—The conference agreement includes language directing that funds allocated to FHWA’s public lands discretionary program be derived from that program and not from funds allocated to the National Park Service’s regions, as proposed by both the House and the Senate. In addition, the conferees direct that these funds not come from funds allocated to the Fish and Wildlife Service’s regions, as proposed by the House.

I-66 westbound widening from Rosslyn Tunnel to Dulles Connector, Virginia.—The conference agreement provides that as of June 1, 2004, unobligated funds for the I-66 westbound widening from Rosslyn tunnel to Dulles Connector under the National Corridor Planning and Border Development Program shall be available to the Route 7 Widening project in Fairfax County, Virginia.

Miller Creek Bridge project.—The conference agreement directs FHWA to apply remaining funds provided in P.L. 107-87 for the environmental clearance process for the Miller Creek Bridge Project in Montana to final design, right of way acquisition, construction and construction engineering activities.

Alaskan Way Viaduct, Washington.—The conference agreement includes Senate language encouraging FHWA to work with state and local officials to determine the amount of emergency relief funds that should be committed to the Alaskan Way Viaduct project.

I-80 Colfax Narrows project.—The conference agreement includes \$2,000,000 for the rehabilitation and reconstruction of a portion of the Interstate highway connecting eastern California and western Nevada in Placer County, CA. The states have been advancing the project and this funding will move the multi-year project into the next stage of development. The funds will be provided to the project by agreement with Nevada to improve the safety and reduce congestion on this section of Interstate highway.

U.S. Highway 67/167, North Little Rock, Arkansas.—The conferees recognize the potential for economic development in the North Hills area of North Little Rock. In order to alleviate congestion problems that would hinder that development, the conferees direct the Federal Highway Administration to work with the Arkansas Highway and Transportation Department and the City of North Little Rock to develop a plan for southbound access from U.S. Highway 67/167 near the intersection of Interstate 30 and Interstate 40 in North Little Rock, AR no later than March 1, 2004.

LIMITATION ON TRANSPORTATION RESEARCH

The conferees provide a general limitation on transportation research of \$462,500,000, as proposed by both the House and the Senate.

SURFACE TRANSPORTATION RESEARCH

Within the funds provided for surface transportation research, the conference agreement includes \$103,000,000 for highway research and development for the following activities:

Environmental, planning, real estate \$16,000,000

Research and technology program support	9,000,000
International research	400,000
Structures	14,000,000
Safety	11,500,000
Operations	13,000,000
Asset management	2,750,000
Pavements research	16,000,000
Long term pavement project (LTPP)	10,000,000
Advance research	600,000
Policy research	9,000,000
R&T strategic planning and performance measures	750,000

Environmental, planning, and real estate.—The conference agreement provides \$16,000,000 for environmental, planning, and real estate research. Within the funds provided for this research activity, the FHWA is encouraged to provide \$1,000,000 for the completion of the dust and persistent particulate abatement research in Kotzebue, Alaska, \$250,000 for the Sacramento Region Blueprint, and \$250,000 for the Central California Ozone Study.

Research and technology.—The conference agreement provides \$9,000,000 for research and technology program support. Within the funds provided for this activity, the FHWA is encouraged to provide \$750,000 for the University of Illinois Transportation Center, \$750,000 for the Center on Coastal Transportation Research at the University of South Alabama, and \$750,000 for the electromagnetic transportation research project at the University of Vermont to continue research into advanced ground penetrating radar systems.

International research.—The conferees have provided \$400,000 for international research activities. Further, FHWA is directed by the conferees to consult the House and Senate Appropriations Committees before any international agreements are consummated that are likely to require financial support.

Structures.—The conference agreement provides \$14,000,000 for structures research. Within the funds provided for structures research, the conferees encourage FHWA to provide \$750,000 for the deployment of lithium technologies to prevent and mitigate alkali silica reactivity, \$1,000,000 for the New York City Bridge Corrosion Monitoring Project, \$250,000 for a demonstration project to evaluate the use of battery-powered cathodic protection to extend the life of concrete bridges located in extreme cold weather conditions, \$1,000,000 to the Constructed Facilities Center at West Virginia University for the rapid deployment and durability of bridge structures constructed with advanced composite materials, \$250,000 for the University of Delaware's Center for Innovative Bridge Engineering, \$1,500,000 for the Infrastructure Renewal Research project at Washington State University, and \$500,000 to support non-destructive structural evaluation technology at the New Mexico State University's Bridge Research Center.

Safety.—The conference agreement provides \$11,500,000 for safety research. Within the funds provided for this activity, the conferees encourage FHWA to provide \$250,000 to conduct a waterborne road marking evaluation at the Pennsylvania State University to understand the safety and environmental impacts of several pavement marking systems, and \$500,000 to Washington State Department of Transportation for pilot projects to test Level-2 Warning/Positive protection gates for highway railroad grade crossings.

Operations and asset management.—The conference agreement provides \$13,000,000 for operations and \$2,750,000 for asset management. Within the funds provided for these activities, the conferees encourage FHWA to provide \$750,000 for the National Steel Bridge Alliance, \$200,000 for the Northwestern University Highways 2008, \$100,000 for Wisconsin’s critical vulnerability assessment and countermeasure plan, \$750,000 for the University of Idaho’s National Institute for Advanced Transportation Technology, working with the Northwest Transportation Training and Education Alliance, to develop and deliver training and education for transportation professionals in Idaho, Oregon and Washington, and \$2,000,000 for the Oklahoma Transportation Center to conduct research addressing freight flows throughout Oklahoma.

The conference agreement does not provide funds for statistical analysis of the National Quality Initiative under any FHWA research program, as proposed by the House. Such analysis shall be performed by the Bureau of Transportation Statistics.

Pavements.—The conference agreement provides \$16,000,000 for pavements research. Within the funds provided for this activity, the conferees encourage FHWA to provide \$350,000 to Florida Atlantic University for the material integrity project, \$1,500,000 for the National Center for Asphalt Technology at Auburn University, Alabama, \$1,000,000 for the Center for Portland Cement Concrete Pavement Technology at Iowa State University, \$500,000 to continue evaluating GSB–88 emulsified binder treatment application, and \$250,000 to support the Institute for Aggregates Research at Michigan Technological University.

Policy.—The conference agreement provides \$9,000,000 for policy research. Within the funds provided for this activity, FHWA is encouraged to provide \$300,000 to Boston University Infrastructure Investment Research Initiative, \$300,000 to the City College of San Francisco Transportation Academy, and \$500,000 to the University of Kentucky Academy for Community Transportation Innovation for innovation of transportation facilities into rural communities.

Within the funds provided, the conferees encourage FHWA to conduct a high performance/low emission asphalt test project in consultation with the National Center for Asphalt Technology as proposed by the Senate.

INTELLIGENT TRANSPORTATION SYSTEMS

The conference agreement provides a limitation on Intelligent Transportation Systems of \$232,000,000. Funds are available for the following activities:

Research and development	\$52,000,000
Operational tests	12,000,000
Evaluations	7,000,000
Architecture and standards	18,000,000
Integrations	11,500,000
Program support	11,500,000
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Subtotal	110,000,000
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ITS Deployment incentive program	122,000,000
Total	232,000,000

Joint Program Office.—In the early 1990s, the appropriations committees expressed strong support for the formulation of a Joint Program Office (JPO) within the DOT to oversee the Federal role in the National Intelligent Transportation system (ITS) effort. This office, which is located within the Federal Highway Administration, now provides overall program direction and budget coordination among the multiple DOT offices conducting ITS activities. The success of the Federal investment in ITS has been due partly to the effective functioning of the JPO. For example, the JPO's close association with FHWA's research, headquarters staff, and regional offices has ensured a unified approach to providing training, implementing and testing standards, and adhering to a national systems architecture. The conferees maintain that the JPO's positive working relationship with the FMCSA and FTA has facilitated progress in advancement of technologies and the deployment of activities.

The appropriation for ITS provided by the conferees is predicated on the continuation of the JPO conducting the functions identified previously. Maximum efficiencies are most likely to be obtained by retaining the current administrative structure of the JPO within the FHWA with a reporting function to the Deputy Secretary. If there is any change in the administrative structure or responsibilities of the JPO, the Secretary is directed to inform the House and Senate Committees on Appropriations and to justify in detail such changes.

Intelligent transportation systems deployment projects.—Within the funds available for intelligent transportation systems deployment, the conference agreement provides that not less than the following sums shall be available for intelligent transportation projects in these specified areas:

<i>Project</i>	<i>Amount</i>
City of Huntsville, Alabama, ITS	\$4,500,000
511 Traveler Information Program in North Carolina	400,000
Advanced Ticket Collection and Passenger Information Systems, New Jersey	750,000
Advanced Traffic Analysis Center, North Dakota	200,000
Advanced Transportation Management Systems (ATMS), Mont- gomery County, Maryland	500,000
Alameda Corridor-East Gateway to America Project Phase II, Los Angeles, CA	1,200,000
Alexandria ITS Real-Time Transit Enhancement Pilot Project	410,000
Altatum Restricted Use Technology Study	1,750,000
Altoona, Pennsylvania, ITS	800,000
Amber Alert Multi-Regional Strategic Plan	400,000
ATR Transportation Technology/CVISN, New Mexico	175,000
Auburn, Auburn Way South ITS, Washington	1,600,000
Bay County Area Wide Traffic Signal System	750,000
Cargo Watch Logistics Information System, New York	2,500,000
Carson Passenger Information System	300,000
CCTA Intelligent Transportation Systems, Vermont	300,000
City of Baltimore, Maryland Traffic Congestion Management	200,000
City of Boston Intelligent Transportation Systems, Massachusetts	1,000,000
City of New Rochelle, NY Traffic Signal Replacement Program	500,000
City of Santa Rosa: Intelligent Transportation System	300,000
Clark County Transit, VAST ITS, Washington	1,600,000
Computerization of traffic signals in Ashtabula, OH	14,000
Corona City-wide automated traffic management system	1,000,000
DelTrac Statewide Integration, Delaware	1,000,000
Demonstration project to deploy Geospatial Emergency & Response System (GEARS) for transportation	150,000
Detroit Metro Airport ITS	350,000

<i>Project</i>	<i>Amount</i>
DuPage County Signal Interconnection Project	300,000
Elk Grove Traffic Operations Center	960,000
Fairfax County Route 1 Traffic Synchronization ITS Pilot Project	500,000
FAST Las Vegas (ITS-Phase 2)—Construction	300,000
Fiber Optic Signal Interconnect System, Tuscon, Arizona	3,500,000
George Washington University, Virginia Campus	500,000
Germantown Parkway ITS Project, Tennessee	3,000,000
GMU ITS Research, Virginia	500,000
Great Lakes ITS, Michigan	3,000,000
Greater Philadelphia Chamber of Commerce ITS System, Pennsylvania	1,500,000
Harbor Boulevard Intelligent Transportation	800,000
Hawthorne Street Public Access Improvements, New Bedford, MA	150,000
Hillsborough Area Regional Transit: Bus Tracking, Communication and Security, Florida	750,000
Houma, Louisiana	1,250,000
Houston ITS	1,500,000
I-70 Incident Management Plan Implementation, Colorado	2,500,000
1-87 Highway Speed E-Z Pass at the Woodbury Toll Barrier	1,750,000
1-87 Smart Corridor	1,000,000
I-90 Phase 2 Connector ITS Testbed—Town of North Greenbush—Rensselaer County, NY	200,000
Illinois Statewide ITS	3,000,000
Implementation of Wisconsin DOT's Fiber Optics Network	1,000,000
Integration and Implementation of DYNASMART-X, RHODES and CLAIRE in Houston, TX	500,000
Intelligent Transportation System (Kansas City metro area)	200,000
Intelligent Transportation Systems—Phases II and III, Ohio	700,000
Intelligent Transportation Systems Deployment Project, Inglewood, CA	500,000
Intelligent Transportation Systems, City of Wichita Transit Authority	750,000
Intelligent Transportation Systems, Statewide and Commercial Vehicle Information Systems Network, Maryland	750,000
Intelligent Transportation Systems, Washington, DC Region	500,000
Intersection Signalization Project for the City of Virginia Beach, Virginia	500,000
Iowa Transportation Systems	750,000
ITS Baton Rouge, LA	1,250,000
ITS Expansion in Davis and Utah Counties, Utah	1,250,000
ITS Logistics and Systems Management for the Gateway Cities	250,000
ITS Technologies, San Antonio, Texas	200,000
ITS, Cache Valley, Utah	1,000,000
Jacksonville Transportation Authority, Intelligent Transportation Initiative—Regional Planning, Florida	750,000
King County, County-wide Signal Program, Washington	1,500,000
Lincoln, Nebraska StarTran Automatic Vehicle Locator System	1,000,000
Los Angeles MTA Regional Universal Fare System	500,000
Macomb County ITS Integration, Michigan	600,000
Maine Statewide ITS	1,000,000
Market Street Signalization Improvements	100,000
MARTA Automated Fare Collection/Smart Card System, Georgia	700,000
Metrolina Transportation Management Center	1,750,000
Mid-America Surface Transportation Water Research Institute, North Dakota	500,000
Minnesota Guidestar	1,250,000
Missouri Statewide Rural ITS	4,000,000
Mobile Data Computer Network Phase II (MDCN), Wisconsin	2,200,000
Monroe County ATMS ITS Deployment Project	800,000
Montachusett Area Regional Transit (MART) AVLS, MA	240,000
Multi Region Advanced Traveler Information System (ATIS) for the IH-20 Corridor—Phase 1 in Texas	550,000
Nebraska Statewide Intelligent Transportation System Deployment	1,000,000
New York State Thruway Authority Traffic Operation Package for 1-95 and 1-87	1,676,000
North Bergen, New Jersey Traffic Signalization Replacement	1,000,000
Oklahoma Statewide ITS	4,000,000

<i>Project</i>	<i>Amount</i>
Palm Tran, Palm Beach County, FL—Automated Vehicle Location and Mobile Data Terminals	1,000,000
Portland State University Intelligent Transportation Research Initiative	400,000
Program of Projects, Washington	2,000,000
Project Hoosier SAFE-T	2,000,000
Real Time Transit Passenger Information System for the Prince George's County Dept. of Public Works, Maryland	1,000,000
Regional Intelligent Transportation System, Springfield, Missouri ..	2,000,000
Regional ITS Architecture and Deployment Plan for the Eagle Pass Region and Integrate with Laredo	300,000
Roosevelt Boulevard ITS Enhancement Pilot Program	750,000
Rural Freeway Management System Implementation for the IH-20 Corridor in the Tyler Region—Phase 1	200,000
Sacramento Area Council of Governments—ITS Projects, California	1,175,000
San Diego Joint Transportation Operations Center	400,000
Seacoast Intelligent Transportation System Congestion Relief Project	1,000,000
Seattle City Center ITS, Washington	2,500,000
Shreveport Intelligent Transportation System, Louisiana	1,000,000
South Carolina DOT Inroads Intelligent Transportation System	3,500,000
Spotswood Township, NJ; Expand and improve traffic flow with road improvements	250,000
SR 924 ITS Integration Project	1,000,000
SR112 ITS Integration Project	300,000
Statewide AVL Initiative, Nebraska	300,000
Swatara Township, Pennsylvania—Traffic Signalization Improvements	100,000
TalTran ITS Smartbus Program, Florida	1,750,000
Texas Medical Center EMS Early Warning Transportation System	1,000,000
Texas Statewide ITS Deployment and Integration, City of Lubbock	400,000
Texas Statewide ITS Deployment and Integration, Port of Galveston	400,000
Town of Cary Computerized Traffic Signal Project, North Carolina	800,000
Traffic Signal Controllers & Cabinets, District of Columbia	400,000
TRANSCOM Regional Architecture & TRANSMIT project, NJ, NY, & CT	500,000
Transportation Research Center (TRC) for Freight, Trade, Security, and Economic Strength, Georgia	500,000
Tukwila, Signalization Interconnect and Intelligent Transportation, Washington	1,400,000
Twin Cities, Minnesota Redundant Communications Pilot	1,000,000
Tyson's Transportation Association—ITS	250,000
University of Kentucky Transportation Center	1,000,000
Ventura County Intelligent Transportation System	1,000,000
West Baton Rouge Parish Joint Operations Emergency Communications Center	800,000
Wisconsin CVISN Level One Deployment	800,000
Wyoming Statewide ITS Initiative	4,000,000

FERRY BOATS AND FERRY TERMINAL FACILITIES

Within the funds available for ferry boats and ferry terminal facilities, funds are to be available for the following projects and activities:

<i>Project</i>	<i>Amount</i>
Akutan Ferry Planning and Design, Alaska	\$1,000,000
Canal Corridor Association—Port of LaSalle Project, Illinois	400,000
Capital Cost of Contracting for Water Bus Service, Florida	500,000
City of Palatka Ferry Service, Florida	650,000
Coffman Cove/Wrangell/Petersburg Ferries and Ferry Facilities, Alaska	2,000,000
Erie-Western Pennsylvania Port Authority Ferry Vessel Acquisition	800,000
Ferry service from Rockaway Peninsula to Manhattan (Jamaica Bay Transportation Hub), New York	500,000

<i>Project</i>	<i>Amount</i>
Fire Island Ferry Terminal, Saltaire, New York	450,000
Fort Morgan-Dauphin Island Ferry, Alabama	2,500,000
Governor Curtis Ferry Boat Replacement, Maine	400,000
Hatteras Ferry Project, North Carolina	500,000
High Speed Ferry Terminal, Bridgeport, Connecticut	750,000
Ocean Gateway Development, Maine	500,000
Oyster Point Ferry Vessel, San Francisco, California	1,000,000
Passenger Ferry, Port of Corpus Christi, Texas	500,000
Pittsburgh Water Taxi, Pennsylvania	500,000
S-236 Claggett Road/Lewis & Clark Ferry Boat Facilities on Mis- souri River, Montana	800,000
Southworth and Vashon Terminal Improvements, Washington	1,000,000
Stamford High Speed Ferry, Stamford, Connecticut	500,000
Staten Island Ferry Kennedy Class Replacement Program, New York	1,950,000
Swans Island Ferry Terminal Improvements, Swans Island, Maine	500,000
Winthrop, Massachusetts Ferry	300,000
TEA-21 Set-asides (Alaska, Washington, New Jersey)	20,000,000

NATIONAL CORRIDOR PLANNING AND BORDER DEVELOPMENT PROGRAM

Within the funds available for the national corridor planning and border development program, funds are to be available for the following projects and activities:

<i>Project</i>	<i>Amount</i>
146th Street 1-69 Access Project, Hamilton County, Indiana	\$1,000,000
172nd Street/I-5 Interchange and Bridge Expansion, Washington ..	3,000,000
34th Street Corridor completion, Minnesota	1,000,000
Aiken Road Bridge, Kentucky	1,000,000
Alameda Corridor-East Gateway to America Project Phase II, Los Angeles, California	2,000,000
Anacostia Crossings and Freeway Study, Maryland	750,000
Anniston East Bypass, Alabama	3,000,000
Arch-Sperry Road Improvements, California	250,000
Arctic Winter Games Transportation Improvements, Alaska	1,000,000
Auburn Ravine Bridge—City of Lincoln, California	250,000
Bayfield County bridge projects, Wisconsin	410,000
California, State Route 75 (City of Coronado) Tunnel Project Re- port and Environmental Document, California	500,000
Cameron Street Bridge, Shamokin/Coal Townships, Northumber- land County, Pennsylvania	1,000,000
Canal Road Intermodal Connector, Harrison County, Mississippi	1,000,000
City of Forsyth Frontage Road, Illinois	200,000
City of Seminole, US 377 upgrades and creation of a spur, Okla- homa	2,000,000
Coalfields Expressway, Virginia	500,000
Columbus, Mississippi Highway 45 Bypass	750,000
Construct Madison Street Interchange I-29 in Sioux Falls, South Dakota	5,000,000
Corridor V construction along SR-6, Mississippi	1,000,000
Donna-Rio Bravo International Border Crossing, Texas	800,000
Elk Grove Sheldon 99 Interchange, California	300,000
Falls to Falls Corridor, Minnesota	1,000,000
Flintlock Road Overpass, City of Liberty, Missouri	1,000,000
Ft. Wainwright Alternative Access & Chena River Crossing, Alaska	5,700,000
Garden Parkway Bypass (US 321/74), North Carolina	2,000,000
Georgia S.R. 316 Improvements—Gwinnett County, Georgia	100,000
Highway 101 Implementation Plan, California	600,000
Highway 22/Cordon Road Interchange—Environmental Impact Study, Oregon	500,000
Highway 431 Modification, Alabama	1,200,000
Highway 71, Alma to Greenwood, Arkansas	1,450,000
Highway 71: Louisiana State Line, DeQueen, Arkansas	850,000
I-5 Interregional Arterials Improvement Project, California	700,000

<i>Project</i>	<i>Amount</i>
I-565 to Memorial Parkway, Huntsville, Alabama	5,000,000
I-65 and County Road 24 Interchange, Limestone County, Alabama	1,000,000
I-66 westbound widening from Rosslyn Tunnel to Dulles Connector, Virginia	1,000,000
I-675 Corridor Improvements, Ohio	500,000
I-69 Indianapolis to Evansville	1,000,000
I-73 Corridor Project	250,000
I-75/Austin Road Interchange, Ohio	650,000
Interchange/overpass at highway K-7 and 55th St. and Johnson Dr. in Shawnee, Kansas	1,000,000
Intercounty Connector (ICC), Maryland	500,000
Interstate 5 Riverfront Reconnection, California	500,000
Jasper Airport Road, Jasper, Alabama	1,000,000
Jim Thorpe Bridge Renovation Project, Pennsylvania	500,000
Kauffman Ave Roadway Improvements, Greene County, Ohio	500,000
KY750 from US 23 to KY 3105 in Raceland, Greenup County, Kentucky	300,000
LA 1 Port Fourchan to US 90	2,000,000
LA 18 from Avondale to US 90, Jefferson Parish, Louisiana	350,000
LA 37/US 190, Central Thruway Connector, Louisiana	1,000,000
LA Hwy 820 Improvements, Lincoln Parish, Louisiana	1,500,000
Loop 201 Expansion Project, Texas	750,000
Missisquoi Bay Bridge, Vermont	4,000,000
Murchison Road, Cumberland County, North Carolina	500,000
Murray Business Loop, Kentucky	1,000,000
New Haven Road Corridor Study, Connecticut	90,000
North Coast Interstate 5, California	500,000
Northern Tier Expressway (NTE), New York	100,000
North-South Highway TCL-MSL Corridor, Alabama	1,000,000
Pittston Connector Project, Pennsylvania	300,000
Planning for New Route over Cape Fear River, North Carolina	125,000
Ports-to-Plains highway rehabilitation between Del Rio and Eagle Pass, Texas	1,100,000
Ranchero Road/Cajon Branchline Grade Separation, California	500,000
Route 104/Dominion Boulevard, Virginia	3,000,000
Route 106 Underpass Rehabilitation, Mansfield, Massachusetts	750,000
Route 12, Veterans Memorial Corridor, Auburn, Massachusetts	1,250,000
Route 168 Corridor Improvements, Camden and Gloucester Counties, New Jersey	250,000
Route 24/140 Interchange, Taunton, Massachusetts	1,000,000
Route 403 Relocation, Rhode Island	800,000
Route 590 Reconstruction project, Irondequoit, New York	2,500,000
Route 79 Improvements, Fall River, Massachusetts	1,350,000
Rutherford Avenue, Boston, Massachusetts	1,500,000
Santa Fe/C-470, Colorado	4,000,000
SH 158 widening in Sterling County, Texas	800,000
Shelby County CR 500 E Safety Upgrade, Indiana	100,000
SR694, Pinellas Park, Florida	2,000,000
St. Clair Avenue in East Liverpool, Ohio	500,000
State Highway 133 Widening, Colquitt County, Georgia	4,000,000
Ten Mile at Middlebelt Road Intersection Safety, Michigan	200,000
Tennessee 4th's US 412 Corridor, Tennessee	1,750,000
Tennessee's I40 in Roane County	500,000
TH241, St. Michael, MN	300,000
The Hendricks County North-South Corridor Highway	850,000
The Rock Island Parkway Project, Arkansas	675,000
Tienken Road Bridge over the Paint Creek, Rochester Hills, Michigan	750,000
Town of Marana Twin Peaks Corridor, Arizona	800,000
Trenton Channel Bridge Replacement, Wayne County, Michigan	400,000
U.S. Route 33 Corridor Improvements at Winchester-Cemetery Road, Ohio	1,000,000
U.S. Route 33 Road Improvements (Pendelton County, West Virginia)	500,000
U.S. Route 422 Improvement Project, Pennsylvania	500,000
University Boulevard Interchange Project, Pennsylvania	1,000,000

<i>Project</i>	<i>Amount</i>
Upgrade US158 to a multilane facility between I-85 and I-95, North Carolina	400,000
US 113, Maryland	1,500,000
US 60, Osage County, Pawhuska to Vinita, Oklahoma	2,000,000
US 67 improvements, Missouri	5,000,000
US 83 Anzalduas Connection Road and Structures to New Inter- national Bridge, Texas	500,000
US 87 Bypass around Big Spring, Texas	300,000
US Highway 10 Interchange—City of Ramsey, MN	200,000
US Highway 218 in Keokuk, Iowa	750,000
US Market Street Bridge, Lycoming County, Pennsylvania	1,000,000
US11, Orleans and St. Tammany Parishes, Louisiana	500,000
US-231/I-10 Freeway Connector, Alabama	8,000,000
US-395 North Spokane Corridor, Washington	1,000,000
USH 53 Bypass (Eau Claire, Wisconsin)	2,000,000
Walden Point Road, Alaska	2,000,000
West Virginia Route 10	10,000,000
Winfield Way Extension, Canton, Ohio	500,000
Yakima Grade Separations, Washington	1,000,000

TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION
PROGRAM

Within the funds made available for the transportation and community and system preservation program, funds are to be distributed to the following projects and activities:

<i>Project</i>	<i>Amount</i>
Bellingham, Coast Millennium Trail—South Bay Taylor Dock Project, Washington	\$500,000
Big Lake to Wasilla Pedestrian Trails, Alaska	500,000
Briarcliff Manor Union Free School District, New York traffic light	150,000
Central Avenue Parking Facility and Pedestrian Improvements, Florida	500,000
Civic center streetscape improvement, New York	500,000
Clarksville Square, Clarksville, Texas	250,000
Colchester, Vermont	1,000,000
Connection of the Alabama Chief Ladiga Trail and the Georgia Sil- ver Comet Trail, Alabama	100,000
Downtown Revitalization Project, Somerset, Kentucky	1,750,000
Henderson County Port Authority Project, Kentucky	1,000,000
High line project, New York City, New York	500,000
Highway 79 Corridor/Greenway Project, Alabama	750,000
Hobbs Industrial Air Park Roads, New Mexico	100,000
Homewood, Illinois railroad station/platform acquisition and im- provement	200,000
Hot Springs Bike Trail, Arkansas	80,000
Independence Creek Hiking/Biking Road Access, Kansas	250,000
Kincaid Park Trail Connection, Alaska	900,000
Lewisburg Comprehensive Transportation Plan, Lewisburg, West Virginia	85,000
Manhattan, Kansas Fourth Street Corridor	200,000
Marathon County—Mountain Bay Trail, Wisconsin	225,000
Marion County Alabama Safety, Efficiency, and Trade Highway Improvement Program	800,000
Miller Farm Bridge, Pennsylvania	500,000
Newberg-Dundee Transportation Improvement Project, Oregon	500,000
Niobrara Scenic River Corridor Roads, Nebraska	1,000,000
North Dakota 23 Lake Sakakawea Crossing—Linear Library, Truss Monument	250,000
North/South Road, Oahu, Phase I, Hawaii	1,000,000
Owensboro Waterfront Development Project, Kentucky	2,000,000
Puna Makai Alternate Road Study, Island of Hawaii	200,000
Regional Plan Association Willimasburg/Navy Yard/Vinegar Hill Corridor Access, New York	200,000
Riverfront Battle Property Trail, Georgia	250,000

<i>Project</i>	<i>Amount</i>
Riverwalk, Warren, Ohio	500,000
Road construction for industrial park for City of Vinita, Oklahoma	100,000
Rockford Road, Ardmore, Oklahoma	700,000
Route 152 Safety Improvements, Santa Clara County, California	250,000
Route 29 Recreational Bike and Pedestrian Path, Mercer, New Jersey	1,000,000
Scranton Nay Aug Park Enhancement Project, Pennsylvania	400,000
Streetscape Initiative, Phase II, Northwest Moultrie, Georgia	500,000
Study of Highway 35/county M Bypass of Downtown Osceola, Wisconsin	200,000
Talcottville Transportation Improvement Project, Connecticut	500,000
Town of Clayton Downtown Revitalization, Clayton, Alabama	500,000
Trinity River Visions Neighborhood Linkage, Texas	500,000
U.S. 49 from Florence, Mississippi to I-20	800,000
Uptown Crossings Vine Street Improvement Project, Ohio	1,000,000
US-222 Kutztown Bypass, Pennsylvania	500,000
US30 Bypass—PA10 to US30 Business	500,000
Village of Glencoe, Illinois, Green Bay Trail—North Branch Trail Connection	200,000
Walden Woods Corridor Overpass Study, Massachusetts	200,000
Weston Streetscape Renewal, West Virginia	200,000
Woodward Avenue Livable Community Project, Michigan	210,000

BRIDGE DISCRETIONARY PROGRAM

Within the funds available for the bridge discretionary program, including the bridge set-aside, funds are to be available for the following projects and activities:

<i>Project</i>	<i>Amount</i>
9th Street Bridge, NE over New York Avenue, District of Columbia	\$500,000
Blackford Bridge Project, Kentucky	250,000
Bridge Replacement on Arkabutla—Coldwater Road, Mississippi	800,000
Broadway Bridge/I-25 Interchange Complex, Colorado	8,000,000
Canvas Bridge, Nicholas County, West Virginia	8,000,000
Carlsbad, New Mexico, Railroad Overpass	1,500,000
Christina River Bridge Seismic Retrofit, Delaware	1,000,000
Coal Creek Parkway, Washington	1,000,000
Construction of the Cooper River Bridge Replacement Project, South Carolina	1,250,000
CR 309 Georgetown Bridge, Putnam County, Florida	500,000
Ferry Street Bridge, New Haven, Connecticut	2,000,000
First Street Bridge, Roanoke, Virginia	500,000
Funny River Bridge Crossing, Alaska	5,000,000
Golden Gate Bridge Seismic Retrofit	4,500,000
Greene County, Missouri Demonstration Bridge	400,000
Greenspot Bridge, Highland, California	500,000
Hagatna River, Flood Mitigation Bridge Improvement Project, Guam	400,000
Highway 19 Bridge Replacement, Missouri	6,000,000
Highway 21/Rincon Truck Bypass, Georgia	4,000,000
Historic Woodrow Wilson Bridge Restoration Project, Rankin Co., Mississippi	2,500,000
I-195 Washington Bridge (East Bound), Rhode Island	4,000,000
I-35 Trinity River Bridge, Texas	925,000
I-710 Corridor/Gerald Desmond Bridge Gateway Program (Desmond Bridge Replacement), California	800,000
I-95 New Haven Q-Bridge, Approach Work (Contract C), Connecticut	750,000
IH-35E Chambers Creek Bridges, Texas	1,500,000
Indian River Inlet Bridge Replacement, Delaware	4,075,000
Interstate 74 Bridge Corridor Project, Iowa	1,250,000
Kapahi Bridge, Island of Kauai	350,000
Lake Pontchartrain Causeway Bridge, Louisiana	3,000,000
Leeville Bridge, Lafourche Parish, Louisiana	1,500,000
Longfellow Bridge, Boston and Cambridge, Massachusetts	2,250,000
Martin Luther King Jr. Bridge Aprons, Toledo, Ohio	1,600,000

<i>Project</i>	<i>Amount</i>
Missouri River Bridge, Rulo Nebraska	1,000,000
North Avenue Bridge, Chicago, Illinois	5,000,000
Replacement of existing I-75 Brent Spence Bridge over Ohio River between Covington and Cincinnati, Kentucky	2,000,000
Route 52 Causeway Replacement and Somers Point Circle Elimination, New Jersey	1,250,000
Russell Street Viaduct Replacement, Baltimore, Maryland	4,000,000
Sauvie Island Bridge Replacement, Oregon	400,000
SR 520/SR 25 Flyover Bridge, Glynn County, Georgia	2,500,000
Tamiami Bridge Replacement, Florida	1,500,000
U.S. 220—Business Bridge Replacement, Virginia	2,000,000
U.S. 34 Missouri River Bridge in Mills County, Iowa	1,500,000
US-169 viaduct between Kansas Avenue and I-70, Kansas City, Kansas	2,000,000
US-2, Dover Bridge, Bonner County, Idaho	1,250,000
US20 Bridge Repair, Oregon	600,000
Vernon Atlantic Boulevard Bridge Expansion Project, California ...	400,000
Waldo-Hancock Suspension Bridge in Prospect and Verona, Maine	4,000,000

