

FISCAL YEAR 1982

PUBLIC LAW 97-102

SEC. 325. Notwithstanding any other provision of law, the Secretary shall, with regard to the Urban Discretionary Grant Program of the Urban Mass Transportation Administration, promptly issue a letter of intent for the Dade County, Florida, Circulator System for \$63,642,666, and, in addition, shall promptly issue a letter of intent for nonrail projects in the Portland, Oregon, Metropolitan region for \$76,800,000 and also issue a letter of intent for the Southeast Michigan Central Automated Transit System for 110 million 1981 dollars.

CONFERENCE REPORT (H. REPT. 97-331)

URBAN DISCRETIONARY GRANTS

Amendment No. 63: Appropriates \$1,479,000,000 instead of \$1,428,000,000 as proposed by the Senate and \$1,555,000,000 as proposed by the House. In addition to the funds included in the conference agreement under this amendment, there will be an additional \$231,000,000 in unobligated carryover funds and transfers available under this heading. These funds are to be distributed as follows:

Bus and bus facilities.....	\$540,000,000
Existing rail modernization and extensions	895,000,000
New systems:	
Miami (rail construction)	70,000,000
Buffalo (light rail).....	16,200,000
Atlanta (rail construction).....	40,800,000
Detroit (central automated transit system).....	20,000,000
Miami (circulator).....	26,000,000
Los Angeles (preliminary engineering).....	10,000,000
Urban Initiatives	30,000,000
Planning.....	55,000,000
Innovative techniques and technology introduction	7,000,000
Total	1,710,000,000

The conference agreement includes language directing the Secretary to issue a letter of intent for the nonrail transit projects in the Portland Metropolitan Region in the amount of \$76,800,000. In keeping with the Department's policy, the letter of intent for section 3 funds will transfer the Department's section 3 commitment to nonrail transit projects in the region. It is the conferees intent that funding of this new letter of intent should commence this year

at the rate of \$15,000,000 annually and that the region should compete equally with other cities for additional section 3 funds and that such UMTA decisions should not be prejudiced by the funds issued through this letter