FEDERAL LANDS

Within the funds available for the federal lands program,
funds are to be available for the following projects and activities:

<i>Project</i>	<i>Amount</i>
Access roads to Beale Air Force Base, California	\$750,000
Adams National Historic Park Transportation and Access, Massachusetts	465,000
Apache County Road, 5020, Arizona	752,000
Apache County South Fork Bridge, Arizona	275,000
Atwater Federal Penitentiary Access Road, California	1,000,000
BIA Route 35 resurfacing: State line to Montezuma Creek, Utah ...	1,000,000
Big South Fork, Scenic Railway Track Restoration in McCreary County, Kentucky	400,000
Blackstone River Bikeway, Rhode Island	1,500,000
Blackwater Wildlife Refuge roads and visitor center, Maryland	400,000
Brown's Park, Utah	1,000,000
Calaveras Wagon Trail Expressway Realignment, California	350,000
Calumet Trail, Prairie Duneland Trail and Marquette Trail Link, Indiana	307,000
Chickasaw Museum and Cultural Center Planning and Development, Mississippi	500,000
Chignik Road Improvements, Alaska	2,100,000
Choctaw Roads, Mississippi	1,425,000
City of Henderson Lake Las Vegas/Lake Mead Interchange, Nevada	2,000,000
City of Rocks Back Country Byway, Stage 2, Idaho	3,000,000
Colville Confederated Tribe—Inchelium/Gifford Bridge Feasibility Study, Washington	120,000
County Road, Preston North and South, Nebraska	650,000
Craig Road Overpass, Nevada	3,000,000
Cross Base Highway, Washington	750,000
Foothills Parkway, Great Smoky Mountains National Park, Tennessee	900,000
Fort Yates Business Loop Street Improvement, North Dakota	550,000
George Washington Memorial Parkway Safety Improvements, Virginia	600,000
Glacier Creek/Nome Bypass, Alaska	3,000,000
Glorieta Battlefield NM 50 realignment, New Mexico	375,000
Hal Rogers Parkway, Kentucky	1,000,000
Hansen Dam Recreation Area Parking Enhancements, Pacoima, California	325,000
Hawaii Statewide Federal Lands Improvements	4,000,000
Highway 62 Traffic and pedestrian safety improvement, in Yucca Valley, California	500,000
Hoover Dam Bypass Bridge, Arizona	7,000,000
Iditarod Historic National Trail Project, Alaska	500,000

<i>Project</i>	<i>Amount</i>
IH20—Dyess AFB Access Project, Texas	1,368,000
Interstate Bridge Crossing between Bullhead City, Arizona and Laughlin, Nevada	500,000
Lake Tahoe EIP, Nevada	1,200,000
Lewis and Clark Legacy Trail, North Dakota	400,000
Lowell Riverwalk Phase II Design, Massachusetts	800,000
Lower Etwha Klallam Tribe—Access Road, Washington	2,300,000
Marin Parklands/Muir Woods Visitor Access, California	1,100,000
McCarthy Creek Tram, Alaska	200,000
Military Cutoff Road (SR 1409) Improvements in New Hanover County, North Carolina	400,000
Mill Creek Road (Mendocino County), California	400,000
Moosalamoo Region, Green Mountain National Forest, Vermont	150,000
Navajo Archeological Study, Utah State Route 262 between Montezuma Creek and Aneth, Utah	1,250,000
Needles Highway Realignment and Safety Improvements, California	3,000,000
Ohiki Road Bank Stabilization and Engineering, Hanalei, Island of Kauai	50,000
Ohio State Route 2/Ottawa National Wildlife Refuge	500,000
Presidio Trails and Bikeways, Golden Gate National Recreation Area, California	1,000,000
Public Lands Highways Project, Cedar Creek bridge construction at Wilson Lake, Russell County, Kansas	300,000
Red Cliff Arch Bridge, Colorado	3,000,000
Regional Tourism and Transportation Center, New York	1,250,000
Rehabilitation of the Henry Drive Bridge #001 over the Union Pacific Railroad tracks at Fort Riley, Kansas	808,000
Rossie Coats Road, Kemper County, Mississippi	150,000
Russell Cave National Monument Road, Jackson County, Alabama	500,000
Saginaw Chippewa Transportation Improvement Project, Michigan	1,200,000
Salmon Falls Creek Bridge	500,000
Seminole Dam Road, Wyoming	3,500,000
Shotgun Cove Road, Alaska	2,000,000
Six County Fort Peck Road Access Project, Montana	1,500,000
Skokomish Tribe Roadway Improvements, Washington	1,300,000
Snake Road (BIA Route 1281) Improvement, Florida	1,000,000
Southeast Alaska Seatrails	500,000
State Highway 149, Colorado	400,000
Stoughton Pond Road, Weathersfield, Vermont	100,000
Sturgeon Lake Road Overpass, Minnesota	2,000,000
Summit Valley Road, San Bernardino County, California	500,000
Tank Destroyer Blvd, Ft. Hood, Texas	1,000,000
Taylor Hill Road US Secondary Montana 234	1,420,000
Timucuan Preserve Bike Trail, Florida	1,000,000
US Highway 491 (666) on the Navajo Nation, New Mexico	1,000,000
US 93 Evaro to Polson Wildlife Crossings, Montana	1,000,000
USMC Heritage Center Access, Virginia	650,000
Western Canalway, Suffolk and Moody Street Reach, Massachusetts	400,000
Western Maryland Low Impact Welcome Center at Byron Overlook, Maryland	800,000
Wolf Trap National Park Pedestrian Crossing, Virginia	750,000

SCENIC BYWAYS

Within the funds available for the scenic byways program, funds are to be available for the following projects and activities:

<i>Project</i>	<i>Amount</i>
Amherst County Greenway, Virginia	\$1,000,000
City of Espanola El Camino Real Scenic Byway alignment, New Mexico	60,000
Enhancements to Route 6A Scenic Byway, Cape and Islands Rural Roads Initiative, Massachusetts	800,000
Flagler County Scenic and Historic A1A, Florida	890,000
Idaho National Scenic Byways	75,000

<i>Project</i>	<i>Amount</i>
Kentucky Scenic Byways	1,000,000
Mason Creek Greenway, Virginia	1,000,000
New York State Scenic Byways Statewide project	2,000,000
Pioneer Historic Byway Interpretive Site Development, Idaho	100,000
Snoqualmie Point View Park, Washington	600,000
US 78 Bamberg Scenic Highway Project, South Carolina	4,000,000
Welcome Center off SR 410, Washington	1,285,000
Woodward Avenue—Developing the Byway Story, Michigan	440,000

INTERSTATE MAINTENANCE DISCRETIONARY

Within the funds available for the interstate maintenance discretionary program, funds are to be available for the following projects and activities:

<i>Project</i>	<i>Amount</i>
Cawtawba Avenue Interchange (I-77) Improvement, North Carolina	\$750,000
Central Sarasota Parkway Interchange at I-75, Sarasota, Florida	500,000
City of Wheat Ridge, Colorado, I-70 and State Highway 58 Interchange Reconstruction, Colorado	800,000
Conceptual Development and Preliminary Design improvements to the intersections of Interstate 59, Mississippi	265,000
Coors/Interstate 40 Interchange Reconstruction, New Mexico	1,000,000
Ellensburg Interchange I-90, Milepost 108.31, Washington	1,500,000
Four interchanges at I-435 and I-35 in Johnson County, Kansas	1,000,000
I-12 Sound Barriers, Slidell, Louisiana	750,000
I-15 Reconstruction: 10800 South to 600 North, Utah	6,000,000
I-182, Queensgate to SR 240, Richland, Washington	2,000,000
I-20 Downing Pines Interchange, Louisiana	1,000,000
I-210 and Highway 14 Interchange, Lake Charles, Louisiana	800,000
I-25, US 36, I-270 Interchange, Colorado	450,000
I-25/Tramway Interchange, Albuquerque, New Mexico	1,500,000
I-285 Noise Walls, Henderson Mill to Chamblee Tucker Road, Georgia	500,000
I-285 Noise Walls, I-20 to Bouldercrest Road, Georgia	480,000
I-295/Meadowville Interchange, Virginia	1,500,000
I-35 East/I-635 Interchange, Texas	925,000
I-35/127th Street Overpass, Olathe, Kansas	3,000,000
I-40 and I-55 ramps, Memphis, Tennessee	1,000,000
I-405 Corridor Improvements, Washington	2,000,000
I-44 Rogers Lane Interchange, Lawton, Oklahoma	1,000,000
I-476 Reconstruction and Widening Project, Pennsylvania	830,000
I-49 South, Louisiana	3,000,000
I-5 Rush Road to Maytown Widening, Lewis County, Washington	2,000,000
I-5 Vancouver Interchange Improvements, Washington	1,000,000
I-5, Lynnwood City Center Exit, Washington	1,000,000
I-5/Ortega Highway Interchange Construction, California	800,000
I-676 Martin Luther King Boulevard, Camden County, New Jersey	1,000,000
I-69/SR 304 Paving, Mississippi	5,925,000
I-695 Baltimore Beltway N/E Inner Loop, Maryland	750,000
I-70 Improvement Project: Frederick, Maryland	4,025,000
I-75/Aviation Blvd Atlanta, Georgia	800,000
I-76, Fort Morgan, Colorado to Brush, Colorado	200,000
I-77/Lauby Road Exit, Ohio	1,000,000
I-80 Truck Climbing Lane, Keystone to Robb Drive, Nevada	500,000
I-80/Iowa 945 Interchange, Polk County	3,000,000
I-84, Glens Ferry to King Hill, Idaho	2,000,000
I-84/Route 2 East Hartford, Connecticut, operational improvements (flyover access)	750,000
I-85 Coweta County Noise Barriers, Georgia	750,000
I-90, Spokane to Idaho State Line, Washington	2,000,000
I-96/Latson Road Interchange, Michigan	750,000
IH35/SH45 Interchange at Round Rock, Texas	200,000
Interstate 10 Cypress Avenue Overcrossing, California	800,000
Interstate 295/Route 38 Interchange Improvements, New Jersey	750,000
Interstate 430/630, Interchange Modification, Arkansas	800,000

<i>Project</i>	<i>Amount</i>
Interstate 44 and US 65 Interchange, Missouri	1,000,000
Interstate 80 (I-80) Colfax Narrows Project, Nevada	2,000,000
Interstate 80—Exits 298–299 Renovation Project, Pennsylvania	750,000
Isleta Boulevard Improvement Project	500,000
Kelly USA: New Luke Road, Texas	200,000
Laval Road Interchange Upgrades at I-5, California	800,000
Louisville—Southern Indiana Ohio River Bridges Project, Indiana	3,250,000
Madison I-565 Interchange at County Line Road, Alabama	1,000,000
Montgomery County, Ohio—Interstate 75, Ohio	2,000,000
New York State Thruway Authority, Westchester County, Byram Bridge Rehabilitation	800,000
Noise Walls on I-20 from Fulton Industrial Boulevard to H. E. Holmes, Fulton County, Georgia	500,000
Northbound I-675 Sound Barrier, Ohio	1,000,000
Ohio River Bridges, Kentucky	6,550,000
Pavement and Bridge Rehabilitation on I-85, North Carolina	800,000
Pennsylvania Turnpike—Interstate 95 Interchange Project	2,000,000
Phase II, I-44 Modification (Widen Eastbound I-44 Bridge at Meramec River), Missouri	200,000
Rancho Cucamonga I-15 and Base Line Road Interchange Im- provements, California	800,000
Reconstruct Exit 60—I-90 in Rapid City, South Dakota	5,100,000
Valley Mall Boulevard Interchange and South Union Gap Inter- change, Washington	500,000
Valleydale Road at I-65, Alabama	5,000,000
Waltham, Massachusetts I-95/Rt 20 Interchange	1,700,000
Widening Interstate 35 East between FM 2181 and Lake Lewisville, Denton County, Texas	200,000

BUREAU OF TRANSPORTATION STATISTICS

The conferees provide \$31,000,000 for the Bureau of Transportation Statistics under the FHWA appropriation. However, the conferees continue to be concerned about staffing increases since 1993, the year BTS was established. Therefore, the conference agreement limits BTS full time positions to 136.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of \$34,000,000,000 for the federal-aid highways program as proposed by both the House and the Senate.

FEDERAL-AID HIGHWAYS

MISCELLANEOUS HIGHWAY AND HIGHWAY SAFETY PROGRAMS

(HIGHWAY TRUST FUND)

The conference agreement provides contract authority from the Highway Trust Fund (other than the Mass Transit Account) for the Pennsylvania Avenue project in Washington, D.C., and for Amber Alert grants. In addition, contract authority is provided for the Federal Motor Carrier Safety Administration's new entrant program, southern border enforcement activities, northern border truck inspections, and commercial driver's license program improvement grants; and the National Highway Traffic Safety Ad-

ministration’s operations and research program. This funding shall be subject to the Federal-aid obligation limitation.

FEDERAL-AID HIGHWAYS
(HIGHWAY TRUST FUND)
(RESCISSION)

The conference agreement includes a rescission of \$207,000,000 of funds in unobligated contract authority balances from the five core highway programs—Surface Transportation Program, Interstate Maintenance, National Highway System, Congestion Mitigation/Air Quality Improvement program, and the Bridge program.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

The conference agreement provides \$125,000,000 for the Appalachian Development Highway System (ADHS), instead of \$150,000,000 as proposed by the Senate. The House did not provide funding for this purpose. A total of \$40,000,000 shall be allocated in accordance with the ADHS most recent cost-to-complete study and the remaining \$75,000,000 shall be allocated as follows: \$20,000,000 for Kentucky Corridors; \$3,000,000 for Tennessee Corridor S; \$2,000,000 for Corridor V, Mississippi; \$20,000,000 for West Virginia Corridor H; and \$30,000,000 for Alabama Corridor X.

GENERAL PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

The conference agreement includes a provision (Sec. 110) that modifies the distribution of Federal-aid highway obligation limitation proposed by the Senate.

The conference agreement includes a provision (Sec. 111), as proposed by the House, that designates U.S. 78 from Memphis, Tennessee, to Corridor X near Fulton, Mississippi, extending to Birmingham, Alabama, as a High Priority Corridor and a future interstate.

The conference agreement includes a provision (Sec. 112) that modifies a House provision amending section 1692 of the Transportation Equity Act of the 21st Century (TEA–21) to allow changes to projects in New York, Louisiana, Michigan, Kentucky, Illinois and South Carolina.

The conference agreement includes a provision (Sec. 113) that allows funds received by the Bureau of Transportation Statistics from the sale of data products to be credited to the Federal-aid Highways account, as proposed by both the House and Senate.

The conference agreement includes a provision (Sec. 114) that amends TEA–21 to allow ITS funds already appropriated to the state of Wisconsin to be used for the installation in the areas of Wausau and Superior.

The conference agreement includes a provision (Sec. 115) that provides additional amounts from within the Federal-aid obligation limitation for the following surface transportation projects:

<i>Project</i>	<i>Amount</i>
10th Street South Phase II, St. Cloud, MN	\$200,000
135th Street Widening and US 69 Northbound Ramp, Kansas	2,750,000

<i>Project</i>	<i>Amount</i>
168th and State Streets Intersection improvements	200,000
3-Bridge Corridor Project, Skagit County, Washington	800,000
40th Street Corridor project, City of Tampa	750,000
40th Street Corridor project, City of Tampa	500,000
51-43 Connector Canton, Mississippi	1,000,000
60/67 Interchange-Butler County, Missouri	3,000,000
7th Street Widening Project, Harrisburg, Pennsylvania	500,000
95th Dan Ryan Transit Station	1,000,000
Adrien's Landing, Hartford, Connecticut	5,000,000
Alaskan Way Viaduct & Seawall, Seattle, Washington	1,000,000
Albany Georgia Intermodal Facility	1,000,000
Albuquerque, New Mexico-University Boulevard Extension	250,000
American Samoa Ferry Boat System	300,000
Amesbury, Massachusetts bus facility upgrade	1,100,000
Anacostia Riverwalk and Trail Construction, District of Columbia	400,000
Annie Glidden Road, DeKalb, Illinois	500,000
Applied Sciences Building, Alabama	30,000,000
Area Wide Traffic Signal Synchronization System, Phase III	1,500,000
Arkwright Connector, South Carolina	1,000,000
Arlington County Jefferson Davis Highway (Rt 1) Improvements ...	500,000
Arlington County South Glebe Road improvements	800,000
Aroostook County North-South Highways, Maine	3,550,000
Atlantic Avenue Extension, Jamaica, Queens, New York	1,250,000
Attleboro Intermodal Transportation Center, Attleboro, Massachu- setts	2,200,000
Augusta Rail Relocation Project, Georgia	2,000,000
Austin Metropolitan Area Bicycle Routes	400,000
Badger Creek Crossing, Fall River Lake, Greenwood County, Kan- sas	100,000
Barlett Access Intersection Safety Improvements, Alaska	500,000
Battlefield Parkway expansion from Kincaid Boulevard to Route 7, Virginia	6,000,000
Beacon Falls Depot Street Bridge, Connecticut	1,000,000
Beacon Falls-Seymour, Connector Roadway	750,000
Beale Street Landing/Docking Facility—City of Memphis, Ten- nessee	1,000,000
Bear Creek Greenway, Oregon	2,000,000
Beargrass Creek Bridges	500,000
Beckley VA Medical Center Access Road, West Virginia	1,000,000
Bedford, New Hampshire Route 101 Corridor Safety Improvement Project	1,000,000
Belford Road, Holly, Michigan	800,000
Bergen Intramodal Stations and park-n-ride Capital Improve- ments, New Jersey	2,250,000
Berkshire/Franklin Mohawk Trail Scenic Byway, Massachusetts ...	1,000,000
Berlin G. Meyers Parkway Extension, South Carolina	1,000,000
BIA Route 27 Reconstruction, Pine Ridge Indian Reservation, South Dakota	3,000,000
Billings Bypass Development: Design and ROW, Montana	2,000,000
Birmingham Northern Beltline, Alabama	2,000,000
Bismark Fixed Route Bus System, Fargo/Moorhead Transit Main- tenance Facility, Valley City Garage, North Dakota	2,650,000
Blue Water Port Huron Intermodal Facility Project, Michigan	2,000,000
BNSF Track Relocation Project, Everett, Washington	500,000
Bobby Jones Expressway (GA)/Palmetto Parkway (SC) extension in South Carolina	4,000,000
Boston Harbor Islands National Park Area Universal Access, Mas- sachusetts	2,250,000
Boulder Ave Bridge project, Highland, California	1,000,000
Bowman Road and Johnnie Dodds Boulevard, Highway 17, Mount Pleasant, South Carolina	3,000,000
Bremerton Pedestrian/BTC Access Improvement project, Wash- ington	2,500,000
Bridge Replacement Project, Mound Branch and Pawpaw Creek Bridges on K-99 in Elk County, Kansas	1,000,000
Broken Arrow 101st street corridor from State Highway 51 to Town Center, Oklahoma	250,000

<i>Project</i>	<i>Amount</i>
Broken Bow rail spur, Oklahoma	750,000
Bronx HUB Streetscape Improvement & Pedestrianization	1,000,000
Bronx River—Concrete Plant Link of the Bronx Greenway	700,000
Buffalo Outer Harbor Project, New York	5,000,000
Business Route I-44 (Chestnut Expressway) and National Avenue Intersection Improvement, Missouri	750,000
Butler County Industrial Infrastructure Development—City of Greenville, Alabama	750,000
Bypass Road in Nome, Alaska	2,000,000
Byram-Clinton/Norrell Corridor, Mississippi	3,000,000
C Street Railroad bypass, Alaska	2,000,000
Cactus Avenue, I-15 Interchange Project	200,000
California University of Pennsylvania Shuttle System (CUPSS), Pennsylvania	2,000,000
CalTrain Train Tracking Information System	500,000
Capacity Enhancement of South Shore Commuter Rail Service	3,000,000
Capacity expansion on I-35 in Olathe, Kansas, from 159th St. to 175th St.	1,000,000
Cape Fear River Planning Project, North Carolina	750,000
Capital Metro North Operating Facility	1,000,000
Caraway Bridge Overpass, Arkansas	1,000,000
Center City Project, Columbus, Ohio	3,000,000
Central Florida Regional Transportation Authority: North Orange/ South Seminole ITS Enhanced Circulator	2,071,000
Central Kentucky Line Rail Service Preservation Project	500,000
Central Susquehanna Valley Transportation U.S. 15, Pennsylvania Chattanooga (CARTA) ITS, Tennessee	2,000,000
Chelan, I-5 Exit 79 Interchange Bridge, Washington	2,500,000
Chenega Road System, Alaska	3,000,000
Chenega Road System, Alaska	850,000
Cheyenne Corridor Safety Improvement Project in Pocatello, Idaho Chocorua Village Transportation Improvement Project	1,500,000
Cities of Beverly and Salem Intermodal, MA	500,000
City of Arvada, Colorado, Wadsworth Blvd/SH 121/Grandview Grade Separation	1,100,000
City of Asheville Traffic Signal System Upgrades	500,000
City of Aurora, Colorado I-225 and Colfax Avenue Interchange re- construction	2,000,000
City of Austin East 7th Street	2,500,000
City of Bayfield, Highway 13 Emergency Culvert Repairs	1,000,000
City of Beloit, Gateway Boulevard Project, Wisconsin	640,000
City of Boston—Harbor Islands NRA Long Island Pier Reconstruc- tion, Massachusetts	500,000
City of Charles Town—Gateway Revitalization Project, West Vir- ginia	300,000
City of Columbus, Ohio, Morse Road corridor improvement pro- gram phase I	350,000
City of Covina Metrolink Pedestrian Bridge	500,000
City of Crowley's Historic Parkerson Avenue Redevelopment project, Louisiana	500,000
City of Elkhart Hively Avenue underpass, Indiana	1,000,000
City of Fort Worth Corridor Redevelopment Program	100,000
City of Gardena Street and Highway Improvements	2,000,000
City of Kennesaw, Georgia: Pedestrian Underpass	500,000
City of Lakewood, Colorado, US 6 and SH 121 Interchange Recon- struction	1,500,000
City of Las Vegas Pedestrian Connections	500,000
City of Lufkin—Intermodal Transit Terminal/Parking Facility	500,000
City of Madison State Street Revitalization	1,000,000
City of Madison, Wisconsin East Washington Avenue Reconstruc- tion	750,000
City of Orangeburg Railroad Relocation Project	2,000,000
City of Oxford, Mississippi bike path	2,000,000
City of Revere, Massachusetts Intermodal Transit Improvements ...	800,000
City of St. Petersburg, Florida, bike path	2,200,000
City of Waco Bus Facility Project	500,000
City of Westbrook, Maine, Improvements to Route 25, Wayside Drive and William Clark Drive	1,500,000
	1,000,000

<i>Project</i>	<i>Amount</i>
City of Wewoka, Oklahoma	250,000
Cleveland Avenue, Lake Township, Ohio	1,000,000
Collins Road (Iowa Highway 100) and 1st Avenue (Business Highway 151) in Cedar Rapids, Iowa	750,000
Colonial National Historic Park, Jamestown 400th Anniversary Transportation Improvements, Virginia	7,000,000
Coltsville Corridor Redevelopment Project, Connecticut	1,000,000
Commerce City, Colorado, East 104th Avenue and US 85 Intersection Improvements	500,000
Commodore Barry Bridge ramps to Chester, Pennsylvania	1,000,000
Construction of rail overpass in Claremore, Oklahoma	500,000
Construction of the Bishopville Bypass in Lee County, South Carolina	500,000
Construction of US 17 and Bowman Road Interchange in Town of Mount Pleasant, South Carolina	250,000
Convocation Center Roadway	2,000,000
Copperas Cove Reliever Route, Texas	1,000,000
Corporal Roger Sneed Drive Overpass, Boone, Iowa	40,000
County State Aid Highway 21 Project, Minnesota	750,000
CR 578 Widening from Mariner Boulevard to Suncoast Parkway, Florida	1,250,000
Craig Road Improvements, Alaska	1,000,000
Crocker/Stearns, widening and construction, North Olmstead, Ohio	800,000
CSAH 42: Segment 8 Implementation Plan Project	250,000
Cumberland Head Connector Road, Clinton, New York	1,000,000
Cyberport, Arizona	2,750,000
Dagget Road, Port of Stockton, California	100,000
Decatur Beltline Expansion, Decatur, Alabama	2,000,000
Delaware Avenue Streetscape Program in the Village of Kenmore, NY	600,000
Delaware Commuter Rail Improvement Project	1,500,000
Delaware River Port Authority—Ben Franklin Bridge, Pennsylvania	5,000,000
Deming, New Mexico I-10 Frontage Road Extension	1,800,000
Derita Road Improvements Project, Concord, North Carolina	1,250,000
Des Moines Riverwalk, Des Moines, Iowa	1,000,000
Detroit Center City Loop	750,000
Donlin Creek Road, Alaska	10,000,000
Double Eagle II Airport (Paseo del Volcan) Interchange and Roadway Rehabilitation, New Mexico	2,000,000
Downtown Butler Cityscape Project	150,000
Downtown Rail Trolley, Corpus Christi, Texas	500,000
Dynamic Changeable Message Signs—Urban Interstate System, Iowa	1,000,000
East Bay Incident & Emergency Management System	200,000
East Central Bus Coalition Bus Procurement, Florida	3,000,000
East Flagstaff Traffic Interchange, Arizona	1,000,000
Eufaula Broad Street Restoration Project, Alabama	500,000
Exit 18 Connector Road, Warren County, New York	300,000
Extend 4-Lane Highway from Maverick Junction to Nebraska in Fall River County, South Dakota	250,000
Fairfield/Vacaville Intermodal Transit Station	800,000
Fairmont Gateway Connector System	5,600,000
Fairmont Pedestrian Bridge	200,000
Fall River Drainage Bridge Replacement, Harper County, Kansas	1,500,000
False Pass, Alaska causeway and road to the terminus of the south arm breakwater project	3,000,000
Farish Street Historic District Improvements, Mississippi	500,000
FAST Corridor, Washington	3,000,000
Fayette Downtown Revitalization, Alabama	700,000
Feasibility Study and Work Plan for International Trade Processing Center, Wichita, Kansas	1,000,000
Feasibility study for Routes 495/195 Interchange, Wareham, Massachusetts	500,000
Fairbanks Transit bus replacement, Alaska	3,000,000
Fishers Island Ferry District New London Terminal Expansion and Upgrade, Connecticut	750,000

<i>Project</i>	<i>Amount</i>
Five laning of Kickapoo, Shawnee Oklahoma	1,200,000
Five Points Improvement Project, Huntsville, Alabama	500,000
Fleming County maintenance garage	275,000
Florida Beach Walk Initiative, Clearwater, FL	500,000
Florida High Speed Rail Corridor Project	4,000,000
FM 66 Ellis County from IH-35 in Waxahachie to FM 157 at Maypearl, Texas	750,000
Forest Park/Atlanta State Farmers Market Transportation Study, Georgia	400,000
Forsyth Downtown Streetscape Project, Georgia	750,000
Fort Worth Urban Villages and Commercial Corridors	500,000
Franklin County Connecticut River Scenic Byway, MA	1,000,000
Frazer Township Interchange, Pennsylvania	500,000
Frederick Douglass Bridge, Washington, DC	7,000,000
Freight Rail Transportation Corridor and Urban Mobility Program, Harris County, Texas	1,000,000
Frontage Road, I-20 Vicksburg, Mississippi	2,500,000
Gallagher Intermodal Transportation Center Project	1,800,000
Galveston Railroad Bridge Replacement, Texas	500,000
Gateways for Maine's National Scenic Byways	1,000,000
Genesee & Wyoming, South Buffalo, New York, track rehabilitation	500,000
Georgia Veterans Memorial Park, Rockdale County, Georgia	500,000
Gill-Montague Bridge, Massachusetts	5,000,000
Gilmerton Bridge, Virginia	4,000,000
Girdwood Project, Alaska	1,000,000
Glacier National Park Going to the Sun Road, Montana	8,000,000
Glenwood Avenue Overpass, Ohio	1,000,000
Grade Separation Interchange at Burlington Avenue and the new Hoosier Hartland Highway in Logansport, Indiana	1,000,000
Grand Avenue Railroad relocation, Illinois	500,000
Grand Canyon Greenway Project, Arizona	250,000
Grandview Triangle Improvements, Missouri	1,000,000
Granite Street and Bridge Widening Project, New Hampshire	7,000,000
Great Miami River Recreational Trail, Miami and Warren Coun- ties, Ohio	342,500
Great River Road in Mercer County, Illinois	250,000
Greenville, Mississippi, I-69 Connector EIS, Route Location, Feasi- bility Study	1,000,000
Greenwood Railroad Relocation, Mississippi	1,500,000
Haleyville Bypass, Alabama	6,500,000
Hamilton County Riverway, Indiana	500,000
Harlem River Promenade, New York	500,000
Harlingen: Railroad Relocation	800,000
Harrisburg Transportation Center	1,200,000
HART Bus Facility—Ybor Station Intermodal Facility	500,000
Hartford New Britian Busway, Connecticut	6,000,000
Henry Drive Bridge #801—Fort Riley, Kansas	5,000,000
Highway 19 Expansion, Mississippi	2,000,000
Highway 22 Improvements Edwards-Canton	2,000,000
Highway 226: Highway 67 to Highway 63 Jonesboro, Arkansas	1,500,000
Highway 29/Highway 51 Wausau, Wisconsin	4,000,000
Highway 412: Baxter County Line to Eastern Sharp County Line, Arkansas	1,000,000
Highway 60 and Highway 65 Interchange Replacement	1,250,000
Highway 74 Monroe Bypass	2,600,000
Highway 92 study in Warren County, Iowa	460,000
Hillsborough County I-4 Crosstown Connector, Florida	2,000,000
Historic Street Improvements, New Bedford, Massachusetts	300,000
Hobson Intermodal facility in Middleport, Ohio	200,000
Hollywood Drive Expansion Project—City of Jackson, Tennessee	600,000
Holyoke Canalwalk, Massachusetts	1,200,000
Holyoke Multimodal Transportation Center, MA	2,000,000
Hoover Dam Bypass-Boulder Extension (US 93/US 95, Wagon Wheel Pass), Nevada	6,000,000
Hopkins County, Texas Intermodal Center	750,000
Houston Greater Partnership Quality of Life Initiative, Texas	500,000
Houston, Texas Main Street Corridor Revitalization Project	500,000

<i>Project</i>	<i>Amount</i>
Houston-Galveston Regional Congestion Study, Texas	750,000
Hudson Crossing, Bi-County Education Park	250,000
Huntsville federal building, Alabama	3,600,000
Hydaburg Road Improvements, Alaska	2,000,000
I-20 widening in Caddo (Texas line, Shreveport)	500,000
I-15 North, Davis County, Utah	2,000,000
I-15, Utah/Salt Lake County Line to SR-92	2,300,000
I-195 Relocation, Rhode Island	2,000,000
I-20 Widening and Safety Improvements, Alabama	3,500,000
I-205, Oregon	1,000,000
I-215 and Barton Road Interchange, Grand Terrace, California	500,000
I-270 at Dorsett & I-70 interchange improvements, Missouri	5,000,000
I-275 to AA Highway Connector, Kentucky	1,500,000
I-40 Crosstown Expressway	27,000,000
I-44 exit ramp in Luther area, Oklahoma	2,000,000
I-44 widening and construction Arkansas River east to Yale Avenue in Tulsa, Oklahoma	6,000,000
I-49 North, Louisiana	3,000,000
I-5 Second Street Bridge, Mount Vernon, Washington	3,000,000
I-5 Transportation and Trade partnership project, Southwest Washington	3,000,000
I-5, 116th Street NE Interchange Improvements, Snohomish, Washington	2,000,000
I-540 and Perry Road Interchange, Rogers, Arkansas	3,000,000
I-55, Church Road to Tennessee State Line, DeSoto County, Mississippi	2,000,000
I-64 and Pocahontas Parkway Connector	1,200,000
I-65 Cloverland Bridges, Montgomery, AL	1,000,000
I-65 Industrial Park Access Improvements, Atmore, Alabama	500,000
I-66 Pike County, KY	2,000,000
I-66 Somerset to London, KY	2,000,000
I-66/Route 29 Gainsville Interchange, Virginia	1,750,000
I-69 Connector, Arkansas	750,000
I-69, Louisiana	2,000,000
I-69, Texas	7,400,000
I-73, South Carolina	2,250,000
I-75 in Rockcastle County, Kentucky (Milepoint 64.5 to Milepoint 69.0), 4.5 Miles	1,500,000
I-75, Enterprise South Connector Road, Chattanooga, Tennessee ...	1,000,000
I-75, Whitley County, Kentucky erosion mitigation	500,000
I-79/Parkway West Missing Ramps and Widening Project, Pennsylvania	1,000,000
I-80 Bridges Cedar River Bridges, Iowa	3,000,000
I-80 Waukee/West Des Moines Interchange	3,000,000
I-81 Corridor and I-690 Interchange Improvement Project in Syracuse, New York	2,000,000
I-87 exit 11A new interchange, New York	2,000,000
I-880/Coleman Avenue Interchange Reconstruction	1,000,000
I-95 at CR 23, Georgia	750,000
I-95/SR1 Interchange Turnpike Improvements, Delaware	1,000,000
I-96 at Beck Rd. and Wixom Rd. interchange reconstruction, Michigan	2,500,000
IH 30 from FM 989 (Kings Highway) to US 59/171 (Stateline Avenue) in Texarkana, Texas	2,500,000
IH-30 Interchange Improvement Project, Texas	2,000,000
IH-35 Texas	6,000,000
Illinois Route 38 at Union Pacific Railroad Grade Separation	250,000
Improve access to the Pennsylvania Correctional Institute near Brownsville, Pennsylvania	3,000,000
Improvements to I-70/Route 63 Interchange—Columbia, Missouri ..	1,000,000
Improvements to I-75 in Lee County, Florida	1,500,000
Indianapolis Stadium Drive District, Indiana	2,000,000
Industrial Park Access Road Winfield, Alabama	500,000
Industrial Road Improvements, Seminole, Oklahoma	500,000
Intermodal Transload Facility, Quincy, Washington	2,000,000
Intermodal Transportation for Corridor from Atlanta to Chattanooga, Tennessee	2,000,000

<i>Project</i>	<i>Amount</i>
Interstate 10/Tippecanoe Interchange, California	3,000,000
Interstate 15 Managed Lanes, California	1,000,000
Interstate 5-Sorrento Valley Road and Genesee Avenue Interchange Project	1,500,000
Interstate 80, Northwest 27th St. to West of 1-180, Nebraska	1,500,000
Interstate 90 joint port-of-entry near Sheridan	1,000,000
Interstate 94/43/794 (Marquette Interchange), Milwaukee, Wisconsin	6,000,000
Interstate-75 Interchange at Pines Boulevard (SR 820)	1,000,000
InterTech Science Park Transportation-Improvements Initiative	500,000
Iowa City Near North Side Transportation Center, Iowa	2,100,000
Island Transit Operations and Maintenance Facility	1,800,000
ITS—City of East Peoria	200,000
ITS—174 in Peoria, IL	750,000
Jacksonville Water Taxi Stations, Florida	750,000
Jefferson Road Connector (Kanawha County, West Virginia)	1,000,000
Jimmy Carter Blvd pedestrian safety, Gwinnett County, Georgia ..	400,000
Johnsonburg By-pass	300,000
Johnsontown Road, Kentucky	1,000,000
Jonesboro Transportation and Drainage Planning, Arkansas	1,000,000
Kaskaskia Regional Port District, access roads	220,000
Kenai Fjords National Park Resurrection Bay Trail and Parking Improvements, Seward, Alaska	2,300,000
Kennedy Center Potomac River Pedestrian and Bike Path	5,000,000
Kentucky TriModal Transpark	5,250,000
Keystone Drive and Related Improvements, Alaska	1,500,000
King County Metro park and Ride of First Hill, Seattle, Washington	3,626,000
King County, South Park Bridge, Washington	2,000,000
Knik Arm Bridge Causeway, Alaska	6,000,000
KY 115 and KY 911 Interchange, Kentucky	1,500,000
L.L. Tisdale Parkway/Increase Loop, Oklahoma	250,000
LA 1148 to US 77 Alternate Access Improvement Project, Iberville Parish, LA	500,000
LA 143-US 165 Connector & Ouachita River Bridge, Louisiana	1,250,000
LA Highway 28, Louisiana	2,000,000
La Mesa-Nisqualli Road/I-15 Interchange Project	250,000
Lafayette Street Extension/Pennsylvania Turnpike Electronic Toll Interchange	750,000
Lake County, Tennessee, State Route 21, from Log Mile 7.0, to Obion County Line	1,000,000
Lake Martin Regional Industrial Park Access Rd., Kellyton, Alabama	500,000
Lake Stanley Draper Road Improvements, Oklahoma	300,000
Lane Transit District Bus Facilities	750,000
Laredo Signal Integration Project	1,750,000
Lawrence Gateway Quadrant Area Reuse Plan, Lawrence, Massachusetts	500,000
Lawrence, Kansas, Transit System maintenance facility	400,000
Lechmere Station Relocation and Intermodal Expansion, Boston, Massachusetts	1,000,000
Lewis & Clark 511 Coalition, Montana	1,000,000
Lewis and Clark Expressway, Jackson County, Missouri	1,000,000
Lewis and Clark Historic Park at Kaw Point, Wyandotte County, Kansas	425,000
Lexington Bridge Project, Cowlitz County, Washington	1,500,000
Lincoln Boulevard Improvement Project, California	1,000,000
Lincoln bypass-SR65/Ferrari Interchange Construction, California	2,000,000
Logan Square Access and Safety Improvements, Philadelphia, Pennsylvania	800,000
Lombardy Street Renovation between Route 1 and Admiral Street (Richmond, VA)	750,000
Lone Tree Way Undercrossing of Union Pacific Railroad, Brentwood, CA	250,000
Long Meadow Parkway Fox River Bridge Crossing, Bolz Road, Illinois	3,000,000
Loop 304 Expansion and Improvement, Crockett, Texas	1,000,000

<i>Project</i>	<i>Amount</i>
Los Angeles City College Red Line Pedestrian Connector	800,000
Lucille Street and Mack Drive Improvements, Wasill, Alaska	1,000,000
Ludlum Trail, Miami-Dade County, Florida	500,000
Lyndale Avenue Bridge, Minnesota	3,000,000
M&B Railroad Bridge 46.3 Repair, Alabama	1,000,000
Mahoning and Trumbell Counties—State Route 46, Ohio	2,500,000
Manhan Rail Trail Coleman Road Extension and Mitigation Project	750,000
Manhattan-West Gallatin River Trail, Montana	300,000
Marine Maintenance Facility Phase I, Manns Harbor, North Carolina	1,000,000
Marinette County, Wisconsin 1,250,000	500,000
Market Street Bridge, Pennsylvania	250,000
Market Street, South Burlington, Vermont	1,000,000
Martin Luther King, Jr. Pkwy in Des Moines, IA	2,000,000
Matanuska-Susitna Roads Improvement, Alaska	3,000,000
McCasin Boulevard/U.S. 36 Interchange Construction, Colorado	3,000,000
MD 4 Suitland Parkway Interchange	4,000,000
MD 404, Phase II, Maryland	1,000,000
MD 70 Bridge over Weems Creek, Maryland	300,000
Meridian Bridge Replacement, Yankton, South Dakota	2,000,000
Mesa del Sol, Albuquerque, New Mexico	1,500,000
Milwaukee Avenue Rehabilitation, Illinois	200,000
Miniature Transportation Safety Training Village in the Town of Brookhaven, New York	1,000,000
Monterey Bay Sanctuary Scenic Trail	400,000
Montgomery County ITS Phase II	1,000,000
Montgomery County/U.S. 35 Widening, Ohio	1,500,000
Montgomery Outer Loop, Alabama	2,000,000
Monticello/White County 6th Street West Shafer Drive	800,000
Moorefield, West Virginia Streetscape	200,000
Morgantown Intermodal Facilities	2,250,000
Morse Road Improvements, Phase I, Indianola Avenue to Karl Road, Ohio	1,000,000
Mukilteo Multimodal Terminal, Washington	2,000,000
Municipal Transit Operators Coalition, California	1,000,000
Mystic Seaport's Riverfront Access Project	100,000
Nashville, Tennessee, East Corridor Commuter Rail project	1,000,000
Navajo Route 16	200,000
NE 10th Overlake Hospital Transportation Efficiency and Development Study, Washington	1,000,000
NE 23rd Street between Lincoln and I-35, Oklahoma City	500,000
NEHLA Connector Road and Infrastructure Update	500,000
Neuse River Greenways Construction, Raleigh, NC	500,000
New Jersey Route 31 Highway/Congestion Mitigation Study	150,000
New Jersey Route 57/CR Route 519 Intersection Improvements	1,300,000
NH DOT—Londonderry South Road Advance, Mitigation/Wetland Creation	500,000
Niagara Falls International Rail Station & Intermodal Transportation Center, New York	2,500,000
Noise Barriers, Columbia County, Georgia	200,000
Nonconnnah Road, Tennessee	2,000,000
Norfolk, Virginia light rail transit	1,000,000
North Delaware River East Coast Greenway Trail Project, Pennsylvania	750,000
North Las Vegas Intermodal Transit Hub	1,000,000
North Pole Roads Lighting, Alaska	950,000
North Sinatra Avenue Drive, Hoboken, New Jersey	500,000
North Slope Borough Road Improvements, Alaska	3,000,000
North South Connector Highway, between SR119 and SR 30 in Chatham and Effingham Counties	250,000
Northern Bypass of Somerset, Kentucky in Pulaski County	3,000,000
Northern Corridor, St. George, Utah	1,000,000
NW Quadrant Project in the City of St. Anthony, Minnesota	750,000
Ohio and Erie Canal towpath trail, Ohio	1,000,000
Oklahoma County I-40 ITS	3,000,000
Oneonta, Alabama Downtown Revitalization	500,000
Orchard Lane and Factory Road, Greene County, Ohio	1,000,000

<i>Project</i>	<i>Amount</i>
Osceloa, Wisconsin installation of culverts under Hwy. 35 and repair of eroded highway beds	400,000
Otay Mesa/State Route 905, California	3,000,000
Park Drive Street Reconstruction	500,000
Park Lane Road Improvements, Altus, Oklahoma	2,800,000
Paseo de Volcán, Río Rancho, New Mexico	4,000,000
Paulsboro Brownfield Development Overpass to I-295 project, New Jersey	1,000,000
PCDC Bus-stop Related Facility Enhancements	750,000
Pedestrian Walkway over US Highway 601 at South Carolina State University and Claflin University	400,000
Pedestrian/Bicycle Linkage & Scenic Overlook Restoration, Grant, Alabama	25,000
Pembroke Road Overpass at I-75, Florida	1,000,000
Pembroke Road Overpass Bridge at Interstate-75	1,000,000
Pennsylvania Mon Fayette Expressway and Southern Beltway Project, Pennsylvania	2,000,000
Pennsylvania State Route 30/981 upgrade	500,000
Pennsylvania Turnpike Commission—High Priority Corridor #31 ...	5,000,000
Phalen Boulevard, Minnesota	2,000,000
Phase 2 South Palm Canyon Realignment and Ancillary Access Improvements, California	1,000,000
Phase II, Minnesota Valley Regional Rail Authority	2,000,000
Pineda Causeway Interchange at I-95, Florida	1,100,000
Pinellas County, Florida Roosevelt Connector Project	7,000,000
Pioneer Valley Transit Authority (PVRTA) ITS, MA	3,000,000
Pittsburg, Kansas Port Authority for the Kansas & Oklahoma Railroad	2,000,000
Planning, location, environmental work and PE for four lane US highway 20 Corridor through Woodbury, Ida and Sac Counties, Iowa	1,550,000
Plough Boulevard Interchange (at Winchester Road)—Memphis, Tennessee	2,000,000
Pogue Airport Access Road, Oklahoma	2,000,000
Pookela Road, Hawaii	4,000,000
Popps Ferry Road Bridge, Mississippi	2,000,000
Port of Albany Security Improvements, New York	500,000
Port of Anchorage Intermodal Facility, Alaska	1,500,000
Port of Ketchikan Ferry Facility, Alaska	1,000,000
Port of Pasco, Ainsworth Avenue Realignment—Sacagawea Heritage, Washington	3,000,000
Port of Rochester Transportation Security/Intelligent Transportation, (ITS) Project	1,250,000
Puerto Rico Port Authority Ferry Program	500,000
Queens Plaza Roadway rebuilding project, Long Island City, New York	750,000
Rahway River Corridor Greenway Bicycle and pedestrian Path	270,000
Reconstruct Allen Road, Bennett County, South Dakota	2,000,000
Reconstruction of Cowan Road from 23rd Street to the Muncie Bypass, Indiana	2,000,000
Redesign of Highway 527 Spur connecting US59 to downtown Houston, Texas	1,000,000
Reflective Crack Relief Interlayer, US 59, Texas	3,000,000
Regional Expansion of City CarShare pilot program	500,000
Regional Traveler Information Center at the University of Massachusetts, Amherst	400,000
Removal of the Old Jamestown Bridge in Rhode Island	5,000,000
Reno Public Plaza—Rail Access Corridor Enhancement (ReTRAC)	500,000
Reno-Stead Railroad Spur, Nevada	1,000,000
Replace Meridan Bridge at Yankton, South Dakota	1,000,000
Replacement of Bridges between cities of Ben and Ontario, Oregon	250,000
Right of way Project on IH 35, from FM 2063 in Hewitt to South Loop 340/ State Hwy 6 Interchange, Texas	1,000,000
RIPTA ITS Program Phase II, Rhode Island	1,500,000
Riverfront Redevelopment and Park Area, City of North Augusta, South Carolina	2,000,000
Riverwalk, Montgomery, Alabama	1,000,000

<i>Project</i>	<i>Amount</i>
Road at Fish Trap Lake, Pike County, Kentucky	500,000
Rock Creek Bridge Replacement, Harper County, Kansas	1,600,000
Rock Island County, Illinois Milan Beltway Construction	500,000
Rockland County and City of Yonkers, New York Ferry Service	1,250,000
Rosemead Boulevard/Highway 19 Rehabilitation North to South City limits, Pico Rivera, California	300,000
Route 1&9 and St Pauls Avenue Bridge, Hudson County, New Jer- sey	2,000,000
Route 11, Connecticut	3,000,000
Route 116 Ashfield, Conway, Massachusetts	2,500,000
Route 12 Corridor, New York	3,000,000
Route 130 Renaissance Boulevard to Adams Lane Intersection Im- provements, Middlesex County, New Jersey	800,000
Route 15/186 Interchange Phase II, New York	2,500,000
Route 17 Congestion Improvements from Route 3 to Linwood Ave- nue, Bergen County, New Jersey	1,000,000
Route 17 Improvements from Route 3 to Linwood Avenue, Bergen Co, New Jersey	1,000,000
Route 17 Safety Improvements from Route 50 to I-66, Virginia	200,000
Route 17/Essex St. Bridge Replacement, Bergen County, New Jer- sey	2,500,000
Route 2 Safety Improvements, Athol, Philipston, Orange, Massa- chusetts	2,500,000
Route 29 Scenic Byway, Hunterdon County, NJ	300,000
Route 50 traffic calming in Loudoun and Fauquier Counties, Vir- ginia	1,000,000
Route 501 Corridor Coalition	100,000
Route 66, Village of Chatham, New York	1,500,000
Route 7 between Leesburg and Tysons Corner, Virginia ITS	500,000
Route 8, Berkshire County, Massachusetts	1,250,000
Route 9W Alpine/Tenafly, Bergen County, New Jersey	750,000
Routes 23 and 94—Linwood Avenue to Wallkill Avenue Intersec- tion, Sussex Co., NJ	500,000
Ruffner Mountain Nature Preserve, Alabama	700,000
Rural Highway Information System, KY	2,000,000
Rural Road Safety enhancement program, Monterey, County, Cali- fornia	500,000
S-323 Alzada-Ekalaka, Montana	3,500,000
Saddle Road Improvement, Hawaii	4,000,000
Safford, 8th Avenue Bridge, Arizona	1,000,000
Saginaw Transit Multimodal Downtown Transit Facility, Michigan	1,000,000
Sakonnet River Bridge Replacement, Rhode Island	1,500,000
Salem Area Transit-South Salem Transit Center	750,000
Salem Bridge, Oregon, environmental impact study	400,000
San Francisco Muni Third Street Project	2,500,000
San Francisco Muni Transportation Communications System	1,500,000
San Juan Boulevard, Bellingham, Washington	1,225,000
San Luis II Access Road, Arizona	1,050,000
Santa Clarita Cross Valley Connector, California	3,000,000
Santa Monica College 11th Street Parking Structure	1,000,000
Saratoga County—Copeland Covered Bridge	38,000
Satsop Road Access Improvements, Grays Harbor, Washington	375,000
Sauk Trail Reconstruction Improvements, Park Forest, Illinois	330,000
Sauk Village Industrial Park Access Road	600,000
Savannah Water Ferry Project, Georgia	1,000,000
Scott City Missouri Access Ramp	250,000
Seattle 5th Avenue NE Transpiration System and Streetscape im- provements	300,000
Seattle, Elliot Avenue & BNSF Crossing Path Improvements, Washington	1,000,000
Seldovia-Homer-Jakolof Bay Halibut Cove Ferry Planning and de- sign, Alaska	2,000,000
Seward Road Improvements, Alaska	2,000,000
SH288 Grade Separation at County Road 51, Brazoria County, Texas	1,000,000
Sheridan Road, Evanston, Illinois	800,000
Ship Creek Improvements, Alaska	1,000,000

<i>Project</i>	<i>Amount</i>
Sierra College Boulevard/I-80 Interchange, California	1,000,000
Sitka Road Improvements, Alaska	1,500,000
Somerset SW Bypass US 27 South to Nunn Parkway West of Somers- erset, Kentucky	1,500,000
South La Brea Avenue and Imperial Highway Realignment Project	500,000
South Lake Union Circulation System, Seattle, Washington	3,000,000
South Nissan Interchange, Mississippi	4,000,000
South Orient economic rehabilitation project, Texas	4,000,000
South Orient Railroad rehabilitation	1,500,000
South Perry Street Bridge	300,000
Southern Beltway (I-215) Widening and Interchange Project, Ne- vada	5,000,000
Southworth Terminal Redevelopment/Vashon Terminal Preserva- tion, Washington	500,000
Spokane, University District Transportation Safety Enhancement Project, Washington	1,000,000
Springfield Greenway Extension, Tennessee	100,000
SR 1/US 27 widening, Heard County, Georgia	2,500,000
SR 196 Widening, Liberty County, Georgia	1,000,000
SR 31, All Weather Roadway Construction and Widening, Pend Oreille County, Washington	1,600,000
SR 509/SR518 Interchange/Intersection Redevelopment (Burien), Washington	2,000,000
SR 79/West Bay Bridge Improvements, Panama City, Florida	3,000,000
SR 79/West Bay Bridge Improvements, Panama City, Florida	1,000,000
SR 874 ITS Integration Project	1,000,000
SR-56/I-5 Northbound Widening, California	1,000,000
St. Charles, Illinois, Fox River Crossing at Red Gate Corridor	2,000,000
St. George Transit O&M Facility	500,000
St. George's ferry and ferry facilities, New York	1,000,000
St. Leo University Transportation Safety & Community Access Project	2,500,000
St. Mary's Road Paving Project	100,000
State Highway 133 Widening, Colquitt County, Georgia	1,250,000
State Highway 29 (Interstate 94—Chippewa Falls, Wisconsin)	2,000,000
State Highway 332 at Brazos River, Brazoria County, Texas	6,000,000
State Street Corridor Improvement Plan	1,000,000
Stourbridge Rail Excursion Line, Pennsylvania	83,000
Streetscape/Roadway Improvements to the Chester City (PA) Wa- terfront	350,000
Suffolk Bike Trails, Virginia	150,000
SUNY Tockland University Center—Shuttle Service	280,000
Susquehanna Road/Limekin Road/Norfolk Southern Bridge project, Pennsylvania	1,000,000
Swift Rail Siding Project, Blaine, Washington	3,000,000
TARTA/Toledo Bus Fueling Facilities Improvements	1,500,000
Taylor Dock Project, Bellingham, Washington	677,000
Teaneck, New Jersey Pedestrian Overpass	500,000
Tennessee State Route 28/US 127	1,000,000
Thackerville, Oklahoma I-35 Interchange	1,000,000
The City of Lithonia Streetscape Project	400,000
The French Creek Parkway, Pennsylvania	200,000
The Montachusett Area Regional Transit (MART) Regional Transit Facility	2,000,000
The Sunrise Corridor, Oregon	500,000
The US Highway 17-92 Widening Project, from Poinciana Boule- vard to Ham Brown Road	500,000
Thomas Cole National Historic Site, New York	50,000
Toledo Downtown Waterfront Redevelopment	750,000
Topeka Boulevard Bridge, Kansas	8,500,000
Towboat Display and Classroom Project, Oklahoma	250,000
Town Center/Old Town Enhancement Project for the City of Yorba Linda, California	3,100,000
Town of Dublin, New Hampshire Traffic Calming Project	300,000
Traffic Calming for the City of Riviera Beach, Florida	500,000
Trans-Hudson Midtown Corridor Project, New Jersey	3,500,000

<i>Project</i>	<i>Amount</i>
Transportation Improvement Project, Desert Hot Springs, California	1,925,000
Treasure Island Bridge	6,000,000
Trevillian Way, Kentucky	400,000
Tri-County Automated System Project, University of Southern Mississippi	1,000,000
Truck Inspection pull-off on Route 9 in Loudoun County, Virginia	100,000
Trunk Highway 610/10, Minnesota	3,750,000
Tupelo Rail Relocation	500,000
Turquoise Trail Project (BIA Route 4), Arizona	1,250,000
Tuscaloosa Downtown Revitalization Project, Alabama	5,000,000
U.S. Highway 52, County State Aid Highway 24 Interchange	500,000
U.S. 101 Bikeway System, California	250,000
U.S. 218/Main Street Reconstruction—Phase II, Iowa	2,000,000
U.S. 31 South Bend to Indianapolis Freeway project	2,000,000
U.S. 319 Expansion	1,000,000
U.S. 412 Mountain Home to Hwy. 101, Arkansas	4,000,000
U.S. 51, Christian/Shelby Counties, Illinois	2,000,000
U.S. 54 (Kellogg), from I-35 to K-96, Wichita, Kansas	1,000,000
U.S. 95 Laughlin to Searchlight (Phase 3), Nevada	8,000,000
U.S. Highway 276 Project Study	200,000
U.S. Highway 54, Kansas	3,000,000
U.S. Route 35 in Mason and Putnam Counties, West Virginia	5,977,500
UAB Center for Injury Sciences, Birmingham, Alabama	2,000,000
Umatilla Intermodal Facility	1,000,000
Union Station Regional Intermodal Transportation Center	800,000
University of Alaska Transportation Research Center	2,000,000
University of Delaware Intermodal Transportation Facility, Delaware	1,000,000
University of Oklahoma Intelligent Bridge Systems Research	3,000,000
University of Southern Maine Pedestrian Access	725,000
Upgrade of the Interstate 95 and SC-327 Interchange in South Carolina	1,400,000
US 12 Widening, Wallula Junction to Walla Walla, Washington	3,000,000
US 20 Webster County Widen to four lanes, Iowa	1,500,000
US 25 Widening, Burke County, Georgia	1,000,000
US 278 Corridor, South Carolina	1,000,000
US 278 from Sulligent, AL to Guin, Alabama	2,000,000
US 287 South to IH 45, Ennis, Texas	1,500,000
US 30/67 (Section II), Clinton, Iowa	1,000,000
US 36, Wadsworth, State Highway 128 Interchange	800,000
US 431 Widening and Reconstruction, Tennessee	500,000
US 50 Phase I highway and water quality improvement project, California	2,000,000
US 93 Kalispell Bypass Project, Montana	3,500,000
US Highway 212/County Road 134 Intersection, Minnesota	700,000
US Highway 212/County Road 134 Intersection, Minnesota	750,000
US Highway 6 improvements, Coralville, Iowa	1,000,000
US Highway 84, Evergreen, AI to Monroeville, Alabama	250,000
US-12 Burbank to Walla Walla, Washington	1,000,000
US-27 North of Somerset	2,000,000
US-95 Worley to Mica, Idaho	7,000,000
USH 151 Dickeyville-Dodgeville, Wisconsin	2,000,000
VA Route 28 Widening	2,000,000
Vallejo Station Intermodal Center, California	1,250,000
Valles Caldera National Preserve, New Mexico	1,200,000
Vancouver State Route 14 pedestrian Bridge, Washington	500,000
Vermont Covered Bridges	2,000,000
Village of Medina, New York Pass-Through Project	750,000
Village of Owego riverwalk, New York	600,000
Village of Schuylerville, New York	750,000
Washington Street Improvements, Haymarket, VA	500,000
Welcome Center US 90, Ohr-Okeefe Museum	1,750,000
West Grand Ave. (from North Western to N. California Ave.)	800,000
West Laredo Multimodal Trade Corridor, Texas	2,400,000
Westfield Multimodal Transportation Center, MA	1,700,000
Weston Avenue Streetscape, Wisconsin	1,650,000

<i>Project</i>	<i>Amount</i>
White Pond Drive, Akron, Ohio	750,000
WI—Highway 2 Ashland, Wisconsin	2,000,000
WI—Highway 53 Chetek, Wisconsin	2,000,000
Widen and Improve Q Street, Nebraska	1,000,000
Widen from 2 to 5 lanes, Gratiot Avenue from 24½ Mile Road to 26 Mile Road.	500,000
Widen NC 210 in Cumberland County, North Carolina	500,000
Widen Route 47 from Kreutzer Road to Reed Road, Huntley, Illi- nois	1,000,000
Widening and creation of sidewalks at Floyd Road and Veterans Memorial Highway in Cobb County, Georgia	1,600,000
Widening Interstate 35 East between FM2181 and Lake Lewisville, Denton County, Texas	500,000
Williamsport/Pile Bay Road, Kenai, Alaska	3,000,000
Winner Creek Trail Improvements, Alaska	1,000,000
Wood/Sandusky/Lucas Counties—U.S. Route 20, Ohio	5,000,000
Woodland Avenue Bridge, Ohio	1,000,000
WV Route 9	11,000,000
Yakataga River Bridge in Alaska	3,000,000

The conference agreement includes a provision (Sec. 116) that allows ITS funds already appropriated for use in specified locations within Wisconsin to be spent in additional locations within the State.

The conference agreement includes a provision (Sec. 117) that directs the Secretary to enter into an agreement with Nevada and/or Arizona to provide a funding method for the Hoover Dam Bypass Bridge, as proposed by both the House and Senate.

The conference agreement includes a provision (Sec. 118) that allows funds provided for a specific project in the Intermodal Surface Transportation Efficiency Act of 1991 to be used on a project in Detroit, Michigan.

The conference agreement includes a provision (Sec. 119) that reprograms a project in Conference Report 106–940 for a project in Detroit, Michigan.

The conference agreement includes a provision (Sec. 120) that reprograms a project in Conference Report 107–308 for a project in Detroit, Michigan.

The conference agreement includes a provision (Sec. 121) that provides unexpended amounts for a project in Public Law 108–7 to specified areas in Kansas.

The conference agreement includes a provision (Sec. 122) that relates to surface transportation projects.

The conference agreement includes a provision (Sec. 123) that amends section 14501 of title 40, United States Code.

The conference agreement includes a provision (Sec. 124) that modifies a Senate provision that directs the Secretary of Transportation to amend the Manual on Uniform Traffic Control Devices to include a provision regarding locating licensed 24-hour pharmacy services and placement of logo panels on the Federal-aid highway system.

The conference agreement includes a provision (Sec. 125) that allows specified costs associated with a project in San Diego, California to be eligible for Federal funding.

The conference agreement includes a provision (Sec. 126) that amends a provision in Public Law 108–7 relating to a project in Kentucky.

The conference agreement includes a provision (Sec. 127) that amends a project in Public Law 108–7.

The conference agreement includes a provision (Sec. 128) that amends a provision in Public Law 106–346 relating to a project in Kansas.

The conference agreement includes a provision (Sec. 129) that amends a provision in section 375 of division I of the Consolidated Appropriations Resolution, 2003, relating to a project in Pennsylvania.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

The conference agreement includes \$176,070,000 for administrative expenses of the Federal Motor Carrier Safety Administration (FMCSA) under the FMCSA limitation on administrative expenses (LAE) account. The House and Senate bills proposed \$92,712,176 and \$292,972,233, respectively for both administrative expenses plus five grant programs. The conference agreement provides funding for these grant programs under a miscellaneous appropriations within the Federal Highway Administration appropriation, and provides funding under FMCSA’s LAE in the following manner:

Safety is good business	\$250,000
Crash data improvements	5,000,000
Conditional carrier review	2,000,000
Household goods enforcement	920,000
Hotline	375,000
Research and technology	7,000,000
Regulatory development	9,500,000
Information management	11,843,000
Administrative infrastructure	7,000,000

Safety is good business program.—The conference agreement provides \$250,000 for the safety is good business program, consistent with the House. The Senate proposed \$500,000. The conference agreement retains language contained in the House report that FMCSA should first use this funding to develop a goal and initiatives that are directly related to that goal.

Conditional carrier review.—The conference agreement provides \$2,000,000 for conditional carrier reviews as proposed by the Senate. The House report provided \$1,334,000.

Household goods enforcement.—The conference agreement provides \$920,000 for the household goods enforcement program, instead of \$896,000 as proposed by the House and \$1,370,000 as proposed by the Senate. This level provides adequate funding for the seven requested positions at half-year levels.

Research and technology.—The conference agreement provides \$7,000,000 for motor carrier safety research and technology, consistent with both the House and Senate proposals. The conference retains language directing FMCSA to submit a 5-year research and development strategic plan to the House and Senate Committees

on Appropriations no later than June 15, 2004, as proposed by the Senate.

Regulatory development.—The conference agreement provides \$9,500,000 for regulatory development instead of \$11,000,000 proposed by the House and \$8,000,000 proposed by the Senate.

Information management.—The conference agreement provides a total program level of \$11,843,000 for information management, an increase of \$2,500,000 from the fiscal year 2003 level. The House bill proposed \$13,500,000 and the Senate bill proposed \$10,398,000.

Administrative infrastructure.—The conference agreement provides \$7,000,000 for administrative infrastructure instead of \$4,423,000 as proposed by the House and \$10,423,000 as proposed by the Senate.

Share the road safely program.—Consistent with the Senate, the conference agreement does not provide funding for the share the road safely program. Funding for this program is provided under the National Highway Traffic Safety Administration appropriation. The House proposed \$500,000 for this program.

PATRIOT ACT (CDL background checks).—The conference agreement, consistent with both the House and Senate, does not provide funding for CDL background checks as this responsibility has been transferred to the Department of Homeland Security.

State grants.—In addition to the \$176,070,000 provided under the limitation on administrative expenses, the conference agreement includes a total of \$111,500,000 for Federal Motor Carrier Safety Administration programs under the Federal Highway Administration miscellaneous appropriation from the Highway Trust Fund (other than the mass transit account). Both the House and Senate bills proposed funding these programs from within FMCSA's limitation on administrative expenses. The conference agreement provides the funds in the following manner:

<i>Program</i>	<i>Conference</i>
New entrant program—State grants ¹	\$8,000,000
New entrant program—Federal portion ¹	3,500,000
Southern border inspection facilities	47,000,000
Commercial driver's license improvement grants	21,000,000
Southern border operations grants	23,000,000
Northern border truck inspection grants	9,000,000

¹This reflects a portion of the total \$28,500,000 provided for the new entrant program. Of this amount, \$25,000,000 is provided for grants to states, and \$3,500,000 is for Federal responsibilities associated with the program.

New entrant program.—The conference agreement provides a total of \$28,500,000 for the new entrant program. The conference reiterates the decision contained in both the House and Senate reports that the majority of funding for this program is in the form of state grants, and therefore retains only \$3,500,000 for oversight and other Federal responsibilities. The House proposed \$2,200,000 for the Federal portion of this program and the Senate proposed \$4,456,000. In addition, \$8,000,000 in state grants is provided under the Federal Highway Administration miscellaneous appropriations, and an additional \$17,000,000 is provided for state grants under the Motor Carrier Safety Assistance Program. The conference retains language directing FMCSA to submit a new entrant program implementation plan to the House and Senate Com-

mittees on Appropriations no later than 90 days after enactment of this Act.

Hazardous materials permitting program.—The conference agreement provides \$1,050,000 for the hazardous materials permitting program, instead of \$1,135,000 provided by the House and \$2,000,000 provided by the Senate. This amount is adequate to fund the 13 requested positions at half-year levels.

Commercial drivers license program.—Consistent with both the House and Senate, the conference agreement provides \$21,000,000 for the commercial driver's license improvement grants program. The conference agreement retains the House language that encourages FMCSA to continue working with the American Association of Motor Vehicle Administrators, the Commercial Vehicle Safety Alliance, lead MCSAP agencies and licensing agencies to improve all aspects of the CDL program. In addition, FMCSA should consider sponsoring another pilot project involving law enforcement and driver licensing agencies to explore new and innovative ways to ensure that drivers who have been convicted of a disqualifying offense do not operate during the period of suspension or revocation. Finally, FMCSA should continue to support the judicial and prosecutorial outreach effort.

Southern border inspection facilities.—Consistent with the Senate bill, the conference agreement provides \$47,000,000 to construct truck inspection facilities at the Southern border. The House bill contained no similar appropriation.

Southern border operations grants.—Consistent with both the House and Senate bills, the conference agreement provides \$23,000,000 for southern border operations grants.

Northern border inspection grants.—Consistent with both the House and Senate bills, the conference agreement provides \$9,000,000 in northern border truck inspections grants.

Border enforcement.—The conference agreement provides \$121,908,000 in border funding, of which \$47,000,000 is for infrastructure improvements, \$32,000,000 is for state operations grants, and \$42,908,000 is for personnel and enforcement operations. The conference agreement retains language proposed by the Senate directing FMCSA to establish a process to effectively enforce and monitor Mexican motor carriers and report to the House and Senate Committees on Appropriations within one year after the date of enactment of this Act.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

The conference agreement provides a liquidating cash appropriation of \$190,000,000 for the national motor carrier safety program as proposed by both the House and the Senate.

(LIMITATION ON OBLIGATIONS)

The conference agreement includes a limitation on obligations of \$190,000,000 for motor carrier safety grants as proposed by both the House and the Senate.

The conference agreement provides funding for the national motor carrier safety program as follows:

	<i>Amount</i>
Motor carrier safety assistance program	\$170,000,000
Basic motor carrier safety grants	(130,329,000)
Performance based incentive grant program	(11,105,000)
High-priority activities	(8,593,000)
New entrant grants ¹	(17,000,000)
State training and administration	(2,063,000)
Crash causation (Sec. 224(f) MCSIA)	(1,000,000)
Information systems and strategic safety initiatives	(20,000,000)
Data analysis and information systems	(14,000,000)
Implementation of PRISM	(5,000,000)
Driver programs	(1,000,000)

¹ Does not include \$8,000,000 provided under FHWA's miscellaneous appropriation and \$3,500,000 provided under FMCSA's LAE.

Solid Waste Shippers.—From funds provided for the high priority initiative program, the conference agreement directs FMCSA to evaluate the effectiveness of the Final Rule on cargo securement for containing solid waste (including sewage sludge and combustion ash), both in container and flat bed surface transport. The analysis shall include safety, economic, and environmental considerations, and shall be provided to the House and Senate Committees on Appropriations by October 15, 2004.

Hazmat tracking system.—As proposed by the Senate, the conference agreement directs \$2,000,000 from funds provided for the high priority initiative program for an expanded satellite-based, mobile communications system to monitor and track hazardous material and high-value cargo in uncovered areas of the United States.

Operation Respond.—As proposed by the Senate, the conference agreement provides \$1,000,000 from funds provided for the high priority initiative program, to design, build and demonstrate the benefits of a seamless hazardous materials incident detection, management, and response system, including the expansion of the Operation Respond network. The conferees urge that these funds be used to establish a national first responders emergency services network and to accelerate deployment of Operation Respond software.

New Hampshire study.—As proposed by the House, the conference agreement provides \$250,000 from funds provided for the high priority initiative program, to the New Hampshire Department of Transportation to conduct a study to evaluate the safety, economic and infrastructure impacts of a weight limit exemption on Interstates 89 and 93.

Surge Brakes.—The Federal Motor Carrier Safety Administration (FMCSA) prohibits surge brakes for use in interstate commerce. Since private vehicles are not subject to this prohibition, it causes administrative enforcement and safety problems for rental businesses and their consumers. The conference agreement directs FMCSA to determine, within 90 days of enactment of this Act, if it should initiate a rulemaking to consider permitting the use of surge brakes on small and medium trailers used in interstate commerce.

GENERAL PROVISIONS—FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION

The conference agreement includes a provision (Section 130) subjecting funds appropriated in this Act to the terms and conditions of section 350 of Public Law 107–87, including that the Secretary submit a report on Mexico-domiciled motor carriers. This provision was proposed by both the House and Senate.

The conference agreement includes a provision (Section 131) prohibiting the use of funds in this Act to implement or enforce any provision of the Final Rule issued on April 16, 2003 as it applies to operators of utility service vehicles and as it applies to motion picture and television production drivers working at a site within 100 air mile radius of the reporting location.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The conference agreement provides \$150,545,000 from the highway trust fund for highway and traffic safety activities, instead of \$134,178,000 as proposed by the House and \$148,102,000 as proposed by the Senate.

The agreement includes a provision carried since fiscal year 1996 that prohibits NHTSA from obligating or expending funds to plan, finalize, or implement any rulemakings that would add requirements pertaining to tire grading standards that are not related to safety performance. This provision was contained in both the House and Senate bills.

The following table summarizes the conference agreement for operations and research by budget activity:

Salaries and benefits	\$69,050,000
Travel	1,324,000
Operating expenses	22,836,000
Contract programs:	
Safety performance (rulemaking)	10,773,000
Safety assurance (enforcement)	17,028,000
Highway safety programs	49,272,000
Research and analysis	67,903,000
General administration	665,000
Grant administration reimbursements	- 16,306,000
 Total	 222,545,000

OPERATING EXPENSES

Workforce planning and development.—The conference agreement provides no funding for workforce planning and development, as proposed by both the House and Senate.

Training and technical assistance to the states.—The conferees encourage NHTSA to conduct a comprehensive review of the agency’s training programs, including an evaluation of other models and different media for improving the professional capabilities of State

grantees, as proposed by the Senate. In addition, the conferees direct NHTSA to develop and implement two new State training courses, as proposed by the Senate, and \$200,000 is provided for this purpose. One training course should be designed to strengthen the ability of State highway safety offices to analyze data and identify State and local behavioral highway safety programs. The second course should provide hands-on experience for State highway safety offices on how to conduct evaluations or reviews of program performance.

Regulatory activities.—The conferees direct NHTSA to update their self-imposed regulatory activities plan by December 1, 2003, as proposed by the House. NHTSA should include public comments that have been received, as well as new data and research results. This plan should be submitted through correspondence to the House and Senate Committees on Appropriations and posted on NHTSA’s website.

HIGHWAY SAFETY PROGRAMS

Budget justification.—Within the fiscal year 2005 budget request, NHTSA is directed to include information on expenditures on impaired driving, motorcycle, and national occupant protection programs from fiscal year 2003 and estimated plans for fiscal year 2004, as proposed by the House. This information should also describe which activities are based on proven research and implementation strategies.

Impaired driving.—The conferees direct NHTSA to submit a report to the House and Senate Committees on Appropriations, no later than 90 days after the enactment of this Act, detailing strategies and activities that will be utilized in fiscal year 2004 with regard to targeting specific populations in impaired driving efforts, as proposed by the Senate.

In addition, the conferees direct NHTSA to explore whether there is a more fitting theme for the impaired driving program than “You Drink and Drive, You Lose,” and to report findings and recommendations to the House and Senate Appropriations Committees in a letter by January 30, 2004, as proposed by the Senate.

Occupant protection.—Within the amount provided for occupant protection programs, the conference agreement provides \$3,000,000 for outreach initiatives to increase seat belt use, as proposed by the Senate.

Within the amount provided for national impaired driving programs, the conference agreement provides \$4,500,000 for impaired driving activities, as proposed by the Senate:

Judicial/prosecutorial initiative	\$1,500,000
Repeat offender tracking model	2,000,000
Target population outreach	1,000,000

The conferees direct NHTSA to refrain from obligating funds provided in fiscal year 2003 (Public Law 108–7) for judicial and prosecutorial awareness until the required report is submitted to the House and Senate Committees on Appropriations, as proposed by the Senate.

Traffic law enforcement.—The conferees strongly support NHTSA’s law enforcement liaison (LEL) program, believing that high-visibility enforcement of highway traffic safety programs is in-

tegral to improving the safety on the nation's roads. The LEL function is largely responsible for the implementation of specific enforcement programs and mobilizations relating to the highly successful Click It or Ticket program as well as the You Drink and Drive, You Lose initiative. Both of these programs must have an enforcement component to ensure their success, and the LELs interact with the law enforcement community to promote the enforcement components of these programs. In fiscal year 2003, NHTSA spent approximately \$561,000 to fund LEL programs in eight of the ten regions. The conferees encourage NHTSA to increase this support in fiscal year 2004 and to strive to expand the presence of this program to all ten regions.

Emergency medical services.—Within the amount provided for emergency medical services, the conference agreement provides \$1,000,000 for training EMS personnel in delivering pre-hospital care to patients with traumatic brain injuries, as proposed by the Senate. An additional \$1,000,000 is also provided for research at the USA Center for the Study of Rural Vehicular Trauma, as proposed by the Senate.

Records and licensing.—Within the amount provided for records and licensing, the conference agreement provides \$1,000,000 for a digital watermarking technology pilot program to easily determine the authenticity of State-issued IDs, as proposed by the Senate, and \$1,000,000 for the interstate digital image exchange project and online verification of birth records program.

Highway safety research.—Within the amount provided for highway safety research, the conference agreement provides \$750,000, for transportation safety research at Florida Agricultural and Mechanical University. The objective of FAMU's research will be to reduce the severity of traffic injuries among the youth and adults between the ages of 0–34 and will focus on aggressive driving, road rage, speed control, occupant protection and alcohol impaired driving countermeasures. The conferees encourage NHTSA to work with FAMU to identify a suitable research project that will focus on an area that will advance highway safety.

Share the road safely.—The conference agreement provides \$500,000 for the share the road safely program, to be administered by NHTSA, as proposed by the Senate. NHTSA is encouraged to work with FMCSA and State highway safety representatives to determine the best avenues for educating both the motoring public and commercial motor vehicle drivers, including incorporating such information in driver education courses.

RESEARCH AND ANALYSIS

Crash causation study.—The conference agreement provides \$7,000,000 for the crash causation study, as proposed by the Senate.

Motorcycle injury prevention.—There was a continuous decline in motorcycle crash fatalities from the mid-1980's through 1997. Since 1997 however, motorcycle fatalities have increased annually. The conferees urge NHTSA to focus on strategies to reduce the alarming numbers of motorcyclists killed and injured in alcohol-related crashes each year.

Within the amount provided for crashworthiness research, the conference agreement provides \$40,000 for the New Hampshire Department of Safety to conduct a study to evaluate the speed and safety threshold for preventing and analyzing motorcycle injuries, as proposed by the House. The New Hampshire Department of Safety is encouraged to work with the Honda Inova Fairfax Hospital CIREN Center in Fairfax, Virginia, which specializes in analyzing motorcycle injuries.

Crashworthiness research.—Within the amount provided for crashworthiness research, the conference agreement provides \$2,000,000 for brain and spinal cord injury research at the Southern Consortium for Injury Biomechanics, \$1,000,000 for a joint research initiative between Vermont's College of Medicine (UVM), Texas A&M University and Fletcher Allen Health Care, \$300,000 for the University of Massachusetts, Amherst Risk Prone Driving research, \$300,000 for South Carolina DOT research and development for ball bearing packages with intelligent safety aids for vehicles, and \$1,500,000 for the George Washington University National Crash Analysis Center for advanced crashworthiness research.

National tire efficiency.—Within the amount provided for research and analysis, the conference agreement provides \$500,000 for the Secretary of Transportation, through the National Academy of Sciences, to develop and perform a national tire fuel efficiency study and literature review to consider the relationship that low rolling resistance replacement tires designed for use on passenger cars and light trucks have on fuel consumption and tire wear life. The study shall address the potential of securing technically feasible and cost-effective fuel savings from low rolling resistance replacement tires that do not adversely affect tire safety, including the impacts on performance and durability or adversely impact tire tread life and scrap tire disposal, and that does fully consider the average American "drive cycle". The study shall further address the cost to the consumer including the additional cost of replacement tires and any potential fuel savings. The report shall be submitted to the House and Senate Committees on Appropriations, the House Energy and Commerce Committee, and the Senate Commerce, Science, and Transportation Committee not later than January 1, 2006.

SAFETY PERFORMANCE

Fuel economy standards.—The conference agreement provides \$1,000,000 for the fuel economy standards program and directs NHTSA to reevaluate the agency's goals with regard to fuel economy and produce an updated performance structure, as proposed by the House.

GENERAL ADMINISTRATION

Harmonization of vehicle safety standards.—The conference agreement provides \$100,000 for the harmonization of vehicle safety standards, due to budget constraints.

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

The conference agreement provides \$72,000,000 from the highway trust fund to carry out provisions of 23 U.S.C. 403, as proposed by both the House and the Senate.

NATIONAL DRIVER REGISTER
 (HIGHWAY TRUST FUND)

The conference agreement provides \$3,600,000 for the National Driver Register, as proposed by both the House and the Senate.

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

The conference agreement limits obligations for highway traffic safety grants to \$225,000,000, as proposed by both the House and the Senate. The bill includes separate obligation limitations with the following funding allocations:

State and community grants	\$165,000,000
Occupant protection incentive grants	20,000,000
Alcohol incentive grants	40,000,000

State highway safety program administration.—The GAO recently released a report regarding the oversight of State Highway Safety Programs (GAO-03-474). This report included the recommendation that NHTSA should provide more guidance to regional offices regarding when it is appropriate to use management reviews and improvement plans to assist states with their highway safety programs. The Senate had reiterated this recommendation in the fiscal year 2004 report and directed NHTSA to undertake steps necessary to implement this guidance. However, the House had included language in the fiscal year 2004 report directing NHTSA to begin to approve each state’s highway safety plan, if they received Section 402 funding, as the agency did prior to 1998.

Therefore, the conferees direct NHTSA to examine the agency’s policies with regard to the state grant programs, and submit a report to the House and Senate Committees on Appropriations, which should include current agency policies for providing guidance to states on how best to craft respective highway safety plans and an analysis of oversight review responsibilities NHTSA currently has with regard to these plans, as proposed by the House. In addition, the report should include the steps that NHTSA would undertake if, in reviewing a state’s plan, the agency had a conflict with the way in which states planned to obligate Federal grant funds. The report should include a detailed spectrum of annual examples, since fiscal year 2000, for which States used Section 402 funds, in-

cluding items that NHTSA considers exemplary and items NHTSA may consider frivolous.

NHTSA is also directed to develop a clear policy on management review of state highway safety plans, including when a state improvement plan should be required, as proposed by the Senate. This should be included in the report.

Funding of \$50,000 in operating expenses has been provided to undertake this study, and a copy must be provided to the House and Senate Committees on Appropriations by February 20, 2004.

Highway public safety mobilizations.—The conferees are concerned that the current timing of the national seat belt and impaired driving mobilizations in May and July does not allow ample time for either NHTSA or State and local law enforcement agencies to adequately plan for these intensive efforts. The conferees believe it is important that NHTSA and the States have adequate time to properly plan and prepare for each of these mobilizations in order to have the maximum impact on saving lives and preventing injuries. To that end, the conferees direct NHTSA to work with State and local authorities and the safety community to establish a comprehensive plan and date certain for future national impaired driving mobilizations. Much like the nation has embraced May as the “Click It or Ticket” month, the conferees expect that this coordinated effort will allow NHTSA to establish an annual date for carrying out an effective impaired driving mobilization to be accompanied by national paid advertising. The conferees direct NHTSA to report to the House and Senate Committees on Appropriations 90 days after the date of enactment of this Act on the agency’s implementation plans and to keep the Committees informed throughout the fiscal year as to the progress of these efforts.

The conferees are also aware that NHTSA is currently evaluating the effectiveness of a safety mobilization effort in Tennessee that combines both the seat belt and impaired driving messages. The conferees are interested in the results of this combined effort to determine whether a similar effort should be conducted at the national level as part of the 2004 mobilization schedule. NHTSA is directed to report to the House and Senate Committees on Appropriations by February 16, 2004 with the findings of the Tennessee effort as well as any other State mobilizations that may combine seat belt and impaired driving messages.

GENERAL PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The conference agreement includes a provision (Section 140) allowing states to use funds provided under section 402 of title 23, U.S.C., to produce and place highway safety public service messages. The provision provides that any state that uses funds for such purposes must submit a report to the Secretary, who in turn is directed to submit them to the House and Senate Committees on Appropriations. The provision allocates \$10,000,000 for national paid media to support national safety belt mobilizations under Section 157 and \$20,000,000 under Section 163 to include: \$2,750,000 to support State impaired driving mobilization enforcement efforts, \$14,000,000 for paid media to support national law enforcement mobilizations on impaired driving, and \$250,000 for continued eval-

uation of alcohol-impaired driving messages. In addition, \$3,000,000 from the Section 163 program should be dedicated to an impaired driving demonstration program.

The conference agreement includes a provision (Section 141) prohibiting NHTSA from transferring funds to the Federal Motor Carrier Safety Administration for the share the road safely program.

The conference agreement includes a provision (Section 142) authorizing the Secretary, for fiscal year 2004, to use funds necessary to carry out section 157 of title 23, United States Code.

The conference agreement includes a provision (Section 143) authorizing the Secretary, for fiscal year 2004, to use funds necessary to carry out section 163 of title 23, United States Code.

The conference agreement deleted a provision in the House bill regarding truck trailer manufacturing regulations.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

The conference agreement provides \$130,825,000 for safety and operations as proposed by the Senate instead of \$130,922,000 as proposed by the House. Within this total, the conferees have funded 25 new full-time equivalents. The conference agreement includes language that permits \$11,712,000 of the total funding to remain available until expended as proposed by both the House and the Senate.

Workforce planning.—Consistent with the Senate report, the conference agreement deletes \$350,000 for workforce planning.

Personnel.—Consistent with the House report, the conference agreement deletes \$78,000 for one full time equivalent for Title VI enforcement. Instead, the conference agreement provides \$78,000 for a financial analyst to support the new oversight responsibilities placed on the Department. This analyst will help manage activities designed to track Amtrak's financial performance, to support the Secretary's representatives in dealing with the greater number of issues of substance coming before the board, and to monitor the financial aspects of the grants, including the capital, operating, and North East Corridor grants.

Grade crossing safety action plan update.—As directed by the Senate, the Secretary of Transportation shall submit a highway-railway grade crossing safety action plan update, coordinated among FRA, FHWA, FMCSA, NHTSA and the ITS Joint Program Office, with the fiscal year 2005 budget justification.

RAILROAD RESEARCH AND DEVELOPMENT

The conference agreement provides \$34,025,000 for railroad research and development instead of \$28,225,000 as proposed by the House and \$34,225,000 as proposed by the Senate.

Nationwide Differential Global Positioning System (NDGPS).—The conference agreement provides \$5,800,000 for NDGPS. The House did not fund this project and the Senate provided \$6,000,000.

Marshall University/University of Nebraska.—The conference agreement includes \$2,000,000 to support Marshall University and the University of Nebraska to conduct safety studies in rail equipment, human factors, track, and rail safety related issues.

West Virginia University (WVU).—The conference agreement provides a total of \$250,000 for structural integrity research utilizing glass fiber reinforced polymers on railroad ties at WVU's Constructed Facilities Center.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The conference agreement includes a provision, proposed by both the House and the Senate, specifying that no new direct loans or loan guarantee commitments shall be made using federal funds for the payment of any credit premium amounts during fiscal year 2004. No federal appropriation is required since a non-federal infrastructure partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings.

The conference agreement includes a provision, proposed by the Senate, mandating that no payment of principal or interest shall be collected during fiscal year 2004 for the direct loan made to the National Railroad Passenger Corporation.

NEXT GENERATION HIGH-SPEED RAIL

The conference agreement provides \$37,400,000 for the next generation high-speed rail program instead of \$28,250,000 as proposed by the House and \$29,350,000 as proposed by the Senate. The following table summarizes the conference agreement by budgetary activity:

<i>Program</i>	<i>Amount</i>
Train control systems	\$10,000,000
North American joint PTC project	(9,000,000)
Train control—TTC	(1,000,000)
Non-electric locomotives	9,900,000
Advanced locomotive propulsion system	(3,000,000)
Prototype non-electric locomotive	(1,900,000)
Diesel multiple units compliance and demonstration	(5,000,000)
Grade crossing and innovative technologies	9,000,000
Mitigating hazards	(2,000,000)
Low-cost technologies	(1,000,000)
North Carolina pedestrian crossing safety pilot: Clayton grade separation	(800,000)
Springfield, Missouri grade reconfiguration study	(800,000)
Anchorage C Street corridor grade Crossing	(1,000,000)
Tupelo Rail study	(1,500,000)
New Orleans Union Passenger Terminal	(1,000,000)
KBS railroad Hazard elimination, Kankakee, IL	(400,000)
Ohio statewide highway-rail crossing barrier gates	(500,000)
Track and structures	1,000,000
Corridor planning	2,500,000
Gulf Coast corridor	(1,500,000)
Southeast corridor	(750,000)
Midwest regional rail planning and engineering study	(250,000)
Maglev	5,000,000
Washington to Baltimore maglev deployment	(1,000,000)
California-Nevada Interstate maglev project	(1,000,000)

<i>Program</i>	<i>Amount</i>
Pittsburgh-Greensburg, Pennsylvania maglev deployment project	(2,000,000)
Southern California maglev	(1,000,000)
<hr/>	
Total	37,400,000

Train control systems.—The conferees note that several new and ongoing pilot projects are important to demonstrating the operational and safety benefits of wider deployment of train control system technologies on freight railroads. The conferees encourage the FRA to utilize a portion of its appropriations to further the development and testing of safety overlay train control technologies that work in conjunction with existing methods of operation and signal and control systems to protect against the consequences of human and technology failures.

Diesel multiple units.—The conference agreement provides \$5,000,000 to validate the compliance of diesel multiple units with existing passenger car safety standards and to make a grant to up to two public bodies for the purpose of initiating a demonstration in daily revenue service of a compliant DMU during calendar years 2003 and 2004. Federal funding shall only be made available if funds are matched on a dollar-for-dollar basis from non-federal sources and shall only be used for activities related to establishing the compliance of the DMU design with passenger safety standards and for the acquisition of DMUs (through a conventional competitive procurement process) and service facilities necessary for revenue service demonstration. All other expenses, including the cost of passenger facilities and any net operating expenses are not eligible for funding under this appropriation. In making the grant award decision, FRA shall consider among its criteria: the extent that the award would develop or facilitate the domestic rail passenger car manufacturing industry and the extent that it is compatible with DMU technology acquired pursuant to the fiscal year 2003 appropriation. Nothing shall preclude FRA from making funds available to the recipient of the fiscal year 2003 award.

California corridor.—Funds made available for high-speed rail in California should supplement, not replace, state funding for this same program.

Northern New England high speed rail corridor.—The conference agreement directs the Secretary to include the train routes from Boston, Massachusetts via Worcester and Springfield, Massachusetts to Albany, New York and from Springfield, Massachusetts via Hartford, Connecticut to New Haven, Connecticut as part of the existing Northern New England High Speed Rail Corridor.

Magnetic levitation.—In order to assist in the evaluation of the potential of magnetic levitation to achieve traffic congestion relief and determine its appropriate role in our nation’s transportation system, the conferees direct FRA to provide the House and Senate Committees on Appropriations a report comparing the cost and benefits of magnetic levitation to other modes of travel. This report should be undertaken while moving forward on submitted projects.

Rail-highway crossing hazard eliminations.—A total of \$5,250,000 is made available for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for

these funds. Of these set-aside funds, the following allocations were made:

Assembly Street, Whaley Street and Rosewood Drive, Columbia, South Carolina	1,050,000
Tulsa, OK sealed corridor quiet zone	1,575,000
Hamilton Boulevard over CSX rail line near US 90, Mobile, Ala- bama	1,250,000
Washington State high speed rail corridor grade crossing project	1,000,000
Wisconsin Railway-Highway crossing hazard elimination project	375,000
Total	5,250,000

ALASKA RAILROAD REHABILITATION

The conference agreement provides \$25,000,000 for the Alaska Railroad, as proposed by the Senate. The House bill contained no similar appropriation.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(AMTRAK)

The conference agreement provides \$1,225,000,000 for the Secretary of Transportation to make quarterly grants to Amtrak, instead of \$900,000,000 as proposed by the House and \$1,346,000,000 as proposed by the Senate. Of these funds, \$760,000,000 is provided for operating subsidy grants and \$465,000,000 is provided for capital grants. Flexibility of the Secretary to allocate funds to either operating or capital subsidies is not included, as proposed by the Senate.

DOT oversight.—The conference agreement directs the Secretary to approve funding for all train routes for operating losses and capital expenditures, including advance purchase orders, after receiving and approving a grant request accompanied by detailed financial information, revenue projections, and capital expenditure projection justification, as proposed by the Senate.

The conferees direct the Secretary to ensure that Amtrak continues to meet all debt principal and interest payments in fiscal year 2004, as proposed by the House and Senate. The Secretary is also directed to ensure that any funds provided to Amtrak be spent in a prudent manner, on projects where positive results can be seen, that maximize operational efficiencies, that promote those lines that have the highest ridership and that have cost sharing agreements in place. Amtrak shall not be permitted to begin any new projects unless the project can be fully funded with the fiscal year 2004 appropriation and Amtrak generated revenues, unless such projects are critical for safety or infrastructure repairs, as proposed by the House.

The conference agreement directs the Secretary to vouch for the accuracy of financial information Amtrak provides to Congress, in the form of a signed letter to the House and Senate Committees on Appropriations, that accompanies the transmittal of the quarterly grant documents to the Committees and continues to meet the specified criteria, as proposed by the House. The conference agreement also prohibits the Secretary from obligating or expending any funds until Amtrak agrees to continue abiding by certain provisions agreed to under the direct loan agreement signed on June 28, 2002.

Continuation of commuter rail services.—The conference agreement includes a provision (Section 150) authorizing the Surface Transportation Board to continue commuter rail service if Amtrak should cease operations, as proposed by the House. Within the funds provided, the conference agreement directs the Secretary to reserve \$60,000,000 to fund costs incurred if directed service orders are issued by the Surface Transportation Board. At the Secretary's discretion and based on the financial stability of Amtrak, the Secretary may make the reserved funds available to Amtrak through appropriate grants during the fourth quarter, to the extent that no directed service orders have been issued or are expected to be issued.

In addition, the Federal Railroad Administration, in coordination with the Surface Transportation Board, shall submit a report to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science and Transportation regarding contingency plans the Department has in place in the event that Amtrak should cease operations and an emergency commuter service order must be carried out. This report is due no later than 90 days from enactment of this Act.

Annual business plan.—The conference agreement includes language, modified from the House and Senate bills, directing Amtrak to submit to the Secretary of Transportation, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science and Transportation a comprehensive business plan approved by the Board of Directors for operating subsidies and capital projects, including advance purchase orders, to be funded in fiscal year 2004. The plan must include targets for ridership, revenues, and capital and operating expenses, as applicable, and a separate accounting of such targets for the Northeast Corridor; commuter service; long-distance Amtrak service; state-supported service; each intercity train route; including Autotrain; and commercial activities including contract operations and mail and express. For capital expenditures, the plan must include a description of the work to be funded, with cost estimates and a timetable for completion. The plan must be submitted within 60 days of enactment of this Act, in both paper and electronic formats, and must be posted on Amtrak's website.

The conference agreement directs that no funding may be used for projects or expenses not approved by the Secretary or included on Amtrak's business plan, as proposed by the House and Senate. Any variations to the base operating and capital plans, including advance purchase orders, must be submitted to the House and Senate Committees on Appropriations, according to the Department's reprogramming guidelines.

The conference agreement continues bill language requiring Amtrak to continue to submit monthly supplemental reports regarding the business plan, which should describe work completed, any changes to the business plan, and justification for such changes, as proposed by the House and Senate. These reports should be submitted in an electronic format and posted on Amtrak's website. The reports shall continue to be submitted to the

Secretary and the House and Senate Committees on Appropriations and must be submitted every month, within 30 days following the last business day of the previous month.

State-assisted intercity rail service.—The conference agreement also includes a provision (Section 151) that directs the Secretary to develop and implement a fair competitive bid procedure by January 1, 2004, to assist states in introducing carefully managed competition to demonstrate whether this could provide higher quality rail service at reasonable prices, as proposed by the House. The Secretary must administer the process, monitor its progress, and make monthly reports to the House and Senate Committees on Appropriations. The Secretary may reprogram up to \$2,500,000 from Amtrak operating grant funds to assist in costs of implementing this process. From this amount, the Secretary may make grants available to the states for any purpose consistent with achieving the goals of the process. The Secretary must also evaluate the fair competitive bid procedures and report to the House and Senate Appropriations Committees, the House Transportation and Infrastructure Committee and the Senate Committee on Commerce, Science and Transportation by July 1, 2004. In addition, within 30 days of enactment of this Act, the Secretary shall report to these same Committees on options for insurance pooling to provide states and operators with the lowest possible insurance costs.

Military and Veterans Discount Program.—The conferees are dismayed to learn that Amtrak management is giving consideration to terminating its discount program for the nation's veterans, members of the National Guard and Reserve, and active duty military members. At a time when so many military members are risking their lives on a daily basis, the conferees are greatly disappointed that Amtrak would consider terminating this discount program, especially since travelers that utilize the discount must travel under specified restrictions during off-peak travel times. The conferees expect Amtrak to continue this discount program and believe that the amount of funding provided in this Act for Amtrak is sufficient to avoid any necessity to terminate this well-deserved benefit for our nation's veterans and military members.

GENERAL PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

The conference agreement includes a provision (Section 150) authorizing the Surface Transportation Board to continue commuter rail service if Amtrak should cease operations.

The conference agreement includes a provision (Section 151) requiring the Secretary of Transportation, working with affected states, to develop and implement a fair competitive bid procedure to assist states in introducing carefully managed competition to demonstrate whether competition may provide higher quality rail service at reasonable prices.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

The conference agreement provides \$75,500,000 for administrative expenses of the Federal Transit Administration, instead of the

\$72,500,000 as proposed by the House and \$73,000,000 as proposed by the Senate. Within this total, the conference agreement appropriates \$15,100,000 from the general fund. The general fund appropriation shall be available until expended.

The conference agreement specifies the appropriations for each of the FTA offices in bill language, as proposed by both the House and Senate. In addition, the Administrator is authorized to transfer funding between offices, but transfers totaling more than three percent must be approved by both the House and Senate Committees on Appropriations.

The conference agreement includes a provision, contained in both bills, that would reimburse the Department of Transportation's Inspector General \$2,000,000 for costs associated with audits and investigations of transit-related issues. The conference agreement also includes a provision that specifies the amount of funding available for the National transit database to be not less than \$2,200,000 for fiscal year 2004.

Administrative expenses.—Salaries and benefits have been provided for all current on-board FTE at the Federal Transit Administration. The request for an additional 10 FTE has been denied, consistent with the Senate proposal. FTA has grown unencumbered for some time, increasing by 18% in ten years, and the conferees are troubled that FTA continues to seek new employees every year in double-digit quantities. Many items within the central account have been kept at levels consistent with fiscal year 2003, as increases of over 50% were requested in some instances, such as transportation and training.

In addition, this year FTA has submitted letters to the Committees with important attachments missing; has approved a reprogramming—and advised a Member of Congress of such action—without requesting such change from the Committees on Appropriations; and has been reluctant to provide information in a responsive manner. The conferees will not tolerate the continuation of these kinds of errors and demand that FTA develop better procedures for improved internal coordination.

Budget justifications.—The conferees direct FTA to submit its fiscal year 2005 congressional budget justification for administrative expenses by office, as proposed by the House and Senate, with material detailing salaries and expenses, staffing increases, and programmatic initiatives of each office.

Grants management.—The conferees are concerned with the increasing number of projects that are not obligated in a three-year period that consequently become available for reallocation. At the same time, the House and Senate Committees on Appropriations have heard a litany of complaints from project sponsors of the lack of cooperation and assistance from FTA during the grant application process and the amendment process for full funding grant agreements. While the conferees expect aggressive oversight from the agency, they will not condone intimidation or dilatory bureaucratic obstacles that needlessly delay the obligations of discretionary projects. FTA should set new goals for the timing of grant obligations for each discretionary category and strive to meet those goals.

In the event that FTA receives a request from a Member of Congress regarding a reprogramming of funding for transit projects in their district or state, FTA shall direct the Member of Congress to the House and Senate Committees on Appropriations to establish a resolution. The Committees shall review the matter and notify FTA of the resolution.

Project and financial management oversight activities.—The conferees direct FTA to submit to the House and Senate Committees on Appropriations quarterly FMO and PMOC reports for each project with a full funding grant agreement.

Full funding grant agreements (FFGAs).—TEA–21, as amended, requires that the FTA notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking sixty days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the conferees direct the FTA to include therein the following: (1) a copy of the proposed full funding grant agreement; (2) the total and annual federal appropriations required for that project; (3) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2004; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; (5) an evaluation of whether the alternatives analysis made by the applicant fully assessed all viable alternatives; and (6) a financial analysis of the project's cost and sponsor's ability to finance the project, which shall be conducted by an independent examiner and which shall include an assessment of the capital cost estimate and the finance plan; the source and security of all public- and private-sector financial instruments; the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and a listing of all planned contingencies and possible risks associated with the project.

The conferees also direct FTA to inform the House and Senate Committees on Appropriations thirty days before approving scope changes in any full funding grant agreement, as proposed by the House. Correspondence relating to scope changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the full funding grant agreement, and shall include any proposed change in rail car procurements.

The conferees have not included language, proposed by the House, directing FTA to report to the House and Senate Committees on Appropriations before any project in the new starts process is given approval by FTA to advance to preliminary engineering or final design. The conferees would encourage FTA to ensure that the Committees are aware of project development and progression, but do not require official correspondence.

New starts report.—The conferees were satisfied with the timely submission of FTA's fiscal year 2004 annual report on new starts projects. TEA–21 required this report to be submitted in conjunction with the budget, yet year after year, this report was submitted months late. Without a timely submission of this information, the conferees cannot make well-informed decisions about new starts projects. To ensure that this report continues to be submitted on

time, the conference agreement includes bill language that requires FTA to submit its annual new starts report with the initial submission of the President's budget request. An untimely submission of this crucial report will result in penalties to FTA's administrative expenses account.

Charter service activities.—The conferees direct FTA to revisit Part 604 of Title 49 of the United States Code to ensure that the statute continues to meet its purpose of ensuring that federally funded equipment and facilities should not be used to compete unfairly with private charter operators, as proposed by the House. A report shall be submitted to the House and Senate Committees on Appropriations no later than December 31, 2003, on FTA's efforts.

Buy America enforcement.—The conferees direct the Office of Inspector General to review FTA's most recent interpretations of manufactured components and subcomponents as well as the use of temporary exemptions regarding domestic content under the Buy America statute, as proposed by the Senate. A report shall be submitted to the House and Senate Committees on Appropriations no later than March 1, 2004.

Transit agency advertising.—The conferees are concerned that transit agencies accepting Federal grant funds may be providing their advertising space to organizations that encourage the public to break the law. For example, the conferees note with displeasure that public service advertising space in Washington, DC's Metropolitan Area Transit Authority rail stations and buses has been used to advocate changing the nation's laws regarding marijuana usage. WMATA has provided \$46,250 worth of space to these types of ads; therefore, as a warning to other transit agencies, the conferees have deleted funding totaling \$92,500 from projects and activities for WMATA in this bill.

While the conferees applaud the efforts of many transit agencies to prevent ads that promote marijuana use, the conferees remain concerned that the opportunity exists nationwide for transit properties to run similar advertising. Therefore, the conference agreement includes a provision (Section 177) that prohibits Federal transit grantees from obligating or expending funds that would otherwise be available in the Act, if the grantee is involved directly or indirectly with any activity, including displaying or permitting to be displayed advertisements on its land, equipment, or in its facilities, that promote the legalization or medical use of substances listed in schedule I of section 202 of the Controlled Substance Act.

FORMULA GRANTS

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides a total program level of \$3,839,000,000 for formula grants of the Federal Transit Administration, as proposed by both the House and Senate. Within this total, the conference agreement appropriates \$767,800,000 from the general fund. The general fund appropriation shall be available until expended. The FTA oversight takedown shall not exceed the amount authorized in current law.

The conference agreement provides that funding made available under the clean fuels formula grant program under this head-

ing 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

The conference agreement provides a total of \$6,000,000 for the university transportation research program as proposed by both the House and the Senate. Of this amount, \$1,200,000 is from the general fund and shall be available until expended.

TRANSIT PLANNING AND RESEARCH

The conference agreement provides a total of \$126,000,000 for transit planning and research. Within the total, the conference agreement appropriates \$25,200,000 from the general fund. The general fund appropriation shall be available until expended.

Within the funds appropriated for transit planning and research, \$5,250,000 is provided for rural transportation assistance; \$4,000,000 is provided for the National Transit Institute; \$8,250,000 is provided for the transit cooperative research program; \$60,385,600 is provided for metropolitan planning; \$12,614,400 is provided for state planning; and \$35,500,000 is provided for the national planning and research program.

National planning and research.—Within the funding provided for national planning and research, the Federal Transit Administration shall make available the following amounts for the programs and activities listed below:

Project ACTION (TEA-21)	\$3,000,000
Advanced Transportation Technology Institute, Tennessee	1,000,000
CALSTART/Weststart Bus Rapid Transit; Clean Mobility and Transit Enhancements	2,125,000
Center for Composite Manufacturing, Alabama	1,000,000
Center for Intermodal Transportation, Florida A&M University	750,000
Community Transportation Association of America’s National Joblinks Program	1,000,000
Fischer-Tropsch clean diesel technology demonstration, Oklahoma	1,000,000
Hennepin County Community Works, Minnesota	1,200,000
Interior Air Quality Industrial Engine Control Demonstration, Bristol, Virginia	850,000
JSU Bus Technology Research Center	1,000,000
National Bio-Terrorism Civilian Medical Response Center, Pennsylvania	1,000,000
NDSU Transit Center for small urban areas, North Dakota	400,000
North Carolina State University Center for Transportation and the Environment	100,000
NYU-Wagner Rudin Center Americas Mega City Project, New York	75,000
Oklahoma Transportation Center	1,500,000
State University System of Florida Intermodal Transportation Safety Initiative	7,000,000
Transit Technology Center Ladder Partnership Training Program	500,000
Vashon Island Passenger-Only Ferry Initiative, Washington	1,000,000
WVU exhaust emissions testing, West Virginia	1,400,000

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

The conference agreement provides \$5,847,200,000 in liquidating cash for the trust fund share of transit expenses.

CAPITAL INVESTMENT GRANTS
(INCLUDING TRANSFERS OF FUNDS)

The conference agreement provides a total program level of \$3,137,500,000 to remain available until expended for capital investment grants. Within the total, the conference agreement appropriates \$627,500,000 from the general fund.

Within the total program level, \$1,206,506,000 is provided for fixed guideway modernization; \$607,200,000 is provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities; and \$1,323,794,000 is provided for new fixed guideway systems.

Three year availability of section 5309 discretionary funds.—The conferees direct FTA to reprogram funds from recoveries and previous appropriations that remain available after three years and are available for reallocation to only those new starts and bus and bus facilities projects that are identified. The FTA shall notify the House and Senate Committees on Appropriations 15 days prior to any such proposed reallocation. Therefore, the conferees direct FTA to reallocate funds provided in the fiscal year 2001 Department of Transportation and Related Agencies Appropriations Act or previous Acts for the following bus and bus facilities projects, which shall supplement funding for bus and bus facility projects listed in this report:

Woburn, buses and bus facilities, MA
Elizabeth Ferry Project, NJ
Greenport and Sag Harbor, ferries and vans, NY
Westchester and Dutchess counties, vans, NY
Phoenixville, transit related improvements, PA

The conferees direct FTA to reallocate funds provided in the fiscal year 2001 Department of Transportation and Related Agencies Appropriations Act or previous Acts for the following new starts projects:

Boston-South Boston Piers Transitway Project
Massachusetts North Shore Corridor Project

FTA restrictions on funding for non-FFGA new start projects.—The conferees strongly support language proposed by the Senate that rejects an FTA reinterpretation of Sections 5309(e)(6), (7), and (8) of Title 49, U.S.C. Through this reinterpretation, FTA is withholding the release of appropriated funds for new starts projects that have received more than \$25,000,000 in Federal funding prior to receiving a full funding grant agreement. The conference agreement includes a general provision that rejects the FTA analysis that once a project exceeds \$25,000,000 it is subject to FTA review and evaluation and therefore FTA must approve it for advance-

ment, while withholding appropriated funds. Further, there is no limit of \$25,000,000 on alternatives analysis, preliminary engineering, or final design, and a project seeking more than that amount for such activities does not need an early systems work agreement, as FTA has interpreted to be required under subsection (g)(1). The conferees direct FTA to expeditiously release previously appropriated funds for all new starts projects identified in this and prior appropriations Acts that remain unobligated and have not been reallocated by the Congress, upon request of the grantee and the satisfaction of statutory requirements.

Pooled procurement pilot project.—The conference agreement includes a general provision establishing a pooled procurement pilot program for bus procurements (Section 166), as proposed by the Senate. FTA shall disseminate the benefits of voluntary buyer collaboration to transit systems and review upcoming and current procurements to determine suitable candidates for selection as pilot projects. Additionally, the FTA is directed to evaluate the process employed and the results achieved by each pool and report the findings to the House and Senate Committees on Appropriations no later than 60 days after the award of a contract.

BUS AND BUS FACILITIES

Bus and bus facilities.—The conference agreement provides \$607,200,000, together with \$50,000,000 transferred from “Federal Transit Administration, formula grants” and \$20,000,000 transferred from “Federal Transit Administration, job access and reverse commute grants” and merged with funding under this heading, for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. No funding is made available to carry out the clean fuels program in this Act. In addition, funds made available for bus and bus facilities are to be supplemented with funds from reallocated projects included in the fiscal year 2001 Appropriations Act.

Funds provided for buses and bus facilities are distributed as follows:

AC Transit Expansion Buses, California	\$1,000,000
Access Enhancements to Sierra Madre Villa Gold Line Station, California	600,000
Adams County Transit Authority (ACTA) buses and bus facilities, Pennsylvania	20,000
Alabama A&M University Transit Loop, Alabama	1,500,000
Alabama Area Agencies on Aging Senior Van Replacement	1,000,000
Alabama State Docks Intermodal Facility	9,500,000
Alameda Point Areil Transit Project, California	500,000
Alaska Mobility Coalition Bus Replacement	500,000
Alexandria After School Bus program, Virginia	75,000
Allegan County Transportation Services, Michigan	1,000,000
Allentown Intermodal Facility, Pennsylvania	2,500,000
Alternative Fuel Replacement Buses for Sun Tran, Arizona	500,000
Ames Maintenance Facility improvement, Iowa	1,000,000
AMTRAN Buses and Transit System Improvements, Pennsylvania	200,000
Anaheim Resort Transit (ART), California	500,000
Anchorage Ship Creek Intermodal Facility, Alaska	2,000,000
Ann Arbor Fuel Cell Bus Project, Michigan	2,000,000
Ann Arbor Transit Authority Transit Center, Michigan	750,000
Antelope Valley Transit Authority Operations and Maintenance Facility, California	1,250,000
Arctic Winter Games buses and bus facilities, Alaska	1,500,000

Area Transit Authority buses and bus equipment, Pennsylvania	2,500,000
Arkansas Statewide buses and bus facilities	4,750,000
Asheville Transit System Fleet Replacement, North Carolina	300,000
Athens Clarke County Park Ride Project, Georgia	2,750,000
Audubon Area Community Services, Kentucky	100,000
Austin Capital Metro buses and bus facilities, Texas	3,000,000
Baldwin Park Downtown/MetroLink Parking Improvements, California	250,000
Baltimore Center Plaza, Maryland	600,000
Barry County Transit replacement maintenance equipment, Michigan	20,000
BARTA Fixed Route Bus and Paratransit Vehicle Replacement, Pennsylvania	2,600,000
BARTA Transit Facilities, Pennsylvania	650,000
Bay Area Metropolitan Transportation Authority New and Replacement Buses, Michigan	250,000
Bay Area Transportation Authority Downtown Transfer Center Construction and Bus Purchase, Grand Traverse County, Michigan	1,000,000
Beaver County Transit Authority replacement buses and equipment, Pennsylvania	250,000
Belding bus replacement and communication equipment, Michigan	40,000
Berkshire Regional Transit Authority (BRTA) Buses and Fare Boxes, Massachusetts	765,000
Berrien County Public Transportation, Michigan	80,000
Billings Downtown Bus Transfer Facility, Montana	1,500,000
Birmingham Downtown Intermodal Facility phase II, Alabama	3,500,000
Bloomington Transit, Bloomington, Indiana	720,000
Brattleboro Multimodal, Vermont	2,000,000
Brazos County Bus Replacement Program, Texas	200,000
Bridgeport Intermodal Transport Center, Connecticut	4,000,000
Brockton Intermodal Transportation Centre, Massachusetts	1,000,000
Burbank Empire Area Transit Center, California	750,000
Burlington Transit Facilities, Vermont	2,500,000
Bus Rapid Transit Project, Virginia Street, Reno, Nevada	1,000,000
Bus Replacement, Brockton Area Transit Authority, Massachusetts	2,000,000
Butler Multi-Modal Transit Center, Pennsylvania	1,000,000
Cadillac/Wexford Transit Authority buses, Michigan	75,000
Cadillac/Wexford Transit Authority Intermodal Facility, Michigan	600,000
Calexico Transit System, California	300,000
Cambria County Transit buses and facilities, Pennsylvania	900,000
Capital Area Transit Buses, Pennsylvania	1,600,000
Capital District Transportation Authority (CDTA), Rensselaer Intermodal Station, New York	250,000
Capital Metro Hybrid Electric Buses, Texas	500,000
CATA, Lansing, Michigan	1,000,000
Central New York Regional Transportation Authority	2,300,000
Central Ohio Transit Authority Facility	450,000
Central Oklahoma Transportation and Parking Authority	1,820,000
Centre Area Transit Authority, Advanced Public Transportation Systems Initiative, Pennsylvania	600,000
Cerone Operating Complex Improvements, California	500,000
Cerritos Circulator Buses, California	300,000
Chapel Hill Bus Maintenance Facility, North Carolina	1,000,000
Charlotte Area Transit System Transit Maintenance and Operations Center, North Carolina	5,000,000
Chatham Area Transit Authority buses and bus facilities, Georgia	6,000,000
Cherry Street Multi-Modal Facility, Terre Haute, Indiana	1,900,000
Cheyenne River Sioux Tribe public buses and bus facilities, South Dakota	2,250,000
Church Street Transportation Center, Williamsport, Lycoming County, Pennsylvania	250,000
Citrus County Enhancement Project for the Transportation Disadvantaged, Florida	125,000
City Bus, Williamsport Bureau of Transportation, Lycoming County, Pennsylvania	1,000,000
City of Canby Transit Center, Oregon	150,000
City of Columbia Transit Replacement, Missouri	100,000

City of Corvallis Bus Replacement, Oregon	250,000
City of Greenville Multimodal Transportation Center Improve- ments, South Carolina	200,000
City of Macon Alternative Fuel Vehicle Purchase, Georgia	300,000
City of Wichita Transit Authority System Upgrades, Kansas	250,000
CityLink van and technology replacement, Abilene, Texas	500,000
Clallam Transit Buses, Washington	250,000
Clare County Transit Corporation Replacement Buses, Michigan	100,000
Claremont Intermodal Transit Village Expansion Project, Cali- fornia	1,250,000
Clark County Transit, Bus Replacement Project, Washington	3,000,000
Clean Fleet Bus Purchase and Facilities, Virginia	1,000,000
Clinton Transit Bus Purchase, Michigan	40,000
Clinton Transit Office, Missouri	250,000
Coast Transit Authority, Mississippi	500,000
Coconino County buses and bus facilities, Arizona	1,400,000
Coffman-Cove Inner Island Ferry/Bus Terminal, Alaska	1,500,000
Collegian Busway Improvements, California	200,000
Colorado Transit Coalition buses and bus facilities, Colorado	14,000,000
Community Transit Bus and Van Replacement, Washington	1,000,000
Connecticut Statewide buses and bus facilities	3,000,000
Construction of new Intermodal Terminals in Downtown Reno and Sparks, Nevada	6,000,000
Coralville Intermodal Facility, Iowa	500,000
Corona Transit Center, California	700,000
Corpus Christi buses and bus facilities, Texas	2,000,000
County Connection L.L.C., Midland County, Michigan	75,000
Cranberry Isles Intermodal Transportation Facility, Maine	250,000
Cummings Research Park Commercial Center Intermodal Facility, Alabama	2,000,000
Curtis Ferry, Maine	750,000
Danville Hub-Gilcher Transit Facility/Parking Structure, Kentucky	1,750,000
Danville Trolley Buses, Virginia	175,000
Daviess County Parking Garage and Intra-County Transit Facility, Kentucky	2,000,000
Davis Intermodal Facility, California	200,000
Dekalb County BRT Improvements, Georgia	1,500,000
Delaware Statewide bus and bus facilities	1,000,000
Detroit Bus Replacement, Michigan	2,500,000
Detroit Downtown Transit Center, Michigan	7,000,000
Detroit Timed Transfer Center Phase II, Michigan	1,000,000
Downtown Transit Center, Nashville, Tennessee	2,000,000
Durham Multimodal Transportation Facility, North Carolina	1,500,000
East Haddam Mobility Improvement Project, Connecticut	3,000,000
East Side Transit Center, Cleveland, Ohio	1,000,000
Eastern Contra Costa County Park and Ride Lots, California	600,000
Ed Roberts Campus transit center, California	400,000
Edmonds Crossing Multimodal Transportation Terminal, Wash- ington	2,000,000
El Garces Intermodal Station, Needles, California	1,900,000
El Paso Sun Metro Bus Replacement, Texas	1,000,000
Endless Mountain Transportation Authority, Bradford County, Pennsylvania	10,000
Erie Metropolitan Transit Authority Bus Acquisition, Pennsylvania	100,000
Escondido Bus Maintenance Facility, California	500,000
Eureka Intermodal Depot, California	250,000
Everett Transit, Bus Replacement, Washington	1,000,000
Fairfax County, Richmond Highway Transit Improvements, Vir- ginia	700,000
Farmington buses and bus facilities, New Mexico	100,000
Fayette County Intermodal Transit Facility, Pennsylvania	400,000
Flagler Senior Services Transit Coaches, Florida	125,000
Flint buses and bus facilities, Michigan	2,500,000
Florida International University/University of Miami University Transportation Center, Florida	400,000
Foothill Transit Oriented Neighborhood Program, California	2,500,000
Fort Edward Intermodal Station Interior Restoration/Rehabilita- tion Project, New York	300,000

Fort Lauderdale Tri-County Transit Authority fare collection system, Florida	800,000
Fort Smith Transit Facility, Arkansas	750,000
Fort Wayne Citilink Bus Purchase, Indiana	400,000
Franklin Regional Transit Authority (FRTA) Bus, Massachusetts ...	150,000
Fresno FAX Buses, Equipment, and Facilities, California	1,200,000
Ft. Worth Transportation Authority Fleet Modernization and Bus Transfer Centers, Texas	1,500,000
Fulton County Transit Authority, Kentucky	150,000
Galveston Maintenance Facility Renovations, Texas	800,000
Georgia Statewide buses and bus facilities, Albany & Rome	1,000,000
Girdwood Transportation Center, Alaska	1,000,000
Golden Empire Transit Traffic Signal Priority, California	250,000
Grand Rapids Metropolitan Area multimodal surface transportation center, Michigan	1,550,000
Grant Transit Authority, Bus Facility, Washington	500,000
Grapevine Bus Purchase, Texas	160,000
Grays Harbor Transportation Authority Capital Improvement, Washington	75,000
Great Falls Transit Authority Bus Replacement and Facility Improvement, Montana	300,000
Greater Dayton Regional Transit Authority, Ohio	750,000
Greater New Haven Transit District Fuel Cell and Electric Bus Funding, Connecticut	1,500,000
Greater Ouachita Port and Intermodal Facility, Louisiana	1,250,000
GRTA buses and bus facilities, Georgia	5,000,000
Hamilton Clean Fuels Bus Facility, Georgia	1,000,000
Hampton Roads Transit Southside Bus Facility, Virginia	2,000,000
Harbor Transit Bus Replacement, Michigan	200,000
Harrisburg CorridorONE, Pennsylvania	2,000,000
Harrisburg Intermodal Airport Multi-Modal Transportation Facility, Pennsylvania	1,000,000
Harrison County multi-modal facilities and shuttle service, Mississippi	1,000,000
Harrison Intermodal Project, New Jersey	750,000
HART Bus Purchase, Florida	500,000
Hartford Downtown Circulator, Connecticut	1,375,000
Hattiesburg Intermodal Facility, Mississippi	3,000,000
Hawaii Statewide Rural Bus Program	4,000,000
Hazleton Intermodal Public Transit Center, Pennsylvania	1,750,000
Helena Transit Facility, Montana	500,000
Hemet Transit Center/Bus Facility, California	312,000
Henderson Area Rapid Transit Authority, Kentucky	15,000
High Point Project Terminals, North Carolina	800,000
Holland Macatawa Area Express (MAX), Michigan	600,000
Honolulu Bus and Paratransit Replacement Program, Hawaii	10,000,000
Honolulu Middle Street Intermodal Center, Hawaii	3,000,000
Howard Boulevard Intermodal Park & Ride, New Jersey	2,200,000
Hunt County Committee on Aging Transportation Facility, Texas	400,000
Hunterdon County Intermodal Stations and Park & Rides, New Jersey	400,000
Huntsville Airport Phase III Intermodal Facility, Alabama	3,500,000
Idaho Transit Coalition buses and bus facilities	4,000,000
Illinois Statewide buses and bus facilities	7,000,000
Indiana County Transit Authority/Bus Facility Expansion and Renovation, Pennsylvania	400,000
Indiana University Bloomington, Indiana	800,000
Indianapolis Downtown Transit Center, Indiana	3,500,000
Intelligent Transportation System for ITP The Rapid, Michigan	600,000
Intercity Transit Bus Expansion and Replacement, Washington	1,000,000
Intermodal Facility, JIA, Mississippi	2,000,000
Intermodal Transit Facility for ULM, Louisiana	1,000,000
Intermodal Transportation Hub Project, North Carolina	150,000
Interstate 15 Managed Lanes BRT Capital Purchase, California	1,000,000
Iowa Statewide buses and bus facilities	6,600,000
Isabella County Transportation Commission Vehicle Replacement, Michigan	250,000

Jacksonville Transportation Authority, Bus and Bus Facilities, Florida	1,000,000
Jacobi Transportation Facility, New York	800,000
Jamaica Intermodal Facilities, Queens, New York	400,000
Jasper Bus Replacement, Alabama	40,000
JATTRAN vehicles for disabled and elderly, Mississippi	250,000
Jefferson City Transit System, Missouri	300,000
Jefferson Transit bus purchase, Washington	200,000
Jefferson Transit Facilities, Washington	1,000,000
Johnson County Nolte Transit Center, Kansas	250,000
Johnson County Transit Equipment and Transit Coach Improvement, Kansas	100,000
Kalamazoo County Human Services Care-A-Van, Michigan	75,000
Kansas City Area Transit Authority buses and bus facilities, Kansas	1,700,000
Kansas Statewide buses and bus facilities	3,000,000
KCATA buses and bus facilities, Kansas	3,000,000
Kearney RYDE Transit, Nebraska	1,000,000
Kent State University Intermodal Facility, Ohio	375,000
Kentucky Transportation Cabinet/Community Action Groups	400,000
Key West bus and bus facilities, Florida	1,100,000
Kibios Area Transit System (KATS) maintenance facility and vehicles, Oklahoma	650,000
King County Metro Clean Air Buses, Washington	5,000,000
Kitsap Transit Bus Replacement, Washington	1,000,000
Knoxville Electric Transit Intermodal Center, Tennessee	2,000,000
Lake Erie Transit Bus Storage Facility and Maintenance Facility Expansion, Michigan	1,000,000
Lakeland Area Mass Transit District Citrus Connection, Florida	550,000
Lane Transit District, BRT Phase II, Coburg Road Phase III, Oregon	2,000,000
Lansing Fixed Route Bus Replacement, ADA Paratransit Small Bus Replacement, Maintenance, Administration and Storage Facility Renovation and Expansion, CATA/MSU Bus Way, Rural Small Bus Replacement, Michigan	1,500,000
Laredo Bus Facility, Texas	850,000
Las Cruces buses and bus facilities, New Mexico	375,000
Lebanon County Transit Authority, buses and bus related facilities, Pennsylvania	450,000
Lee County LeeTran Bus Replacement, Florida	200,000
Leesburg Train Depot Renovation and Restoration, Georgia	300,000
LETS Bus Replacement, Michigan	90,000
Levy County Improvement Project for the Transportation Disadvantaged, Florida	200,000
Liberty County COA Bus Facility, Montana	50,000
Lincoln County Transportation, Bus Garage Facility, Oregon	200,000
Lincoln Park Museum Trolleys, Illinois	600,000
Link Transit Vehicle Replacement, Wenatchee, Washington	800,000
Livingston County Transportation Center, New York	400,000
Long Beach Transit buses and bus facilities, California	1,000,000
Lorain Port Authority Lighthouse Shuttle and Black River Water Taxi Project, Ohio	200,000
Los Angeles County Circulator Buses, California	400,000
Los Angeles MTA buses, California	4,000,000
Louisiana Statewide buses and bus facilities	5,500,000
Lowcountry Regional Transit Authority, South Carolina	300,000
Lowell Regional Transit Authority Gallagher Intermodal Transportation Center, Massachusetts	1,000,000
Lubbock/Citibus Buses, Texas	1,500,000
Ludinton Mass Transportation Authority Bus Facility, Michigan	250,000
Macon and Athens Multimodal Station, Georgia	1,600,000
Macon Multi-Modal Terminal Station, Georgia	1,500,000
Main Street project for downtown Buffalo, New York	650,000
Main Street Station Multimodal Transportation Center, Virginia ...	1,500,000
Maine Statewide buses and bus facilities	1,250,000
Mammoth Lakes Bus Purchase, California	800,000
Manistee County Transportation, Inc. Replacement Buses, Michigan	30,000

Marquette County, Phase II—Transit Administrative, Operations, Maintenance & Storage Facility, Michigan	1,000,000
MARTA Automated Fare Collection/Smart Card System, Georgia ...	4,000,000
MARTA Buses, Georgia	6,000,000
Maryland Statewide buses and bus facility	7,500,000
Mason County Transportation Authority Capital Improvements, Washington	200,000
Mecosta Osceola County Area Transit Vehicle Replacement, Michi- gan	200,000
Medical University of South Carolina Intermodal Facility, South Carolina	4,000,000
Memphis International Airport Intermodal Facility, Tennessee	2,750,000
Mesa Operating Facility, Arizona	2,000,000
Metro Area Transit (MAT) buses and bus facilities, Omaha, Ne- braska	2,000,000
Metro Transit buses and bus facilities, Minnesota	4,400,000
Metro Transit Turn Around at Taylor Landing Park, Washington	40,000
Miami Dade County System Enhancements, Florida	1,000,000
Miami-Dade County buses, Florida	1,000,000
Michigan Statewide buses and bus facilities	1,000,000
Mid County Transit Authority Kittanning, Pennsylvania	400,000
Mid Mon Valley Transit Authority, Charleroi, Pennsylvania	600,000
Minnesota District 8 Transit Vehicles and Transit Bus Facilities ...	800,000
Minnesota Transit buses and bus facilities, Minnesota	1,672,000
Missouri Bus & Paratransit Vehicles—Rolling Stock	800,000
Missouri Statewide buses and bus facilities	8,000,000
Mobile Waterfront Terminal and Maritime Center of the Gulf, Ala- bama	4,500,000
Modesto Bus Facility, California	1,000,000
Montachusett Area Regional Transit (MART) buses and bus facili- ties, Massachusetts	2,000,000
Montclair State University Campus and Community Bus System, New Jersey	700,000
Monterey-Salinas Transit Buses, California	1,500,000
Montgomery Buses, New York	40,000
Morris County Intermodal Facilities and Park & Rides, New Jersey	3,000,000
Mountain Line Bus Replacement and Facility Improvements, Mon- tana	200,000
MTA/Long Island Bus clean fuel cell bus purchase, New York	1,000,000
Mukilteo Lane Park and Ride, Washington	1,000,000
Multi-Modal Transportation Facility and Transit System at Okla- homa State University, Oklahoma	2,250,000
Muncie Transit System, Indiana	700,000
Myrtle Avenue Business Improvement District's Myrtle/Wyckoff/ Palmetto Transit Hub Enhancement, New York	500,000
Myrtle Beach Regional Multimodal Transit Center, South Carolina	200,000
Nacogdoches Vehicle Replacement, Texas	800,000
Nashville replacement of aged buses, Tennessee	500,000
Nassau County, Hub Enhancements, New York	1,200,000
Nebraska Statewide Rural Automatic Vehicle Locating & Comms. System	750,000
Nevada Rural Transit Vehicles and Facilities	500,000
New Castle Transit Authority replacement buses, Pennsylvania	100,000
New Hampshire Statewide buses and bus facilities	4,500,000
Newark Penn Station Intermodal Improvements, New Jersey	3,000,000
Newton Rapid Transit Handicap Access Improvements, Massachu- setts	300,000
Niagra Frontier Transportation Authority Metro buses and bus fa- cilities, New York	1,600,000
Normal Multimodal Transportation Center and public facilities, Il- linois	750,000
Norman buses and bus facilities, Oklahoma	3,000,000
North Bend Park and Ride, Washington	600,000
North Carolina Statewide buses and bus facilities	6,250,000
North Charleston Regional Intermodal Transportation Center, South Carolina	1,250,000
North Dakota Statewide buses and bus facilities	3,000,000
North Florida and West Coast Bus Procurement, Florida	4,000,000

North Side Transfer Center Brownsville Urban System (BUS), Texas	350,000
Northern Michigan buses and bus facilities	500,000
Northern Oklahoma Regional Multimodal Transportation System ..	2,500,000
Northwest Corridor Busway, Minnesota	3,000,000
Northwest Shoals Community College Transportation Modernization, Alabama	450,000
NW 7th Avenue Transit HUB Improvements, Florida	1,000,000
OATS buses and bus facilities, Missouri	1,500,000
Oats Transportation Service of Southwest Missouri	70,000
Ohio Statewide buses and bus facilities	5,000,000
Oklahoma City Buses, Oklahoma	2,250,000
Oklahoma Department of Transportation Transit Programs Division	6,250,000
Old Bridge Intermodal Stations and Park & Rides, New Jersey	500,000
Omnitrans—Paratransit Vehicles, California	300,000
Oneont Bus Replacement, New York	200,000
Orange Beach Senior Activity Center buses, Alabama	100,000
Orange County Transit Center Improvements, California	325,000
Orange County Bus Rapid Transit, California	2,250,000
Orange County Bus Replacement, New York	1,250,000
Orange County Fare Collection System, California	1,000,000
Orange County Inter-County Express Bus Service, California	1,100,000
Over the Road Bus Accessibility, Intercity Bus Accessibility Consortium, New York	3,000,000
Paducah Area Transit Authority, Kentucky	40,000
Palm Beach County and Broward County Regional Buses, Florida	1,000,000
Palm Beach Gardens Mass Transit Bus Shelters, Florida	20,000
Palmdale Intermodal Facility Parking Lot Expansion, California	300,000
Palo Alto Intermodal Transit Center, California	750,000
Paoli Transportation Center, Pennsylvania	500,000
Peoria Bus Purchase, Illinois	300,000
Perry County Intermodal Facility, Kentucky	2,000,000
Phoenix/Glendale West Valley Operating Facility, Arizona	5,000,000
Phoenix/Regional Heavy Maintenance Facility, Arizona	1,000,000
Piedmont Authority for Regional Transportation (PART) multimodal transportation center, North Carolina	1,100,000
Pierce Transit Maintenance and Operations facility, Washington	1,000,000
Pioneer Valley Transit Authority (PVRTA) buses, Massachusetts	2,500,000
Pittsburgh Water Taxi, Pennsylvania	1,000,000
Pittsfield Intermodal Transportation Center, Massachusetts	615,000
Port Authority of Allegheny County Buses, Pennsylvania	2,750,000
Port Authority of Allegheny County Clean Fuel Buses, Pennsylvania	2,280,000
Port McKenzie Intermodal Facility, Alaska	1,000,000
Port of Anchorage Intermodal Facility, Alaska	3,000,000
Portland Bayside Parking Garage/Intermodal Facility, Maine	250,000
Potomac and Rappahannock Transportation Commission, Virginia	500,000
Public Transportation Management, Tyler/Longview, Texas	350,000
Puerto Rico Metropolitan Bus Authority Replacement	500,000
Pulse Point Joint Development and Safety Improvements, Norwalk, Connecticut	500,000
Putnam County Transit Coaches for Ride Solutions, Florida	1,200,000
Ray County Transportation vehicle replacement, Missouri	80,000
Red Cross Wheels, Kentucky	80,000
Redondo Beach Catalina Transit Terminal, California	800,000
Regional Transit Project for Quitman, Clay, Randolph and Stewart Counties, Georgia	500,000
Reseda Boulevard Bus Rapid Transit Project Capital Improvement, California	250,000
Richmond Highway Public Transportation Initiative, Virginia	3,000,000
RIPTA Buses and Vans, Rhode Island	4,000,000
RIPTA Facilities Upgrade, Rhode Island	400,000
Riverside Transit Agency, Automatic Traveler Information System (ATIS), California	75,000
Riverside Transit Agency, Bus Rapid Transit Investment, California	500,000
Riverside Transit Agency, Transit Center, California	1,000,000

Rochester Central Bus Terminal, New York	5,500,000
Rock Island County Mass Transit District (Metrolink) transit facility, Illinois	500,000
Rome Intermodal Station Restoration, New York	1,250,000
Ronstadt Transit Center Modifications, Arizona	3,000,000
Roseville Multitransit Center, California	500,000
RTC Central City Intermodal Transportation Terminal, Las Vegas, Nevada	500,000
Sacramento Regional Bus Expansion, Enhancement, and Coordination Program, City of Auburn, California	100,000
Sacramento Regional Bus Expansion, Enhancement, and Coordination Program, City of Lincoln, California	500,000
Sacramento Regional Transit District, Bus Maintenance Facility, California	500,000
Salem Area Transit, Bus Replacement, Oregon	600,000
San Antonio VIA Metropolitan Transit buses and bus facilities, Texas	5,000,000
San Fernando Local Transit System, California	300,000
San Francisco Muni buses and bus facilities, California	4,000,000
San Joaquin RTD buses and bus facilities, California	250,000
San Mateo County Transit District Zero-Emission buses, California	900,000
Sanilac County bus facility, Michigan	100,000
Santa Barbara Metropolitan Transit District Electric Bus Investment, California	300,000
Santa Clara Valley Transportation Authority Zero-Emission Buses, California	300,000
Sawmill Creek Intermodal Facility, Alaska	2,000,000
Schlow Library Bus Depot, State College, Pennsylvania	800,000
Schuylkill Transportation System, buses and bus facilities, Pennsylvania	1,000,000
Senior Services of Northern Kentucky buses and bus facilities, Kentucky	250,000
SEPTA Bucks County Intermodal Facility Improvements, Pennsylvania	3,500,000
SEPTA Hybrid Buses, Pennsylvania	800,000
SEPTA Norristown Intermodal Facility, Pennsylvania	3,000,000
Shiawassee Transportation Center and replacement buses, Michigan	40,000
Shreveport Intermodal Bus Facility, Louisiana	700,000
Small Urban and Rural Transit Center, North Dakota	400,000
Smithtown Senior Citizen Center Bus Replacement, New York	200,000
Snohomish County Community Transit Park and Ride Lot Expansion Program, Washington	2,000,000
Somerset County Transportation System Maintenance Facility, Pennsylvania	160,000
Sonoma County Transit CNG Buses, California	500,000
Sound Transit Regional Express Transit Hubs, Washington	2,000,000
South Amboy Regional Intermodal Transportation Initiative, New Jersey	1,000,000
South Bend TRANSPO Bus Facilities, Indiana	1,000,000
South Carolina Statewide Transit Facilities Construction Project	1,000,000
South Carolina Statewide Transit Vehicles	4,000,000
South Clackamas Transit, Molalla, Oregon	100,000
South Dakota Statewide buses and bus facilities	2,000,000
South East Texas Transit Facility Improvements and Bus Replacements	250,000
South San Fernando Valley Park and Ride facility expansion, California	300,000
Southeast Arkansas Area Agencies on Aging buses and bus facilities, Arkansas	320,000
Southeast Missouri Bus Service Capital Improvements	1,500,000
Southern and Eastern Kentucky buses and bus facilities	1,550,000
Southern Maryland Commuter Bus Initiative	4,500,000
Southern Minnesota Transit Facilities	30,000
Southern Minnesota Transit Vehicles	375,000
Southwest Missouri State University Transfer Facility, Missouri	2,500,000
Sparks and Reno Bus and Bus Facilities, Nevada	150,000
Spring Valley Multi-Modal Center, California	600,000

Springfield Bus Purchase, Illinois	300,000
Springfield Station, Oregon	4,000,000
Springfield Union Station Intermodal facility redevelopment, Massachusetts	4,500,000
St. Augustine Intermodal Transportation and Parking Facility, Florida	550,000
St. Bernard Parish Intermodal Facilities, Louisiana	500,000
St. Cloud Buses, Minnesota	100,000
St. George Ferry Terminal Reconstruction, New York	2,250,000
St. Johns County Council on Aging Administrative Facility, Florida	200,000
St. Johns County Council on Aging Passenger Amenities, Florida	40,000
St. Johns County Council on Aging Transit Coaches, Florida	350,000
St. Joseph County Transit, Michigan	35,000
St. Louis Downtown Shuttle/Trolley Equipment, Missouri	250,000
St. Louis METRO buses and bus facilities, Missouri	1,250,000
St. Tammany Park and Ride, Louisiana	400,000
Suburban Mobility Authority for Regional Transportation (SMART) buses and bus facilities, Michigan	4,500,000
Suffolk County Transit Buses, New York	1,900,000
SunLine Transit Agency Clean Fuels Mall Facility and Hydrogen Infrastructure Expansion, California	450,000
TalTran buses and bus facilities, Florida	700,000
TalTran Intermodal Facility, Florida	500,000
Temecula Transit Center, California	800,000
Tempe Downtown Transit Center, Arizona	500,000
Tempe/Scottsdale East Valley Facilities, Arizona	4,000,000
Tennessee Statewide buses and bus facilities	6,500,000
Terminal Station Multi-Modal Roof Rehabilitation, Georgia	338,000
The Banks Intermodal Facility, Cincinnati, Ohio	3,500,000
The District-Bryan Intermodal Transit Terminal/Parking Facility & Pedestrian Improvements, Texas	400,000
The Woodlands Capital Costs, Texas	350,000
The Woodlands Park and Ride Expansion, Texas	275,000
Tillamook County Transit, Maintenance Facility, Oregon	200,000
Tompkins County Bus Facilities, New York	400,000
Topeka Transit buses and bus facilities, Kansas	500,000
Transit Authority of Northern Kentucky Bus Replacement, Kentucky	2,000,000
Transit Authority of River City buses and bus facilities, Kentucky	2,500,000
Transit Authority of Warren County Intermodal Bus Facility, Pennsylvania	1,500,000
Transit First Implementation, Chula Vista, California	400,000
Transportation Authority of the River City (TARC) bus/trolley replacement, Kentucky	2,500,000
Transportation Authority of the River City (TARC) expansion facility, Kentucky	800,000
Trenton Intermodal Station, New Jersey	750,000
Tri-Met Regional Bus Replacement, Oregon	650,000
Troy State University Bus Shuttle Program, Troy, Alabama	1,500,000
Truckee Replacement Buses, California	75,000
Tucson Alternative Fuel Replacement Buses, Arizona	3,600,000
Tulsa Transit Bus Replacement Program, Oklahoma	4,500,000
Tulsa Transit Paratransit Buses, Oklahoma	750,000
UCHRA Capital Improvements, Tennessee	600,000
Ulster County Area Transit Buses, New York	40,000
UNI Multimodal Project, Iowa	3,500,000
Unified Government of Kansas City bus replacement, Kansas	350,000
Union County Union/Snyder Transportation Alliance (USTA), Pennsylvania	500,000
Union Depot Multi-modal Transportation Hub, Minnesota	750,000
Union Station Renovations, Utica, New York	750,000
University of Delaware Fuel Cell Bus Project, Delaware	1,750,000
UTA Transit ITS, Upgrades, Utah	250,000
Utah Statewide buses and bus facilities	6,000,000
Utah Statewide Intermodal Centers	4,000,000
VanBuren Public Transit, Michigan	18,000
Ventura County CNG Fueling Station and Facility Pavement Replacement, California	400,000

Vermont Alternative Fuel Station and Buses, Vermont	500,000
Vermont, Bus Upgrades	800,000
Village of Pleasantville, Handicapped Ramp, New York	48,000
Village of Pleasantville, Memorial Plaza, New York	200,000
Virgin Islands Transit (VITRAN) Buses	500,000
Visalia Bus Operations and Maintenance Facility, California	1,000,000
VOTRAN Public Transit System Buses, Florida	750,000
Washington State Small Bus System Program of Projects	3,799,000
West Palm Beach Trolley Buses, Florida	800,000
West Side Transit Facility Albuquerque Transit Department, New Mexico	2,000,000
West Virginia Statewide buses and bus facilities	4,000,000
Westchester County Bee Line Bus Replacement, New York	2,750,000
Western Gateway Transportation Center Intermodal Facility, Schenectady, New York	400,000
Western Kentucky University Bus Shuttle System, Kentucky	2,500,000
Westmoreland County Transit Authority (WCTA) Bus Replacement, Pennsylvania	900,000
Whitehall Inter-Modal Terminal of the Staten Island Ferry Reconstruction, New York	800,000
Wilsonville Park and Ride, Oregon	300,000
Winston-Salem Union Station, North Carolina	1,300,000
Winter Haven Transit Terminal, Florida	350,000
Wisconsin, Statewide buses and bus facilities	15,000,000
WMATA Bus Fleet, Washington, DC	750,000
WMATA Buses, Maryland	600,000
Wright Stop Plaza, Dayton, Ohio	1,500,000
Wyandanch Intermodal Transit Facility, New York	400,000
Wyoming Statewide buses and bus facilities	2,000,000
York County Transit Authority (YCTA) buses and bus facilities, Pennsylvania	100,000
Zanesville Bus System Improvements, Ohio	20,000

San Dieguito Transportation Cooperative, California.—Amounts made available from fiscal year 2002 for the San Dieguito Transportation Cooperative, California, shall instead be distributed to the North County Transit District, California, for initial design and planning for a new intermodal center, as proposed by the House.

Cambria County, Pennsylvania.—Amounts made available from fiscal year 2003 for the Cambria County operations and maintenance facility, Pennsylvania, shall be distributed to the Johnstown Inclined Plane visitor's center, Pennsylvania, as proposed by the House.

Hollister-Gilroy Caltrain Extension Project, California.—Amounts made available from fiscal year 2001 for the Hollister-Gilroy Caltrain Extension Project, California, shall be distributed to the Caltrain San Francisco-San Jose-Gilroy service to Pajaro, Castroville, and Salinas in Monterey County, California, as proposed by the House.

Somerset County, Pennsylvania.—Amounts made available from fiscal year 2002 for the Somerset County Transportation System buses, Pennsylvania, shall be distributed to Somerset County Accessible Raised Roof Vans (\$90,000) and to Somerset County bus and bus facilities (\$146,000), Pennsylvania, as proposed by the House.

Community Medical Centers, California.—Amounts made available from fiscal year 2001 for the Community Medical Centers Intermodal Facility, Fresno, California, shall be available for the City of Fresno for the same project, as proposed by the House. The availability of funds is extended for one year.

Illinois statewide buses.—The conference agreement provides \$7,000,000 to the Illinois Department of Transportation (IDOT) for bus and bus facilities grants. The conferees expect IDOT to provide at least \$3,500,000 for downtown Illinois replacement of buses in Bloomington, Champaign-Urbana, Decatur, Madison County, Peoria, Quincy, RIDES, River Valley, Rockford, Rock Island, South Central Illinois MTD, and Springfield. Further, the conferees expect IDOT to provide appropriate funds for bus facilities in Bloomington, Galesburg, Rock Island, and Metro Link's bus maintenance facility in St. Clair County.

Washington statewide small transit systems, bus and bus facilities.—The conference agreement provides \$3,799,000 to the Washington State Department of Transportation (WSDOT) for bus and bus facilities grants. The conferees expect WSDOT to fund the following projects: (1) \$688,000 Clallam Transit; (2) \$103,000 Columbia County Public Transportation (CCPT); (3) \$144,000 Grays Harbor Transportation Authority; (4) \$1,094,000 Island Transit; (5) \$416,000 Jefferson Transit; (6) \$480,000 Mason County Transportation Authority; (7) \$88,000 Pullman Transit; (8) \$108,000 Twin Transit; and (9) \$708,000 Valley Transit, as proposed by the Senate.

Civil Rights Trail Trolleys.—Amounts made available in fiscal year 2001 for the Montgomery Civil Rights Trail Trolleys shall instead be distributed to the City of Montgomery's Rosa Parks bus project, as proposed by the Senate. The availability of funds is extended for one year.

Vermont buses.—Amounts made available in fiscal year 2001 for Central Vermont Transit Authority Wheels Transportation Services shall be distributed to the Vermont Agency of Transportation, as proposed by the Senate. The availability of funds is extended for one year.

Reno, Nevada, bus projects.—Amounts made available for Bus Rapid Transit, South Virginia Street—Reno (\$1,950,000, fiscal year 2003) and Reno Suburban transit coaches (\$500,000, fiscal year 2002) shall be made available for Reno/Sparks intermodal transportation terminals, as proposed by the Senate.

Falls Church Bus Rapid Transit terminus, Virginia.—Funds made available for Falls Church Bus Rapid Transit terminus, Virginia, for fiscal year 2001 shall be made available to the City of Falls Church to purchase three 30-foot buses to provide shuttle service from temporary parking lots during the construction of a parking garage at the West Falls Church Metrorail station. Once the garage is completed, the buses will be used to provide feeder service to the West Falls Church Metrorail station. The availability of funds is extended for one year.

Eastchester, Metro North Facilities, New York.—Amounts made available in fiscal year 2001 for Eastchester, Metro North Facilities, New York shall instead be distributed to the Bronx Zoo Intermodal Transportation Facility, New York. The availability of funds is extended for one year.

Westbrook, Intermodal Facility, Maine.—Amounts made available in fiscal year 2003 for Westbrook, Intermodal Facility, Maine shall instead be distributed to State of Maine, Statewide Buses.

NEW STARTS

New starts.—The conference agreement provides \$1,323,794,000, for new fixed guideway systems. In addition, funds made available for new starts are to be supplemented with \$4,514,482 from reallocated projects included in the fiscal year 2000 and 2001 Appropriations Acts under “Federal Transit Administration, job access and reverse commute grants”.

Alternatives analysis review.—The conferees are concerned that sufficient weight and review are not being given to the earliest stage of new starts projects, namely the alternatives analysis undertaken by local communities. Therefore, the conferees direct FTA to ensure that alternative modes and/or alignments analyzed as part of the metropolitan planning process fully support the selection of projects forwarded to FTA for proposed new starts funding. Specifically, the alternatives analysis made by applicants must fully weigh viable alternatives and ensure that quantitative measures are used in choosing the locally preferred alternative. The conferees direct FTA to report to the House and Senate Committees on Appropriations on how the agency will undertake this direction, as well as recommendations, that include statutory changes if necessary, for improving the alternatives analysis process to improve planning at the onset. The report is due by March 1, 2004.

Ratings for new starts criteria.—The conferees are also concerned that FTA may have changed their new starts ratings criteria, specifically the new “time savings per rider” measure, hastily. Therefore, the conferees direct FTA to revisit the issue of the abolition of the “cost-per-new-rider” measure. FTA shall report to the House and Senate Committees on Appropriations on the justification for the elimination of that rating, as well as the reasoning for the new “time savings per rider” implementation.

Within this report, FTA should also detail other characteristics that may be useful in evaluating new start projects, particularly traffic congestion relief. FTA should include suggestions for how these criteria could be quantitatively measured and rated in the annual new starts report. This report shall be submitted to the House and Senate Committees on Appropriations by February 16, 2004.

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

Atlanta, Georgia, Northwest Corridor BRT	\$2,149,413
Baltimore, Maryland, Central Light Rail Double Track Project	40,000,000
BART San Francisco Airport (SFO), California, Extension Project	100,000,000
Birmingham—Transit Corridor, Alabama	3,500,000
Boston, Massachusetts, Silver Line Phase III	2,000,000
Charlotte, North Carolina, South Corridor Light Rail Project	12,000,000
Chicago, Illinois, Metro Commuter Rail Expansions and Extensions	52,000,000
Chicago, Illinois, Ravenswood Reconstruction	10,000,000
Chicago, Illinois, Transit Authority, Douglas Branch Reconstruction	85,000,000
Cleveland, Ohio, Euclid Corridor Transportation Project	11,000,000
Dallas, Texas, North Central Light Rail Extension	30,161,283
Denver, Colorado, Southeast Corridor LRT (T-REX)	80,000,000
East Side Access Project, New York, Phase I	75,000,000
Ft. Lauderdale, Florida, Tri-Rail Commuter Project	18,410,000
Hawaii and Alaska Ferry Boats	10,296,000
Houston Advanced Metro Transit Plan, Texas	8,000,000
Integrated Intermodal project, Rhode Island	3,000,000

Kenosha-Racine-Milwaukee Commuter Rail Extension, Wisconsin ..	3,250,000
Las Vegas, Nevada, Resort Corridor Fixed Guideway, MOS	20,000,000
Little Rock, Arkansas, River Rail Streetcar Project	3,000,000
Maine Marine Highway	1,550,000
Memphis, Tennessee, Medical Center Rail Extension	9,247,588
Minneapolis, Minnesota, Hiawatha Corridor Light Rail Transit (LRT)	74,980,000
Minneapolis, Minnesota, Northstar Corridor Rail Project	5,750,000
New Orleans, Louisiana, Canal Street Streetcar Project	23,291,373
New York, Second Avenue Subway	2,000,000
Newark, New Jersey, Rail Link (NERL) MOS1	22,566,022
Northern Oklahoma Regional Multimodal Transportation System ..	3,000,000
Northern, New Jersey, Hudson-Bergen Light Rail (MOS2)	100,000,000
Phase II, LA to Pasadena Metro Gold Line Light Rail Project	4,000,000
Philadelphia, Pennsylvania, Schuylkill Valley Metro	14,000,000
Phoenix, Arizona, Central Phoenix/East Valley Light Rail Transit Project	13,000,000
Pittsburgh, Pennsylvania, North Shore Connector	10,000,000
Pittsburgh, Pennsylvania, Stage II Light Rail Transit Reconstruc- tion	32,243,442
Portland, Oregon, Interstate MAX Light Rail Extension	77,500,000
Raleigh, North Carolina, Triangle Transit Authority Regional Rail Project	5,500,000
Regional Commuter Rail (Weber County to Salt Lake City), Utah	9,000,000
Salt Lake City, Utah, Medical Center LRT Extension	30,663,361
San Diego, California, Mission Valley East Light Rail Transit Ex- tension	65,000,000
San Diego, California, Oceanside-Escondido Rail Project	48,000,000
San Francisco, California Muni Third Street Light Rail Project	9,000,000
San Jose, California, Silicon Valley Rapid Transit Corridor	2,000,000
Scranton, Pennsylvania, NY City Rail Service	2,500,000
Seattle, Washington, South Transit Central Link Initial Segment	75,000,000
South Shore Commuter Rail Service capacity enhancement, Indi- ana	1,000,000
Stamford, Connecticut, Urban Transitway & Intermodal Transpor- tation Center Improvements	4,000,000
Tren Urbano Rapid Transit System, San Juan, Puerto Rico	20,000,000
VRE Parking Improvements, Virginia	3,000,000
Washington, DC/VA Dulles Corridor Rapid Transit Project	20,000,000
Washington, DC/MD, Largo Extension	65,000,000
Western North Carolina Rail Passenger Service	1,000,000
Wilmington, Delaware, Train Station Improvements	1,500,000
Wilsonville to Beaverton, Oregon, Commuter Rail	3,250,000
Yarmouth to Auburn Line, Maine	1,000,000

VRE Parking Improvements, Virginia.—The conference agreement includes \$3,000,000 for VRE Parking Improvements in Virginia. The conferees direct that of the funds provided, not less than \$1,250,000 shall be for improvements to the Manassas Old Town VRE Parking Center, Virginia.

Utah program of projects.—The conference agreement includes a provision (Section 171) that amends the Federal Transit Act of 1998 (Public Law 105–178; 112 Stat. 338) by creating section 3042, which provides for the coordinated development and governmental funding for Utah transportation projects. Subsection (a) directs FTA and FHWA to work with the Utah Transit Authority and the Utah Department of Transportation to coordinate preconstruction and construction of the regional commuter rail project and the northern segment of I–15 reconstruction located in the Wasatch Front corridor extending from Brigham City to Payson, Utah. Subsection (b) defines a program of related projects for purposes of determining and allocating the governmental and nongovernmental share of project costs. This subsection permits federal funds that

may remain after completion of the Medical Center Extension to be allocated to a vehicle and storage track extending from the Delta Center; permits use of the value of the purchase of the regional commuter rail right-of-way from Brigham City to Payson, Utah, to be used for the nongovernmental share of the Weber County to Salt Lake City segment; permits the purchase and rehabilitation of rail vehicles with non-governmental funds for use on one project to be counted toward the nongovernmental share of another project; and permits crediting non-matched funding for the northern segment of I-15 reconstruction to the non-governmental share of the regional commuter rail project.

JOB ACCESS AND REVERSE COMMUTE GRANTS

(INCLUDING TRANSFERS OF FUNDS)

The conference agreement includes a total program level of \$125,000,000 for job access and reverse commute grants, as proposed by the Senate. Within this total, \$25,000,000 is derived from the general fund. Within the funds provided, \$20,000,000 is transferred and merged with funding under “Federal Transit Administration, capital investment grants”. The conference agreement includes a provision that provides that up to \$300,000 of the funds appropriated under this heading may be used for technical assistance, technical support, and performance reviews of the job access and reverse commute grants program, as proposed by the Senate.

Funds appropriated for the job access and reverse commute grants program are to be distributed as follows:

AC Transit CALWorks Welfare to Work, California	\$1,499,000
Access to Healthcare for Children—Children’s Health Fund, Tennessee	375,000
ADA Mobility Planning, Wichita, Kansas	365,000
Akron Metro Regional Transit Authority Job Access and Reverse Commute Program, Ohio	300,000
Alabama Disabilities Advocacy Program (ADA) Rural Transportation Services, Alabama	500,000
Bay Area Transit, Virginia	200,000
Bedford Ride, Virginia	60,000
Bowling Green Housing Authority Reverse Access Commute, Kentucky	300,000
Broome County Transit, New York	100,000
Capital District Transportation Authority JARC, New York	500,000
Central New York Regional Transportation Authority JARC	400,000
Central Ohio Transit Authority JARC, Ohio	500,000
Chatham Area Transit Job Access Reverse Commute (JARC), Georgia	1,000,000
Chautauqua County Job Access/Reverse Commute Project, New York	100,000
Cheyenne River Sioux Tribe Public Bus System, South Dakota	250,000
Chittenden County Transportation Authority JARC Program, Vermont	250,000
City of Hornell Job Access & Reverse Commute Program, New York	100,000
City of Irwindale Senior Transportation Services, California	65,000
City of Poughkeepsie Underserved Population Bus Service, New York	100,000
CityLink public transportation services, Texas	100,000
Community Transportation Association of America’s National Joblinks Program	2,500,000
Connecticut Statewide JARC	3,250,000
Corpus Christi Welfare to Work Project, Texas	376,000

Craig Transit Service JARC Program, Alaska	50,000
Delaware Statewide Welfare to Work	750,000
Detroit Job Access Reverse Commute, Michigan	1,600,000
Easter Seals West Alabama JARC Program, Alabama	1,000,000
El Paso Sun Metro Job Access, Texas	775,000
Essex County Job Access/Reverse Commute Project, New York	100,000
Flint Transit Job Access-Reverse Commute Program, Michigan	750,000
Fort Smith Transit Job Access/Reverse Commute Program, Arkansas	200,000
Franklin County Job Access/Reverse Commute Project, New York	200,000
Galveston Job Access Reverse Commute Program, Texas	475,000
Georgetown, Washington, DC—Metro Connection	1,000,000
Grand Rapids/Kent County JARC, Michigan	1,200,000
Greater Cleveland Regional Transit Authority JARC Program, Ohio	750,000
Guaranteed Ride Home, Santa Clarita, California	400,000
Holyoke Community Access to Employment and Adult Education, Massachusetts	75,000
I-405 Congestion Relief Project, Washington	2,000,000
Illinois Statewide JARC	200,000
IndyGo IndyFlex Job Access and Reverse Commute Program, Indiana	750,000
Iowa Statewide JARC	1,000,000
Jackson-Josephine JARC, Oregon	200,000
Jacksonville Transportation Authority, Community Transportation Coordinator Program, Florida	3,000,000
JARC MidAmerica Regional Council, Johnson County, Kansas	500,000
Jefferson County Job Access and Reverse Commute Projects, Alabama	3,000,000
Kansas City Job Access Partnership, Missouri	500,000
Key West, Florida, Job Access and Reverse Commute	500,000
Knox County Community Action Committee Transportation Program, Tennessee	400,000
Knoxville Area Transit Job Access Service, Tennessee	550,000
Lake Tahoe Public Transit Services JARC Project, Nevada	100,000
Link Transit JARC Program, Wenatchee, Washington	500,000
Lubbock Citibus Job Access Reverse Commute, Texas	230,000
Maine Statewide JARC	494,000
Maricopa Association of Governments Job Access/Reverse Commute Grant Projects, Arizona	1,750,000
Maryland Statewide JARC	4,000,000
MASCOT Matanuska-Susitna Valley JARC Project, Alaska	200,000
Mendocino Transit Authority Job Access Reverse Commute, California	100,000
Metro Link San Bernadino Platform Extension, California	1,000,000
Metropolitan Access to Job Initiative, Fargo, North Dakota, and Moorhead, Minnesota	100,000
Metropolitan Council Job Access, Minnesota	500,000
Missouri Statewide JARC	4,000,000
Mobility Coalition, Alaska	500,000
Monroe County Job Access and Reverse Commute Program, Tennessee	100,000
MTA Long Island Bus Job Access and Reverse Commute Project, New York	250,000
Nevada Statewide small urban and rural Job Access and Reverse Commute	400,000
New Jersey Community Development Corporation Transportation Opportunity Center, Paterson, New Jersey	300,000
New Jersey Statewide JARC	4,750,000
New Mexico Statewide JARC	600,000
New York Statewide JARC	1,000,000
Niles/Trumbull Transit, Ohio	200,000
North Country County Consortium, New York	5,000,000
North Oakland Transportation Authority, Michigan	150,000
North Pole Transit System JARC Program, Alaska	75,000
Oklahoma Statewide JARC	6,000,000
Oneida/Herkimer County Job Access/Reverse Commute Project, New York	100,000

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Operation Ride DuPage, DuPage County, Illinois	500,000
Orange County JARC, New York	100,000
Pioneer Valley Access to Jobs and Reverse Commute Program, Massachusetts	455,000
Port Authority of Allegheny County JARC, Pennsylvania	3,644,000
Portland Region Jobs Access-Reverse Commute, Oregon	500,000
Ray Graham Association for People With Disabilities, Illinois	125,000
Rhode Island Statewide JARC	1,412,000
Rochester-Genesee Regional Transportation Authority JARC, New York	750,000
Sacramento Region Job Access and Reverse Commute Project, Cali- fornia	1,500,000
Salem Area Transit JARC, Oregon	400,000
San Antonio VIA Metropolitan Transit Authority JARC, Texas	550,000
SEPTA JARC Program, Pennsylvania	4,500,000
Seward Transit Service JARC Program, Alaska	200,000
Sitka Community RIDE, Alaska	600,000
South East Texas Transit Facility Improvements and Bus Replace- ments	300,000
Tennessee Statewide JARC	5,750,000
Texas Colonias JARC Initiative	2,400,000
Toledo Job Access/Reverse Commute, Ohio	350,000
Tompkins Consolidated Area Transit, New York	75,000
Topeka Metropolitan Transit Authority JARC, Kansas	700,000
Ulster County Area Transit Rural Feeder Service, New York	50,000
Unified Government of Wyandotte County JARC, Kansas	1,375,000
Vanpooling Enhancement and Expansion Project, Washington	750,000
Vehicle Trip Reduction Incentives, Washington	1,000,000
Virginia Beach Paratransit Services, Virginia	200,000
Virginia Regional Transportation Association	200,000
Virginia Statewide Ways to Work	1,000,000
VoxLinx Voice-Enabled Transit Trip Planner, Maryland	1,300,000
Washington Metropolitan Area Transit Authority JARC	1,000,000
Washington State Transit car-sharing job access	500,000
Ways to Work, California	1,000,000
Ways to Work, Tarrant County, Texas	300,000
West Memphis Transit Service, Arkansas	250,000
West Virginia Statewide JARC	1,000,000
Wisconsin Statewide JARC	2,600,000
Worcester Regional Transit Authority JARC Projects, Massachu- setts	150,000

GENERAL PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

The conference agreement includes a provision (Section 160) exempting previously made transit obligations from limitations on obligations.

The conference agreement includes a provision (Section 161) allowing funds for discretionary grants of the Federal Transit Administration for specific projects, except for fixed guideway modernization projects, not obligated by September 30, 2005, and other recoveries, to be used for other projects under 49 U.S.C. 5309, as proposed by both the House and Senate.

The conference agreement includes a provision (Section 162) allowing transit funds appropriated before October 2, 2002, that remain available for expenditure to be transferred, as proposed by both the House and Senate.

The conference agreement deletes a provision included in the House bill prohibiting funds for a light rail system in Houston, Texas.

The conference agreement includes a provision (Section 163) permitting funds made available to Alaska or Hawaii for ferry-

boats, ferry terminals, and ferry passenger service, and limits to \$3,000,000 the amount available to the state of Hawaii to initiate and operate passenger ferryboat service demonstration projects to test the viability of different intra-island and inter-island ferry boat rates and technology, as proposed by the Senate.

The conference agreement includes a provision (Section 164) allowing the Roaring Fork Transportation Authority, Colorado, to expend previously appropriated funds on the Roaring Fork Valley Bus Rapid Transit project, as proposed by both the House and Senate.

The conference agreement includes a provision (Section 165) allowing unobligated previously appropriated new starts funds to be spent notwithstanding any other provision of law, as proposed by the Senate.

The conference agreement includes a provision (Section 166) establishing a pooled procurement pilot program for bus procurements, as proposed by the Senate.

The conference agreement includes a provision (Section 167) allowing previously appropriated new starts funds for Yosemite, California, to be obligated for buses or bus facilities, as proposed by the Senate.

The conference agreement includes a provision (Section 168) modifying the calculation of the non-New Starts share of funding for the San Francisco Muni Third Street Light Rail Project, as proposed by both the House and Senate, and states that if the new calculation is still a “not recommended rating”, funds provided may not be obligated, as proposed by the House.

The conference agreement includes a provision (Section 169) allowing previously appropriated new start funds for Cleveland Berea Red Line to be used for the Euclid Corridor Transportation Project, as proposed by the Senate.

The conference agreement includes a provision (Section 170) allowing job access and reverse commute funds designated to the Community Transportation Association of America (CTAA) in the conference report accompanying the fiscal year 2003 Department of Transportation Appropriations Act to be available to CTAA for authorized JARC projects or activities implemented in the United States.

The conference agreement includes a provision (Section 171) amending the Federal Transit Act of 1998 (Public Law 105-178; 112 Stat. 338) providing for the coordinated development and governmental funding for Utah transportation projects.

The conference agreement includes a provision (Section 172) modifying the Federal share for the Charleston Area Regional Transportation Authority under 49 U.S.C. 5307, as proposed by the Senate.

The conference agreement includes a provision (Section 173) allowing the Pennsylvania Cumberland/Dauphin County Corridor I to be an eligible recipient for activities under 49 U.S.C. 5307 and 5309, as proposed by the Senate.

The conference agreement includes a provision (Section 174) providing funding for the Memphis Medical Center light rail extension project, as proposed by the Senate.

The conference agreement includes a provision (Section 175) allowing the Memphis-Shelby International Airport intermodal facility to be eligible under “Federal Transit Administration, bus and bus facilities”, as proposed by the Senate.

The conference agreement includes a provision (Section 176) allowing specific funds made available under the heading “Federal Transit Administration, Formula Grants” for fiscal year 2004 to be available to a transit provider that operates 25 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the transit operating costs of equipment and facilities for services to elderly and persons with disabilities, not to exceed \$10,000,000 annually.

The conference agreement includes a provision (Section 177) prohibiting Federal transit grantees from obligating or expending funds that would otherwise be available in the Act, if the grantee is involved directly or indirectly with any activity, including displaying or permitting to be displayed advertisements on its land, equipment, or in its facilities, that promotes the legalization or medical use of substances listed in schedule I of section 202 of the Controlled Substance Act.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

The conference agreement includes \$14,400,000 for the Operations and Maintenance of the Saint Lawrence Seaway Development Corporation as proposed by the Senate.

Capital Improvements.—The conferees are concerned about the material condition of the U.S. Seaway lock infrastructure, which is nearly 50 years old. Given the single-lock configuration of the system, the conferees are concerned about the potential impact of diminished structural integrity of the U.S. locks upon system availability. The conferees direct the Corporation to examine the capital improvement needs of the Corporation including the need for replacing concrete at the locks. The Corporation is encouraged to develop a long-term capital improvement plan and present this to the House and Senate Committees on Appropriations along with the officially submitted budget justification for fiscal year 2005.

MARITIME ADMINISTRATION

MARITIME SECURITY PROGRAM

The conference agreement includes \$98,700,000 for the Maritime Security Program as proposed by the House and Senate.

OPERATIONS AND TRAINING

The conference agreement includes \$106,997,000 for MARAD’s Operations and Training account, instead of \$105,879,000 as proposed by the House and \$106,000,000 as proposed by the Senate. The conference agreement allocates the funds for Operations and Training as follows:

Activity	Administration request	Conference agreement ¹
U.S. Merchant Marine Academy:		
Salary and benefits	\$20,981	\$23,600
Midshipmen program	6,274	6,274
Instructional program	3,431	3,431
Program direction and administration	2,931	2,931
Maintenance, repair, & operating requirements	6,298	6,298
Capital improvements	13,000	13,500
Subtotal, USMMA	52,915	56,034
State Maritime Schools:		
Student incentive payments	1,200	1,200
Direct schoolship payments	1,200	1,200
Schoolship maintenance and repair	7,063	8,063
Subtotal, State Maritime Academies	9,463	10,463
MARAD Operations:		
Base operations	37,425	36,000
Strategic ports evaluation and provision	0	500
Enterprise architecture & IT security upgrades	4,597	3,000
Marine security professional training	0	1,000
Subtotal, MARAD Operations	42,022	40,500
Subtotal, Operations and Training	104,400	106,997

Base Ops Breakout.—The conferees direct MARAD to comprehensively delineate the antecedent line item elements, along with their associated, requested funding levels, that encompass Base Operations within future, officially submitted budget justifications to the House and Senate Committees on Appropriations.

USMMA Salaries and Benefits.—Of the total provided for this purpose, the conferees direct MARAD to devote at least \$1,600,000 to be used to alleviate some of the vacant, personnel positions that are essential to the core mission of the Academy.

USMMA Capital Improvements.—The conferees direct MARAD to submit an updated addendum to the ten-year capital improvement plan for the United States Merchant Marine Academy no later than ninety days after enactment of this Act that adjusts the original cost projections as per the revised scope of work remaining to be completed.

SMS Schoolship M&R.—The conferees encourage MARAD to follow the distribution of funds for Schoolship Maintenance and Repair as delineated within the fiscal year 2004 budget justification.

Maritime Security Professional Training.—In support of Section 109 of the Maritime Transportation Security Act, the conference agreement includes a one-time appropriation of \$1,000,000 to initiate maritime security training for any federal, state, local, and private law enforcement or security personnel as proposed by the House. The conferees expect MARAD to coordinate with the state maritime academies, the U.S. Merchant Marine Academy, and the Appalachian Transportation Institute in the facilitation of this training. Furthermore, the conferees encourage MARAD to seek assistance from the Department of Homeland Security in the implementation of this training.

Intermodal Efficiency.—The conferees direct MARAD to report to the House and Senate Committees on Appropriations, no later than 90 days after enactment of this Act, on the performance of the intermodal system with respect to the efficiency of the most congested ports. Within this report, particular emphasis should be

placed on summarizing the performance of the 14 strategic commercial ports during the military force build-up for Operation Iraqi Freedom and on identifying the most glaring deficiencies of the intermodal system as a whole. This report is to contain a thorough comparison of the most congested ports in terms of operational efficiency; identification of significant intermodal obstacles associated with each port; and a summary of future actions MARAD plans to take to address and improve the throughput of cargo in America's ports. The conferees expect MARAD to work with industry groups as well as the scientific community in the completion of this study.

Additional Required Reports.—The conferees direct MARAD to submit all reports as directed in the House report no later than 45 days after enactment of this Act.

SHIP DISPOSAL

The conference agreement includes \$16,211,000 for the disposal of obsolete vessels of the National Defense Reserve Fleet, instead of the \$14,000,000 proposed by the House and \$18,422,000 as proposed by the Senate.

MARITIME GUARANTEED LOAN PROGRAM

The conference agreement includes \$4,498,000 for administration expenses of the Maritime Guaranteed Loan Program (Title XI) as proposed by the Senate. The conferees note MARAD's cooperation with the Department of Transportation's Inspector General (DOTIG) on the implementation of managerial reforms of the Title XI program and are encouraged by the progress towards certification of the maritime loan guarantee process, as specified in P.L. 108–11.

SHIP CONSTRUCTION

(RESCISSION)

The conference agreement includes a rescission of unobligated balances totaling \$4,107,056 from the dormant ship construction account.

General Provisions—Maritime Administration

The conference agreement includes a provision (Section 180) authorizing MARAD to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of MARAD, and allow payments received to be credited to the Treasury.

The conference agreement includes a provision (Section 181) prohibiting obligations to be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

The conference agreement provides \$46,441,000 for research and special programs, instead of \$47,018,000 as proposed by the

House and \$42,516,000 as proposed by the Senate. Within this total, \$2,510,000 is available until September 30, 2006, instead of \$2,427,000 as proposed by the House and \$3,473,000 as proposed by the Senate.

The conference agreement permits up to \$1,200,000 in fees to be collected and deposited in the general fund of the Treasury as offsetting receipts. Also, the conference agreement includes language that permits funds received from states, counties, municipalities, other public authorities and private sources for expenses incurred for training, reports publication and dissemination, and travel expenses incurred in the performance of hazardous materials exemptions and approval functions. The House and Senate proposed both of these provisions.

Prior year funding decisions.—In House Joint Resolution 2 (Public Law 108–7), the Transportation and Related Agencies Appropriations Act for fiscal year 2003, the Congress denied certain funding in RSPA’s budget request for the reason that there were decreases that the Congress had taken in previous Acts and RSPA was requesting that the Congress restore that funding. RSPA has again undertaken this type of budgeting in the fiscal year 2004 request. The conferees are strongly dismayed at this trend, and direct RSPA and the Department of Transportation Office of Budget and Policy to cease these types of requests immediately.

Further, the conferees direct RSPA to implement appropriate accounting procedures and budgetary tools to ensure proper accounting and integrity of appropriated funds, as proposed by the Senate. A report is due to the House and Senate Committees on Appropriations ninety days after enactment of this Act, detailing the measures that will be taken to address these shortfalls and a timeline for implementation.

OFFICE OF HAZARDOUS MATERIALS

The conference agreement provides \$23,675,000 for the office of hazardous materials, instead of \$23,558,000 as proposed by the House and \$22,814,000 as proposed by the Senate. The following adjustments are made to the budget estimate:

Reduce funding for requested hazmat positions and associated administrative costs	–\$494,000
Reduce funding to review and analyze transportation regulations governing SNF and HLW	– 500,000
Reduce funding for restoration of fiscal year 2003 across-the-board cut	– 149,000

New positions.—The conference agreement provides seven new positions for the office of hazardous materials: one SNF/HLW engineer, one SNF/HLW inspector, one SNF/HLW lawyer, and four restoration positions in the wake of September 11th.

OFFICE OF RESEARCH AND TECHNOLOGY

The conference agreement provides \$2,507,000 for the office of research and technology, instead of \$2,193,000 as proposed by the House and \$2,394,000 as proposed by the Senate. The following adjustments are made to the budget estimate:

Reduce funding for requested positions and associated administrative costs	–\$48,000
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Reduce funding for hazardous materials and hydrogen fuel research	- 200,000
Reduce funding for restoration of fiscal year 2003 across-the-board cut	- 18,000

New positions.—The conference agreement provides one new hydrogen fuel engineer position for the office of research and technology.

Hydrogen fuels research.—Before new staff is hired, the office of research and technology shall perform an assessment on the safety and technology status of the infrastructure supporting hydrogen fuels transportation. The report shall include an analysis of what steps RSPA is taking to work with the Department of Energy to ensure that all research related to hydrogen fuels is complementary in order to maximize investment. The report should be submitted to the House and Senate Committees on Appropriations no later than February 1, 2004, and \$50,000 is provided for necessary research.

OFFICE OF EMERGENCY TRANSPORTATION

The conference agreement provides \$2,720,000 for the office of emergency transportation, instead of \$2,463,000 as proposed by the House and \$2,802,000 as proposed by the Senate. The following adjustments are made to the budget estimate:

Reduce funding for requested positions and associated administrative costs	-\$514,000
Reduce funding for emergency transportation regional equipment and training	- 250,000
Reduce funding for restoration of fiscal year 2003 across-the-board cut	- 13,000

New positions.—The conference agreement provides seven new positions for the office of emergency transportation: five crisis management center positions and two full-time regional RETCOs. In addition, the conferees encourage RSPA to utilize flexibility to ensure that the regional emergency response teams are adequately equipped, as proposed by the Senate.

OFFICE OF PROGRAM MANAGEMENT

The conference agreement provides \$17,539,000 for the office of program management, instead of \$18,858,000 as proposed by the House and \$14,506,000 as proposed by the Senate. The following adjustments are made to the budget estimate:

Reduce funding for requested positions and associated administrative costs	-\$434,000
Reduce funding for infrastructure technology modernization	- 859,000
Reduce funding for restoration of fiscal year 2003 across-the-board cut and TASC cut	- 320,000

New positions.—The conference agreement provides five new positions for the office of program management; one contracting specialist, one database manager, two IT staff, and one support service specialist.

Infrastructure technology modernization.—Due to budget constraints, the conference agreement reduces funding for RSPA's IT upgrade by \$859,000. The conferees direct RSPA to keep the House and Senate Committees on Appropriations informed of these exten-

sive upgrades through biannual correspondence, due in February and August, as proposed by the House.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

The conference agreement provides a total of \$66,305,000 for the pipeline safety program, instead of \$64,054,000 as proposed by the House and \$67,612,000 as proposed by the Senate. Within this total, \$21,828,000 is available until September 30, 2006, instead of \$21,786,000 as proposed by the House and \$22,710,000 as proposed by the Senate.

Of this total, the conference agreement specifies that \$13,000,000 shall be derived from the Oil Spill Liability Trust Fund and \$53,305,000 from the Pipeline Safety Fund. The House bill allocated \$9,000,000 from the Oil Spill Liability Trust Fund and \$55,054,000 from the Pipeline Safety Trust Fund. The Senate bill provided \$17,183,000 from the Oil Spill Liability Trust Fund and \$50,429,000 from the Pipeline Safety Fund. The following adjustments are made to the budget estimate:

Deny decreased funding for one-call grants	+\$1,000,000
Reduce funding for requested positions and associated administrative costs	- 1,342,000
Reduce funding for restoration of fiscal year 2003 across-the-board cut	- 581,000

New positions.—The conference agreement provides twelve new positions for the office of pipeline safety: four natural gas IMP inspectors, two State program manager liaisons, four FERC inspectors, and two Alaska regulations specialists.

State one-call grants.—The conferees deny a proposed decrease in one-call grants, as proposed by the House and Senate, and have restored \$1,000,000. The conferees feel strongly that these grants are an important tool in reducing the number of pipeline incidents.

Pipeline safety fund and oil spill liability trust fund.—The conferees direct the Office of Pipeline Safety to allocate oversight activities between the hazardous liquid and gas pipelines and to factor the Oil Spill Liability Trust Fund into the allocation formula that determines the hazardous liquid pipeline user fee assessment to accurately reflect the amount and type of oversight activities being conducted by the office consistent with the Trust Fund. The fiscal year 2005 budget justification should adequately address this issue.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

The conference agreement provides \$200,000 for emergency preparedness grants as proposed by both the House and the Senate. The conference agreement includes a limitation on obligations of \$14,300,000, consistent with both the House and Senate proposals.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The conference agreement includes \$56,000,000 for the Office of Inspector General.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

The conference agreement provides a funding level of \$19,521,000 for the Surface Transportation Board to fund salaries and expenses from a direct appropriation, as proposed by both the House and Senate. The conference agreement includes language as proposed by both the House and the Senate that allows the Board to offset \$1,050,000 of its appropriation from fees collected during the fiscal year, for a total program level of \$18,521,000.

Union Pacific/Southern Pacific merger.—On December 12, 1997, the Board granted a joint request of Union Pacific Railroad Company and the City of Wichita and Sedgwick County, KS (Wichita/Sedgwick) to toll the 18-month mitigation study pending in Finance Docket No. 32760. The decision indicated that at such time as the parties reach an agreement or discontinue negotiations, the Board would take appropriate action.

By petition filed June 26, 1998, Wichita/Sedgwick and UP/SP indicated that they had entered into an agreement, and jointly petitioned the Board to impose the agreement as a condition of the Board’s approval of the UP/SP merger. By decision dated July 8, 1998, the Board agreed and imposed the agreement as a condition to the UP/SP merger. The terms of the negotiated agreement remain in effect. If UP/SP or any of its divisions or subsidiaries materially changes or is unable to achieve the assumptions on which the Board based its final environmental mitigation measures, then the Board should reopen Finance Docket 32760 if requested by interested parties, and prescribe additional mitigation properly reflecting these changes if shown to be appropriate.

TITLE II—DEPARTMENT OF THE TREASURY

DEPARTMENTAL OFFICES

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides \$176,109,000 for departmental offices of the Treasury Department instead of \$175,809,000 proposed by the House and \$174,809,000 proposed by the Senate. A table comparing the House bill, Senate bill, and conference agreement follows:

	House bill	Senate bill	Conference agreement
President’s estimate	\$166,875,000	\$166,875,000	\$166,875,000
Adjustments to the estimate:			
FY03 reductions not reflected in base:			
FECA costs	– 27,000	– 27,000	– 27,000
Savings from prior year Congressional priorities	– 2,854,000	0	– 2,854,000

	House bill	Senate bill	Conference agreement
Business strategy adjustment	– 599,000	0	0
Unanticipated administrative cost increases	6,399,000	5,800,000	6,100,000
Office of International Affairs	2,730,000	2,727,000	2,730,000
Office of Terrorist Financing & Financial Crimes	2,285,000	2,285,000	2,285,000
Certificate-based internet security initiatives	1,000,000	0	1,000,000
Delete funding for Asian Dev Bank Conf & TPI	0	– 2,851,000	0
Total	175,809,000	174,809,000	176,109,000

A table comparing the conference agreement, by office, to the budget estimate follows:

	Budget estimate	Conference agreement
Economic Policy	\$4,145,000	\$4,145,000
International Affairs	25,151,000	27,881,000
Tax Policy	13,955,000	13,955,000
Domestic Finance	9,448,000	9,448,000
Terrorist Financing and Financial Crimes	0	2,285,000
Foreign Asset Control	21,855,000	21,855,000
Management and CFO Programs	14,275,000	14,275,000
Executive Direction	17,168,000	17,168,000
Treasury-Wide Financial Statement Audits	3,393,000	3,393,000
Administration	57,485,000	61,704,000
Total	166,875,000	176,109,000

Office of Foreign Assets Control.—The conference agreement specifies not less than 120 full-time equivalent (FTE) staff-years for this office, as proposed by the Senate.

Reports on travel.—Modifying a proposal of the House, the conferees agree that quarterly reports are to be submitted providing details on the international travel of departmental employees.

Staffing in certain offices.—The conferees agree that the department is limited to 19 FTE in the Office of International Affairs, as proposed by the Senate, and 14 FTE for the Executive Office of Terrorist Financing and Financial Crimes, as proposed by the House.

Marketing of the new \$20 currency note.—The conferees acknowledge that some expenditure was necessary to market the new \$20 currency note to the public and to private businesses both in the United States and abroad. However, the amount spent by the Bureau of Engraving and Printing (BEP) for this purpose was excessive, and far greater than similar efforts in the past. Although BEP is self-financed through a revolving fund, this does not absolve the bureau from being cost-efficient in all of its operations. The conferees direct BEP to submit to the House and Senate Committees on Appropriations, not later than December 31, 2003, a report showing the baseline amount of funds returned to the Treasury from their recurring operations at the end of fiscal year 2003. The conferees further direct BEP to manage its operations in a manner so that, by the end of fiscal year 2005, that baseline amount has been increased by \$14,000,000. The Appropriations Committees will monitor this situation annually to help ensure those targets are reached.

CyberShield.—The conferees are aware of efforts to develop a public/private partnership which will develop best practices in real-time detection and the creation of response centers to protect existing financial services sectors from next generation cyber attacks. The conferees encourage the Department of the Treasury to work closely with the Department of Homeland Security to support this important initiative.

DEPARTMENT-WIDE SYSTEMS AND CAPITAL INVESTMENT PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides \$36,400,000 for department-wide systems and capital investment programs, instead of \$36,653,000 as proposed by the House and \$36,928,000 as proposed by the Senate. The bill includes language proposed by the Senate restricting any of these funds for programs of the Internal Revenue Service, which has its own capital appropriation. The reduction from the budget estimate of \$528,000 is to be allocated against the HR Connect program.

HR Connect.—Including the \$25,461,000 in this bill for fiscal year 2004, the HR Connect project will have received over \$140,000,000 in appropriations since its beginning in fiscal year 1998. Although the conferees remain committed to this project, given its significant cost and scope, as well as recent downsizing at the Treasury Department affecting program requirements, the conferees direct the Secretary of the Treasury to provide to the House and Senate Appropriations Committees, within six months of enactment of this Act, a status report on the project. The report should include, but not be limited to, the following: (1) the original scope of this effort and any changes to those initial requirements since the beginning of the project in 1998; (2) accomplishments to date on the development and implementation of new systems and software, and the success in deploying those new systems across Treasury bureaus; (3) the impact that these new systems have had on overall human resource management processes of the Department; (4) the savings, if any, that have resulted from the implementation of HR Connect throughout the department thus far; and (5) the additional funding necessary beyond fiscal year 2004 to complete the project.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The conference agreement includes \$13,000,000 for salaries and expenses of the Office of Inspector General, instead of \$12,792,000 proposed by the House and \$12,687,000 proposed by the Senate.

Study on expanded use of blanks.—The conferees agree to the study, proposed by the House, on the potential and cost-effectiveness of expanded use of pre-made “blanks” by the U.S. Mint in the production of circulating coins. However, instead of using the U.S. General Accounting Office to complete this study, as proposed by the House, the conferees agree that the study should be performed by the Treasury Office of Inspector General, and additional funding

has been included for this purpose. The report should be submitted to the House and Senate Committees on Appropriations, and appropriate legislative committees, not later than April 1, 2004.

Treasury Building and Annex repair and restoration project.—The conferees note that since the first full year of funding for this project in fiscal year 1998, \$178,000,000 has been appropriated for the project. This is in addition to the \$28,000,000 appropriated in fiscal year 1997 to undertake immediate repairs resulting from fire damage to the Treasury Building in 1996. As part of the conferees' ongoing oversight of major capital projects, the conferees direct the Treasury Inspector General to conduct an audit of all Treasury Building renovation and restoration contracts since fiscal year 1998. Such audit shall include, but need not be limited to: (1) compliance with all applicable procurement laws, rules, and regulations, and the Architectural Barriers Act of 1968, as amended; (2) a review of the scope, requirements, and cost reasonableness of the project, as well as the process for managing change orders to the original scope and design; and (3) the effectiveness, efficiency, and economy of contractor operations. The audit shall be completed and submitted to the House and Senate Committees on Appropriations within eight months of enactment of this Act. Additional funding is provided in this appropriation for completion of this audit.

TREASURY INSPECTOR GENERAL FOR TAX ADMINISTRATION

SALARIES AND EXPENSES

The conference agreement provides \$128,034,000 as proposed by both the House and the Senate.

AIR TRANSPORTATION STABILIZATION PROGRAM

The conference agreement provides \$2,538,000 as proposed by both the House and the Senate.

TREASURY BUILDING AND ANNEX REPAIR AND RESTORATION

The conference agreement provides \$25,000,000 as proposed by both the House and the Senate. The bill prohibits the obligation of \$7,000,000 for this program until completion of the Inspector General audit described under "Treasury Office of Inspector General, salaries and expenses" or until approval in writing by the House and Senate Committees on Appropriations.

FINANCIAL CRIMES ENFORCEMENT NETWORK

SALARIES AND EXPENSES

The conference agreement provides \$57,571,000 as proposed by both the House and the Senate.

FINANCIAL MANAGEMENT SERVICE

SALARIES AND EXPENSES

The conference agreement provides \$228,558,000 as proposed by both the House and the Senate.

ALCOHOL AND TOBACCO TAX AND TRADE BUREAU
SALARIES AND EXPENSES

The conference agreement provides \$80,000,000 as proposed by both the House and the Senate.

UNITED STATES MINT

UNITED STATES MINT PUBLIC ENTERPRISE FUND

The conference agreement limits liabilities and obligations from the Public Enterprise Fund to \$40,652,000 as proposed by both the House and the Senate. As previously discussed, bill language proposed by the House relating to a General Accounting Office study of pre-made “blanks” has been dropped in lieu of a study by the Office of Inspector General.

BUREAU OF THE PUBLIC DEBT

ADMINISTERING THE PUBLIC DEBT

The conference agreement provides \$173,652,000 as proposed by both the House and the Senate.

INTERNAL REVENUE SERVICE

PROCESSING, ASSISTANCE, AND MANAGEMENT

The conference agreement provides \$4,033,000,000 instead of \$4,037,834,000 as proposed by the House and \$4,048,238,000 as proposed by the Senate. The conferees agree that the reductions should encompass the proposed new initiatives for fiscal year 2004. The bill specifies that up to \$4,100,000 is available for tax counseling for the elderly instead of \$4,250,000 as proposed by the House and \$3,950,000 as proposed by the Senate. Further, the bill provides up to \$7,500,000 for low-income taxpayer clinic grants instead of \$8,000,000 as proposed by the House and \$7,000,000 as proposed by the Senate.

Report on certain accelerated depreciation benefits in Oklahoma.—The conferees direct the IRS to provide a report to the House and Senate Committees on Appropriations, not later than 90 days following enactment of this Act, providing the status and the total dollars of accelerated depreciation available by special statute for investments on former Indian land in Oklahoma, including the extent to which such accelerated depreciation benefits are being used.

TAX LAW ENFORCEMENT

The conference agreement provides \$4,196,000,000 instead of \$4,221,408,000 as proposed by the House and \$4,172,808,000 as proposed by the Senate.

INFORMATION SYSTEMS

The conference agreement provides \$1,590,962,000 as proposed by the Senate instead of \$1,628,739,000 as proposed by the House. Of the total amount provided, \$200,000,000 is available for obliga-

tion for two years as proposed by the Senate, instead of \$165,000,000 as proposed by the House. The balance of the appropriation is available until expended. The conferees agree that, within the overall reduction, the IRS is to make the specific reductions included in the House report.

BUSINESS SYSTEMS MODERNIZATION

The conference agreement provides \$390,000,000 instead of \$429,000,000 proposed by both the House and the Senate. The reduction is due to budget constraints.

HEALTH INSURANCE TAX CREDIT ADMINISTRATION

The conference agreement provides \$35,000,000 as proposed by both the House and the Senate.

GENERAL PROVISIONS—INTERNAL REVENUE SERVICE

The conference agreement includes provisions under this heading, as proposed by the Senate. The House had proposed such provisions under a comprehensive heading for the Department of the Treasury.

The bill includes a provision (sec. 201) proposed by both the House and Senate allowing the service to transfer funding among appropriations made to the IRS in this Act, limited to five percent and subject to advance approval of the House and Senate Committees on Appropriations.

The bill includes a provision (sec. 202) proposed by both the House and Senate requiring the IRS to maintain a training program focusing on certain areas of customer service.

The bill includes a provision (sec. 203) proposed by both the House and Senate requiring the safeguard of taxpayer information.

The bill includes a provision (sec. 204) proposed by both the House and Senate requiring the IRS to make the improvement of the 1-800 help line a top priority in the allocation of staffing and other resources.

The bill includes a provision (sec. 205) modifying a provision of the Senate relating to cash pension regulations. The provision accepts Senate language prohibiting the issuance of regulations on cash balance pension plans, and requires the Treasury Department to submit legislation to the Congress within 180 days to provide transition relief for older and longer-service employees affected by conversions of traditional pension plans to cash balance plans. The House had a similar provision under title seven of the bill, which is not included in the conference agreement.

The bill includes a provision (sec. 206) proposed by the Senate requiring a study compiling statistics on the earned income tax credit certification program, to be submitted in interim form by July 30, 2004 and in final form by June 30, 2005. The House bill included no similar provision.

GENERAL PROVISIONS—DEPARTMENT OF THE TREASURY

The bill includes a provision (sec. 210) proposed by both the House and Senate allowing appropriations to be used for certain

specified expenses such as uniforms, motor vehicle insurance, and health insurance for employees serving in foreign countries.

The bill includes a provision (sec. 211) proposed by both the House and Senate allowing the transfer of up to 2 percent of appropriations made to the Department of the Treasury among offices within the department.

The bill includes a provision (sec. 212) proposed by both the House and Senate allowing the transfer of up to 2 percent of appropriations made to the IRS to the Treasury Inspector General for Tax Administration.

The bill includes a provision (sec. 213) proposed by the Senate requiring that the purchase of law enforcement vehicles by any Treasury bureau be consistent with department-wide vehicle management principles. The House bill contained no similar provision.

The bill includes a provision (sec. 214) proposed by both the House and Senate prohibiting funds to redesign the \$1 Federal Reserve note.

The bill includes a provision (sec. 215) proposed by both the House and Senate allowing the transfer of funds from "Salaries and expenses, financial management service" to the debt services account to cover the costs of debt collection.

The bill includes a provision (sec. 216) proposed by the Senate extending the pay demonstration project at the Alcohol Tax and Trade Bureau from five years to six years, which will result in the program being extended through fiscal year 2004.

The bill includes a provision (sec. 217) proposed by both the House and Senate prohibiting funds of the U.S. Mint from being used to construct or operate a museum unless approved by the Congress.

The bill includes a provision (sec. 218) proposed by the House relating to the reimbursement of financial institutions for services directed or required by the Secretary of the Treasury. The Senate proposed a similar provision that was identical in substance.

TITLE III—EXECUTIVE OFFICE OF THE PRESIDENT AND FUNDS APPROPRIATED TO THE PRESIDENT

COMPENSATION OF THE PRESIDENT

The conference agreement provides \$450,000 for compensation of the President as proposed by both the House and Senate. The bill includes a general provision codifying in statutory law the substance of provisions carried in appropriations Acts since 1981. The modification of 3 U.S.C. 102 stipulates that the President's expense allowance shall not be included as gross income, and any unused portion shall revert to the Treasury. This is identical to current law as carried in annual appropriations Acts, and will obviate the need to carry this provision each year in the appropriations process.

WHITE HOUSE OFFICE

SALARIES AND EXPENSES

The conference agreement provides \$69,168,000 instead of \$66,057,000 as proposed by the House and \$61,937,000 as proposed by the Senate. Of the funding provided, \$7,231,000 is for the Office

of Homeland Security. The restriction on the obligation of funds in the House report relating to a report on funding for renovation and furnishings is not necessary, as the report has been submitted. The reduction of \$1,100,000 reflects elimination of the President's Critical Infrastructure Advisory Board since submission of the budget, as proposed by the House.

EXECUTIVE RESIDENCE AT THE WHITE HOUSE OFFICE

OPERATING EXPENSES

The conference agreement provides \$12,501,000 as proposed by both the House and the Senate.

REIMBURSABLE EXPENSES

The agreement includes bill language on reimbursements as proposed by both the House and the Senate and identical to language carried in fiscal year 2003.

WHITE HOUSE REPAIR AND RESTORATION

The conference agreement provides \$4,225,000 as proposed by both the House and the Senate.

COUNCIL OF ECONOMIC ADVISORS

SALARIES AND EXPENSES

The conference agreement provides \$4,502,000 as proposed by the Senate instead of \$4,000,000 as proposed by the House.

OFFICE OF POLICY DEVELOPMENT

SALARIES AND EXPENSES

The conference agreement provides \$4,109,000 as proposed by both the House and the Senate.

NATIONAL SECURITY COUNCIL

SALARIES AND EXPENSES

The conference agreement provides \$10,551,000 as proposed by the Senate instead of \$9,000,000 as proposed by the House.

HOMELAND SECURITY COUNCIL

SALARIES AND EXPENSES

The bill deletes the separate appropriation for this council proposed by the Senate. Instead, the conference agreement provides funding under "White House Office", as proposed by the House but at a modified level.

OFFICE OF ADMINISTRATION

SALARIES AND EXPENSES

The conference agreement provides \$82,826,000 as proposed by the House instead of \$77,164,000 as proposed by the Senate. The

agreement reflects reductions proposed by the House for information technology services (-\$1,500,000) and security services for the Office of Science and Technology Policy (-\$1,096,000) as well as a transfer back to this account for the core enterprise pilot program (+\$8,258,000). The conferees encourage the Administration to include all EOP funds for the core enterprise pilot program under this appropriation in the fiscal year 2005 budget request. The bill specifies that, of the total funding provided, \$20,578,000 is for capital investment plan activities as proposed by the Senate instead of \$17,470,000 as proposed by the House.

OFFICE OF MANAGEMENT AND BUDGET

SALARIES AND EXPENSES

The conference agreement provides \$67,159,000 instead of \$62,272,000 as proposed by the House and \$75,417,000 as proposed by the Senate.

Reception and representation expenses.—The bill includes \$3,000 as proposed by the Senate instead of \$1,500 as proposed by the House.

Office of Information and Regulatory Affairs.—The conferees direct that \$1,000,000 of the total funding provided in this appropriation be withheld from obligation until resolution of existing programmatic concerns by House conferees are addressed and the House and Senate Committees on Appropriations approve of such obligation.

Implementation of the Federal Data Quality Act.—The conferees are concerned that agencies are not complying fully with the requirements of the Federal Data Quality Act (FDQA). The conferees agree that data endorsed by the Federal Government should be of the highest quality, and that the public should have the opportunity to review the data disseminated by the Federal Government for its accuracy and have available to it a streamlined procedure for correcting inaccuracies. The Administrator of the Office of Information and Regulatory Affairs (OIRA) is directed to submit a report to the House and Senate Committees on Appropriations by June 1, 2004 on whether agencies have been properly responsive to public requests for correction of information pursuant to the FDQA, and suggest changes that should be made to the FDQA or OMB guidelines to improve the accuracy and transparency of agency science.

OFFICE OF NATIONAL DRUG CONTROL POLICY

SALARIES AND EXPENSES

The conferees agree to provide \$27,996,500 as proposed by the Senate instead of \$28,790,000 as proposed by the House. Of this amount, \$1,500,000 is provided as a grant to the National Alliance for Model State Drug Laws, as proposed by the House and Senate.

COUNTERDRUG TECHNOLOGY ASSESSMENT CENTER

(INCLUDING TRANSFER OF FUNDS)

The conferees agree to provide \$42,000,000 as proposed by the Senate instead of \$40,000,000 as proposed by the House. Of this amount, the conferees agree to provide \$24,000,000 for the technology transfer program as proposed by the Senate, instead of \$22,000,000 as proposed by the House. The conferees direct ONDCP to report to the Committees on Appropriations, no later than December 31, 2003, on CTAC funding allocations, specifically providing a detailed spending plan for both the research and development program and the technology transfer program for fiscal years 2001–2003. In addition, the conferees direct the chief scientist to notify the Committees on Appropriations on how fiscal year 2004 funds will be spent, as well as to provide biannual reports on priority counterdrug enforcement research and development requirements and the status of projects funded by CTAC. Finally, the conferees direct ONDCP to include in the fiscal year 2005 budget request a specific accounting of the total number of grant applications received and the number awarded in the previous fiscal year.

FEDERAL DRUG CONTROL PROGRAMS

HIGH INTENSITY DRUG TRAFFICKING AREAS PROGRAM

(INCLUDING TRANSFER OF FUNDS)

The conferees agree to provide \$226,350,000 as proposed by the House and Senate. The conferees agree to provide that HIDTAs designated as of September 30, 2003 shall be funded at no less than the fiscal year 2003 initial allocation levels. The conferees provide that no funds in excess of the fiscal year 2004 budget request shall be obligated without prior approval of the Committees on Appropriations. Approval for the expenditure of these funds must be sought according to reprogramming guidelines.

OTHER FEDERAL DRUG CONTROL PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

The conferees agree to provide \$229,000,000 instead of \$230,000,000 as proposed by the House and \$174,000,000 as proposed by the Senate. The conferees agree to provide \$145,000,000 for the National Youth Anti-Drug Media Campaign. In addition, the conferees agree to provide \$70,000,000 for Drug-Free Communities Support, of which \$1,000,000 is provided as a directed grant to the Community Anti-Drug Coalitions of America; \$7,200,000 for the U.S. Anti-Doping Agency; \$3,000,000 for the Counterdrug Intelligence Executive Secretariat; \$1,000,000 for the National Drug Court Institute; \$2,000,000 for Performance Measures Development; and \$800,000 for United States dues to the World Anti-Doping Agency.

NATIONAL YOUTH ANTI-DRUG MEDIA CAMPAIGN

While the conferees are encouraged by data released by the Partnership for a Drug-Free America showing welcome trends in the incidence of youth drug use, the conferees wish to reemphasize the need to demonstrate that such trends can be linked to the Media Campaign itself. The conferees therefore direct ONDCP to submit to the Committees on Appropriations an evaluation plan for the Media Campaign covering fiscal years 2004–2008 no later than 120 days after enactment of this Act. In addition, the conferees direct ONDCP to provide to the Committees on Appropriations a detailed report regarding the type and content of all advertising, its timing and placement in media markets, and the matches provided for all advertising. In order to ensure that a sufficient amount will be spent on advertising, the conferees agree to provide that no less than 78 percent of the funds provided shall be spent on the purchase of advertising time and space.

U.S. ANTI-DOPING AGENCY

The conferees agree to provide \$7,200,000 as proposed by the Senate instead of \$1,500,000 as proposed by the House. The conferees direct the U.S. Anti-Doping Agency to provide to the Committees on Appropriations a prior year expenditure report as well as a detailed spending plan for fiscal year 2004 funds. Each report should include a section reporting USADA's efforts to secure funding from sources other than the Federal government. These reports should be provided no later than 120 days after enactment of this Act.

UNANTICIPATED NEEDS

The conference agreement provides \$1,000,000 as proposed by both the House and the Senate.

SPECIAL ASSISTANCE TO THE PRESIDENT AND THE OFFICIAL
RESIDENCE OF THE VICE PRESIDENT

SALARIES AND EXPENSES

The conference agreement provides \$4,461,000 as proposed by both the House and the Senate. The appropriation has been placed at the end of the title as proposed by the House.

OPERATING EXPENSES

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides \$331,000 as proposed by both the House and the Senate. The appropriation has been placed at the end of the title as proposed by the House.

GENERAL PROVISION—EXECUTIVE OFFICE OF THE PRESIDENT

The bill includes a provision (sec. 301) stating that the President's expense allowance shall not be included as gross income of the President and specifying that unused portions of that allowance shall revert to the Treasury.

TITLE IV—INDEPENDENT AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE
BOARD

SALARIES AND EXPENSES

The conference agreement includes \$5,401,000 as proposed by the House and Senate.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

The conferees agree to provide \$73,499,000, instead of \$76,679,000 as proposed by the House and \$72,170,000 as proposed by the Senate. The conferees direct NTSB to make certain improvements in its annual budget justification, particularly by expanding and improving the presentation of the resource requirements section. This section should clearly indicate the absolute level of funds and FTE for each program activity, as well as the increases or reductions in funding and FTE sought for the fiscal year of the budget request. The document should also include a more detailed narrative section justifying NTSB's proposals.

EMERGENCY FUND

The conferees agree to provide \$600,000 as proposed by the House and Senate.

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR
SEVERELY DISABLED

SALARIES AND EXPENSES

The conferees agree to provide \$4,725,000 as proposed by the House and Senate.

FEDERAL ELECTION COMMISSION

SALARIES AND EXPENSES

The conferees agree to provide \$51,240,000 instead of \$50,440,000 as proposed by both the House and Senate. The additional \$800,000 is to support the Office of Election Administration, which was not included in the President's budget request in anticipation of the establishment of the Election Assistance Commission. Due to delay in the establishment of the EAC, the conferees agree to provide OEA with funding, on the condition that any unobligated balances be transferred to the EAC upon its establishment. Of the total amount, the conferees also agree to provide that no less than \$6,389,900 shall be available for internal automated data processing systems, as proposed by the House.

ELECTION ASSISTANCE COMMISSION

SALARIES AND EXPENSES

The conferees agree to provide \$1,200,000, instead of \$5,000,000 as proposed by the House and no funding as proposed

by the Senate. The conferees agree to provide the amount as a separate appropriation as proposed by the House.

ELECTION REFORM PROGRAMS
(INCLUDING TRANSFER OF FUNDS)

The conferees agree to provide \$500,000,000 for Election Reform Programs, instead of \$1,500,000,000 as proposed by the Senate and \$495,000,000 as proposed by the House. Consistent with language proposed by the House, the conferees agree to provide that the General Services Administration will have the authority to administer available funds, including the funds appropriated in this Act, until the establishment of the Election Assistance Commission. The conferees agree to provide that no more than \$100,000 shall be available to GSA for administrative expenses. Within the amount provided, the conferees also agree to provide \$750,000 for the Help America Vote Foundation, \$750,000 for the Help America Vote College Program, and \$200,000 for the National Student/Parent Mock Election, all of which are authorized by the Help America Vote Act.

FEDERAL LABOR RELATIONS AUTHORITY
SALARIES AND EXPENSES

The conferees agree to provide \$29,611,000 as proposed by the House and Senate.

FEDERAL MARITIME COMMISSION
SALARIES AND EXPENSES

The conference agreement includes \$18,471,000 as proposed by the House and the Senate.

Information Technology.—The Conferees direct the Commission to submit a report to the House and Senate Committees on Appropriations no later than 45 days after enactment of this Act, summarizing the Commission's current information technology improvement initiatives and long-term technology improvement plan.

GENERAL SERVICES ADMINISTRATION
REAL PROPERTY ACTIVITIES
FEDERAL BUILDINGS FUND
LIMITATIONS ON AVAILABILITY OF REVENUE
(INCLUDING TRANSFERS OF FUNDS)

The conference agreement provides total obligational availability of \$7,216,464,000 from the federal buildings fund in fiscal year 2004. This includes limitations on obligations of \$6,758,208,000 and an appropriation from the general fund of \$446,000,000.

CONSTRUCTION

The conference agreement provides \$708,268,000 for construction instead of \$406,168,000 as proposed by the House and \$659,668,000 as proposed by the Senate. The following table compares the budget estimate, House bill, Senate bill, and conference agreement by project:

[In thousands of dollars]

	Budget estimate	House bill	Senate bill	Conference agreement
Border Stations:				
Jackman, ME	\$7,712	\$7,712	\$7,712	\$7,712
Champlain, NY	35,031	31,031	31,031	31,031
Detroit, MI	25,387	25,387	25,387	25,387
Blaine, WA	9,812	9,812	9,812	9,812
Del Rio, TX	23,966	23,966	23,966	23,966
Eagle Pass, TX	31,980	31,980	31,980	31,980
San Diego, CA	34,211	34,211	34,211	34,211
McAllen, TX	17,938	17,938	17,938	17,938
Subtotal	186,037	182,037	182,037	182,037
Courthouses:				
Anniston, AL	0	0	4,400	4,400
Los Angeles, CA	0	0	50,000	50,000
Orlando, FL	0	0	7,200	7,200
Charlotte, NC	0	0	8,500	8,500
Toledo, OH	0	0	6,500	6,500
Harrisburg, PA	0	0	26,000	26,000
Greenville, SC	0	0	11,000	11,000
San Antonio, TX	0	0	8,000	8,000
Richmond, VA	0	0	83,000	83,000
Subtotal	0	0	204,600	204,600
Other:				
Census Bldg, Suitland, MD	146,451	146,451	146,451	146,451
FBI Bldg, Houston, TX	58,080	58,080	58,080	58,080
Non-prospectus construction	10,000	9,000	10,000	9,000
Federal (Tuttle) Bldg, Atlanta, GA	0	10,600	0	10,600
Federal Bldg, Tuscaloosa, AL	0	0	7,500	7,500
Denver Federal Center, CO	0	0	6,000	6,000
FDA Consolidation, MD	0	0	45,000	42,000
DOT headquarters, DC	(45,000)	(45,000)	0	42,000
Subtotal	214,531	224,131	273,031	321,631
Total, GSA construction	400,568	406,168	659,668	708,268

FDA Consolidation at White Oak, Montgomery County, MD.—The conferees deem the \$42,000,000 appropriated for FDA Consolidation at White Oak sufficient for the design and construction of the engineering physics lab and office building for FDA's Center for Devices and Radiological Health (CDRH). If this sum is insufficient, the conferees expect GSA to submit a reprogramming request to the Committees on Appropriations for funds sufficient to design and construct the engineering physics lab and office building for CDRH.

REPAIRS AND ALTERATIONS

The conference agreement provides \$991,300,000 for repairs and alterations instead of \$1,010,454,000 as proposed by the House and \$1,000,939,000 as proposed by the Senate. The bill specifies the following funds for certain projects which were proposed in either the House or Senate bills:

<i>Project</i>	<i>Amount</i>
Terre Haute Post Office, IN	\$4,600,000
Bellingham Federal Building, WA	2,610,000
Tuttle Annex, Atlanta, GA	6,725,000

Bellingham, WA federal building.—The conference agreement includes language proposed by the Senate transferring funds for the Bellingham federal building to the City of Bellingham, subject to disposal of the building to the city.

Eisenhower Executive Building.—The conference agreement does not include language, proposed by the House, withholding funds until a report is submitted on the use of non-federal funding for renovation efforts for the Eisenhower office building. The report has been submitted, making the provision unnecessary.

INSTALLMENT ACQUISITION PAYMENTS

The conference agreement provides \$169,745,000 for installment acquisition payments as proposed by both the House and the Senate.

RENTAL OF SPACE

The conference agreement provides \$3,280,187,000 instead of \$3,278,187,000 as proposed by the Senate and \$3,308,187,000 as proposed by the House.

BUILDING OPERATIONS

The conference agreement provides \$1,608,708,000 as proposed by both the House and the Senate.

GENERAL ACTIVITIES

GOVERNMENT-WIDE POLICY

The conference agreement provides \$56,383,000 as proposed by the House instead of \$61,781,000 as proposed by the Senate.

e-travel.—The conferees agree that GSA has been responsive to the House's concerns that the e-travel initiative should not involve mandatory participation by Federal agencies. Furthermore, the conferees agree that, in its management of e-travel prime contractors, GSA should seek to preserve that portion of the federal travel agent business that is currently served by small businesses and local entrepreneurs.

OPERATING EXPENSES

The conference agreement provides \$88,110,000 instead of \$79,110,000 as proposed by the House and \$85,083,000 as proposed by the Senate. Within the funds provided, the conferees direct GSA to make the following distributions:

<i>Project</i>	<i>Amount</i>
Web Wise Kids	\$600,000
Exhibitions on the enslaved north, NY Historical Society	250,000
Public service recognition week	100,000
Center for Jewish History archival preservation project, New York, NY	328,000
B&O Railroad Museum emergency restoration, Baltimore, MD	372,000
Balls Ferry Historic Park, Wilkinson County, GA	1,000,000
Saenger Restoration Project, AL	500,000
Homeless school access project, Washington DOT, WA	1,000,000
Hurricane Isabel repairs, NDRF, Fort Eustis, VA	1,850,000
Alaska statehood celebration	450,000
2003 Women's World Cup Tournament	1,800,000
Ruffner Mountain Educational Facility, AL	300,000
Rural government outreach initiative	75,000
Hawaii statehood celebration	225,000
Upper Great Plains Native American Telehealth program	100,000
Iowa communications network	50,000

Public service recognition week.—The conferees recognize that public service recognition week, a program of the Public Employees Roundtable, has educated America about the value of the career workforce, which carries out the daily operations of government. This program, which has existed for over 10 years, plays an important role in educating our nation's youth by providing them with timely information about their government. The conferees urge GSA to support the mission of the Public Employees Roundtable, and provides \$100,000 in administrative and logistical assistance to public service recognition week activities, the same level as provided for fiscal year 2003.

OFFICE OF INSPECTOR GENERAL

The conference agreement provides \$39,169,000 as proposed by both the House and the Senate.

ELECTRONIC GOVERNMENT FUND

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides \$3,000,000 instead of \$1,000,000 as proposed by the House and \$5,000,000 as proposed by the Senate. The conferees agree that none of these funds should be used for performance awards.

ALLOWANCES AND OFFICE STAFF FOR FORMER PRESIDENTS

(INCLUDING TRANSFER OF FUNDS)

The conference agreement provides \$3,393,000 as proposed by both the House and the Senate.

GENERAL PROVISIONS—GENERAL SERVICES ADMINISTRATION

The bill includes a provision (sec. 401) as proposed by both the House and the Senate related to the crediting of proper appropriations for GSA expenses.

The bill includes a provision (sec. 402) as proposed by both the House and the Senate allowing GSA funds to be used for motor vehicle rental expenses.

The bill includes a provision (sec. 403) as proposed by both the House and the Senate requiring transfer of federal building funds

among various activities only to the extent necessary to meet program requirements and subject to prior approval of the House and Senate Committees on Appropriations.

The bill includes a provision (sec. 404) as proposed by both the House and the Senate mandating any fiscal year 2005 budget request for courthouse construction reflect the priorities of the Judicial Conference of the United States, meet design guide standards, and be accompanied by a courtroom utilization study.

The bill includes a provision (sec. 405) as proposed by both the House and the Senate requiring federal agencies to pay rental rates established by GSA in order to receive certain building support services such as cleaning and security enhancements.

The bill includes a provision (sec. 406) as proposed by both the House and the Senate related to federal buildings fund savings from the implementation of pilot information technology projects.

The bill includes a provision (sec. 407) as proposed by both the House and the Senate allowing savings from construction projects to be used to settle claims of less than \$250,000 in other construction projects, subject to prior notification to the House and Senate Committees on Appropriations.

The bill deletes a provision proposed by the House related to implementation of the e-travel service. The Senate bill included no similar provision.

The bill includes a provision (sec. 408) as proposed by the Senate directing GSA to acquire property in Portsmouth, NH for a federal office building to replace the McIntyre Federal Building, and authorizing GSA to give the McIntyre Building to the City of Portsmouth under certain conditions. The House bill included no similar provision.

The bill includes a provision (sec. 409) proposed by the House allowing GSA to make certain election reform payments, if necessary, prior to appointment of the Election Assistance Commission. The Senate bill included no similar provision.

The bill includes a provision (sec. 410) proposed by the House prohibiting funds to establish a Quick Response Team Processing Center in Chattanooga, TN. The Senate bill included no similar provision.

The bill includes a provision (sec. 411) facilitating the completion of a land conveyance in San Joaquin County, California.

MERIT SYSTEMS PROTECTION BOARD

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

The conferees agree to provide \$32,877,000 as proposed by the House and Senate. The conferees also agree to provide \$2,626,000 as a limitation on administrative expenses to be transferred from the appropriate trust fund, rather than providing the amount as a direct appropriation as requested by the President.

MORRIS K. UDALL FOUNDATION

MORRIS K. UDALL TRUST FUND

The conference agreement provides \$1,996,000 as proposed by the Senate instead of \$1,300,000 as proposed by the House. The bill modifies a provision proposed by the House relating to a financial audit of the program. The modification allows up to \$50,000 for this purpose instead of \$100,000. The agreement allows 60 percent of funds to be provided to the Native Nations Institute as proposed by the Senate instead of 70 percent as proposed by the House.

ENVIRONMENTAL DISPUTE RESOLUTION FUND

The conference agreement provides \$1,309,000 as proposed by the Senate instead of \$1,300,000 as proposed by the House.

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

OPERATING EXPENSES

The conference agreement provides \$256,700,000 instead of \$255,191,000 as proposed by the House and \$258,191,000 as proposed by the Senate. The bill includes \$600,000 regarding the records of the Freedmen's Bureau as proposed by the House instead of no funding as proposed by the Senate.

Working group pursuant to the Japanese Imperial Government Disclosure Act.—The conference report includes language extending working group activities under the Japanese Imperial Government Disclosure Act for one additional year. The conferees believe that no further extensions should be granted. All remaining activities of the Interagency Working Group are to be completed within the additional 12 months allotted.

ELECTRONIC RECORDS ARCHIVE

The conference agreement provides \$35,914,000 as proposed by the House instead of no funds as proposed by the Senate.

REPAIRS AND RESTORATION

The conference agreement provides \$13,708,000 instead of \$6,458,000 as proposed by the House and \$13,483,000 as proposed by the Senate. The bill specifies that \$500,000 is provided for a Military Personnel Records Center requirements study, \$2,250,000 is for a new regional archives and records facility in Anchorage, Alaska, and \$5,000,000 is for repair and restoration of the plaza surrounding the Lyndon Baines Johnson Presidential Library in Austin, Texas. Each of these projects were in either the House or Senate bills.

Nixon Presidential records.—The bill includes a provision allowing the transfer of Nixon Administration Presidential records and materials outside the Washington, D.C. metropolitan area, subject to the control of the Archivist and consistent with current laws governing the transfer and storage of Presidential records.

NATIONAL HISTORICAL PUBLICATIONS AND RECORDS COMMISSION—
GRANTS PROGRAM

The conference agreement provides \$10,000,000 as proposed by the House instead of \$5,000,000 as proposed by the Senate.

OFFICE OF GOVERNMENT ETHICS

SALARIES AND EXPENSES

The conferees agree to provide \$10,738,000 as proposed by the House and Senate.

OFFICE OF PERSONNEL MANAGEMENT

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF TRUST FUNDS)

The conferees agree to provide \$119,498,000 as proposed by the House instead of \$118,748,000 as proposed by the Senate. Of this amount, the conferees agree to provide \$750,000 for continuation of the retirement readiness project. The conferees also agree to provide \$135,914,000 as a limitation on administrative expenses to be transferred from the appropriate trust funds, as proposed by the Senate, rather than \$126,854,000 as proposed by the House.

FRANKLIN/HAMPSHIRE/HAMPDEN COUNTIES, MASSACHUSETTS

The conferees are aware that the Federal Salary Council has recommended that Franklin, Hampshire and Hampden counties, Massachusetts, be included into the Hartford Locality Pay Area. The conferees are concerned about the difficulties some Federal agencies have documented in retaining and attracting Federal employees in the Connecticut River Valley. Accordingly, the conferees direct OPM to consider the implementation of the Federal Salary Council's recommendation to include Franklin, Hampshire and Hampden counties into the Hartford Locality Pay Area.

OFFICE OF INSPECTOR GENERAL

The conferees agree to provide \$1,498,000 as proposed by the House and Senate.

HUMAN CAPITAL PERFORMANCE FUND

The conferees agree to provide \$1,000,000, instead of \$2,500,000 as proposed by the House and no funds as proposed by the Senate.

OFFICE OF SPECIAL COUNSEL

SALARIES AND EXPENSES

The conferees agree to provide \$13,504,000 as proposed by the House and Senate.

UNITED STATES POSTAL SERVICE
PAYMENT TO THE POSTAL SERVICE FUND

The conferees agree to provide \$65,521,000, as proposed by the House and Senate. Of this amount \$36,521,000 is provided as an advance appropriation for free mail for the blind and overseas voters. The conferees include \$29,000,000 for prior year reimbursement shortfalls.

POSTAL FACILITY CONSTRUCTION

The conferees are aware that the Postal Service has had a freeze on construction of new postal facilities since 2001. The conferees are also aware that some areas are in desperate need of a new facility, and that some facilities are in dire need of renovation. The conferees direct the Postal Service to evaluate these needs and report within 90 days of the enactment of this Act on localities that require a new postal facility, the current conditions of post offices in need of renovation, and when a new facility or replacement will be built.

TINTON FALLS, NEW JERSEY

The conferees are concerned about the postal needs of the citizens of Tinton Falls, New Jersey. Although Tinton Falls was placed among the top priority postal construction projects in line to receive funding in 1996, funding constraints stopped all construction of new facilities for several years. The conferees recommend that the Postal Service carefully consider the significant need for a new facility in Tinton Falls, and direct the Postal Service to report to the Committees on Appropriations on this matter no later than 90 days after the enactment of this Act.

UNITED STATES TAX COURT
SALARIES AND EXPENSES

The conferees agree to provide \$40,187,000 as proposed by the House and Senate.

WHITE HOUSE COMMISSION ON THE NATIONAL MOMENT OF
REMEMBRANCE

The conferees agree to provide \$250,000 as proposed by the House and Senate.

TITLE V—GENERAL PROVISIONS

THIS ACT

(INCLUDING TRANSFERS OF FUNDS)

Section 501 allows funds to be used for aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law.

Section 502 requires pay raises to be funded within appropriated levels.

Section 503 limits appropriations for services authorized by 5 U.S.C. 3109 to the rate for an Executive Level IV.

Section 504 continues the provision prohibiting funds in this Act for salaries and expenses of more than 106 political and Presidential appointees in the Department of Transportation, and prohibits political and Presidential personnel to be assigned on temporary detail outside the Department of Transportation.

Section 505 prohibits pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act.

Section 506 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided.

Section 507 limits consulting service expenditures in procurement contracts to those of public record.

Section 508 prohibits funds for the implementation of section 404 of title 23, USC.

Section 509 continues the provision prohibiting recipients of funds made available in this Act to release personal information, including a social security number, medical or disability information, and photographs from a driver's license or motor vehicle record without express consent of the person to whom such information pertains; and prohibits the Secretary from withholding funds provided in this Act for any grantee if a state is in non-compliance with this provision.

Section 510 allows funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training to be credited to each agency's respective accounts.

Section 511 authorizes the Secretary of Transportation to allow issuers of any preferred stock to redeem or repurchase preferred stock sold to the Department of Transportation.

Section 512 continues the provision prohibiting funds in this Act unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling \$1,000,000 or more is announced by the department or its modal administration.

Section 513 defines the city of Norman, Oklahoma, as part of the Oklahoma City Transportation Management Area.

Section 514 prohibits funds for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

Section 515 prohibits funds in this Act to be transferred without express authority.

Section 516 allows funds received from certain sources to be credited to appropriations using fair and equitable criteria.

Section 517 reduces the Transportation Working Capital Fund by \$17,816,000.

Section 518 includes a new provision allowing that amounts from improper payments to a third party contractor that are lawfully recovered by the Department of Transportation shall be available to cover expenses incurred in recovery of such payments.

Section 519 authorizes the transfer of unexpended sums from “Office of the Secretary, Salaries and expenses” to “Minority Business Outreach.”

Section 520 is a limitation involving section 307 of the Tariff Act of 1930.

Section 521 modifies a Senate provision regarding stadium overflights.

Section 522 concerns the employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 523 requires entities receiving funds to comply with the “Buy America Act”.

Section 524 is a sense of the Congress regarding the purchase of American-made equipment and products and requires the Secretary of the Treasury to provide a notice describing to all recipients of Federal assistance.

Section 525 regards the ineligibility of persons found guilty of violating “Made in America” labeling provisions from receiving funds.

Section 526 provides that fifty percent of unobligated balances may remain available for certain purposes.

Section 527 restricts the use of funds for the White House to request official background reports without the written consent of the subject individual.

Section 528 exempts contracts under FEHBP from certain cost accounting standards.

Section 529 regards travel by the Office of Personnel Management (OPM) with respect to non-foreign area cost of living allowances and allows OPM to accept and utilize, without regard to any restriction on unanticipated travel expenses imposed in an Appropriations Act, funds made available pursuant to court approval.

Section 530 prohibits the use of funds by any person or entity convicted of violating the Buy American Act.

Section 531 prohibits FEHBP funds from being used to cover an abortion.

Section 532 disallows the previous section if the life of the mother is at risk or in the case of rape or incest.

Section 533 outlines the guidelines for the reprogramming of funds in the Act.

Section 534 limits funding for traffic signs in a language other than English.

Section 535 exempts from certain procurement limitations commercially available information technology.

Section 536 provides a sense of the House of Representatives that empowerment zones within cities should have the necessary flexibility to expand to include relevant communities so that empowerment zone benefits are equitably distributed.

Section 537 provides a sense of the House of Representatives that all census tracts contained in an empowerment zone, either fully or partially, should be equitably accorded the same benefits.

Section 538 prohibits the use of funds for a proposed rule by Treasury relating to the determination that real estate brokerage is a financial activity.

Section 539 provides a sense of Congress that the Department of Transportation should consider programs to reimburse certain airports for financial losses due to Government actions subsequent to the terrorist actions of September 11, 2001.

Section 540 provides a sense of the House of Representatives that public private partnerships could help eliminate some cost drivers on certain highway and transit projects.

Section 541 extends the Breast Cancer Stamp authorization (39 USC 414 (h)) until 2005.

Section 542 restricts funds regarding rules and regulations concerning travel agent service fees.

Section 543 allows the transfer of Nixon Administration Presidential records and materials outside the Washington, D. C. metropolitan area, subject to the control of the Archivist and consistent with current laws governing the transfer and storage of Presidential records.

Section 544 amends the Oklahoma City National Memorial Act of 1997.

Section 545 redesignates unobligated funds from Public Law 102–240 and Public Law 105–178 to carry out existing bridge and ferry projects.

Section 546 amends Section 345(6), Division I, Public Law 108–7.

Section 547 makes certain projects and activities eligible to receive fiscal year 2004 grants.

TITLE VI—GENERAL PROVISIONS

DEPARTMENTS, AGENCIES, AND CORPORATIONS

Section 601 authorizes agencies to pay costs of travel to the United States for the immediate families of Federal employees assigned to foreign duty in the event of a death or a life threatening illness of the employee.

Section 602 requires agencies to administer a policy designed to ensure that all of its workplaces are free from the illegal use of controlled substances.

Section 603 regards price limitations on vehicles to be purchased by the Federal Government.

Section 604 allows funds made available to agencies for travel, to also be used for quarters allowances and cost-of-living allowances.

Section 605 prohibits the government, with certain specified exceptions, from employing non-U.S. citizens whose posts of duty would be in the continental U.S.

Section 606 ensures that agencies will have authority to pay GSA bills for space renovation and other services.

Section 607 allows agencies to finance the costs of recycling and waste prevention programs with proceeds from the sale of materials recovered through such programs.

Section 608 provides that funds may be used to pay rent and other service costs in the District of Columbia.

Section 609 prohibits payments to persons filling positions for which they have been nominated after the Senate has voted not to approve the nomination.

Section 610 prohibits interagency financing of groups absent prior statutory approval.

Section 611 authorizes the Postal Service to employ guards and give them the same special police powers as other Federal guards.

Section 612 prohibits the use of funds for enforcing regulations disapproved in accordance with the applicable law of the U.S.

Section 613 limits the pay increases of certain prevailing rate employees.

Section 614 limits the amount of funds that can be used for redecoration of offices under certain circumstances.

Section 615 allows for interagency funding of national security and emergency telecommunications initiatives.

Section 616 requires agencies, with exceptions, to certify that a Schedule C appointment was not created solely or primarily to detail the employee to the White House.

Section 617 requires agencies to administer a policy designed to ensure that all workplaces are free from discrimination and sexual harassment.

Section 618 prohibits the payment of any employee who prohibits, threatens or prevents another employee from communicating with Congress.

Section 619 prohibits Federal training not directly related to the performance of official duties.

Section 620 prohibits the expenditure of funds for implementation of agreements in nondisclosure policies unless certain provisions are included.

Section 621 prohibits propaganda, publicity and lobbying by executive agency personnel in support or defeat of legislative initiatives.

Section 622 prohibits any Federal agency from disclosing an employee's home address to any labor organization, absent employee authorization or court order.

Section 623 prohibits funds from being used to provide non-public information such as mailing or telephone lists to any person or organization outside the government without the approval of the Committees on Appropriations.

Section 624 prohibits the use of funds for propaganda and publicity purposes not authorized by Congress.

Section 625 directs agency employees to use official time in an honest effort to perform official duties.

Section 626 authorizes the use of funds to finance an appropriate share of the Joint Financial Management Improvement Program.

Section 627 authorizes agencies to transfer funds to GSA to finance an appropriate share of the Joint Financial Management Improvement Program, et al.

Section 628 prohibits the use of funds to limit the options of federal agencies in selecting the online employment information service of their choice.

Section 629 permits breast-feeding in a Federal building or on Federal property if the woman and child are authorized to be there.

Section 630 permits interagency funding of the National Science and Technology Council and provides for a report on the

budget and resources of the National Science and Technology Council.

Section 631 requires documents involving the distribution of Federal funds to indicate the agency providing the funds and the amount provided.

Section 632 extends the authorization for franchise fund pilots for one year in order to allow the Administration to evaluate their results and make a decision regarding permanent authority.

Section 633 prohibits the use of funds to monitor personal information relating to the use of Federal Internet sites to collect, review, or create any aggregate list that includes personally identifiable information relating to access to or use of any federal Internet site of such agency.

Section 634 requires health plans participating in the FEHBP to provide contraceptive coverage and provides exemptions to certain religious plans.

Section 635 provides recognition of the U.S. Anti-Doping Agency as the official anti-doping agency.

Section 636 requires a report by the Inspector Generals detailing policies and procedures for implementing portions of the Rural Development Act, 1972.

Section 637 prohibits funds made available in this or any other Act from being used to purchase goods or services from Federal Prison Industries, Inc., unless such goods or services provide the best value.

Section 638 requires each agency to evaluate the creditworthiness of an individual before issuing the individual a specific charge card.

Section 639 allows the extension of the Federal Election Commission's administrative fine program for two years.

Section 640 requires that the adjustment in rates of basic pay for the statutory pay systems that takes effect in fiscal year 2004 shall be an increase of 4.1 percent.

Section 641 allows for the timely filing of reports with the Federal Election Commission using overnight delivery, priority, or express mail.

Section 642 allows funds appropriated for official travel to participate in the fractional aircraft ownership pilot program.

Section 643 restricts the ability of federal agencies to construct or lease federal law enforcement training facilities except with Congressional approval.

Section 644 prohibits the use of funds to implement or enforce regulations for locality pay areas that are inconsistent with Federal Salary Council recommendations.

Section 645 requires a report from each Federal agency on acquisitions from entities that manufacture the articles, materials, or supplies outside of the United States.

Section 646 prohibits OPM from using any funds to implement the proposed regulations relating to the detail of executive branch employees to the legislative branch, with technical modifications.

Section 647 prohibits the use of funds to convert an activity or function of an Executive agency to contractor performance, with certain exceptions.

Section 648 provides for the funding of airport operations at Midway Atoll Airfield.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 2004 recommended by the Committee of Conference, with comparisons to the fiscal year 2003 amount, the 2004 budget estimates, and the House and Senate bills for 2004 follow:

[In thousands of dollars]	
New budget (obligational) authority, fiscal year 2003	\$44,637,545
Budget estimates of new (obligational) authority, fiscal year 2004	45,507,343
House bill, fiscal year 2004	45,553,216
Senate bill, fiscal year 2004	46,276,508
Conference agreement, fiscal year 2004	45,267,993
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 2003	+630,448
Budget estimates of new (obligational) authority, fiscal year 2004	- 239,350
House bill, fiscal year 2004	- 285,223
Senate bill, fiscal year 2004	- 1,008,515

DIVISION G—DEPARTMENTS OF VETERANS AFFAIRS AND HOUSING AND URBAN DEVELOPMENT, AND INDEPENDENT AGENCIES APPROPRIATIONS

The language and allocations set forth in House Report 108–235 and Senate Report 108–143 should be complied with unless specifically addressed to the contrary in the conference report and statement of the managers. Report language included by the House which is not changed by the report of the Senate or the conference and Senate report language which is not changed by the conference is approved by the committee of the conference. The statement of the managers, while repeating some report language for emphasis, does not intend to negate the language referred to above unless expressly provided herein. In cases where the House or Senate have directed the submission of a report, such report is to be submitted to both House and Senate Committees on Appropriations.

OPERATING PLAN AND REPROGRAMMING PROCEDURES

The conferees continue to have a particular interest in being informed of reprogrammings which, although they may not change either the total amount available in an account or any of the purposes for which the appropriation is legally available, represent a significant departure from budget plans presented to the Committees in an agency's budget justifications, the basis of this appropriations Act.

Consequently, the conferees direct the departments, agencies, boards, commissions, corporations and offices funded at or in excess of \$100,000,000 in this bill, to consult with the Committees on Appropriations in both the House and Senate prior to each change from the approved budget levels in excess of \$500,000 between programs, activities, object classifications or elements unless otherwise provided for in the statement of the managers accompanying this Act. For agencies, boards, commissions, corporations and offices funded at less than \$100,000,000 in this bill, the reprogramming threshold shall be \$250,000 between programs, activities, object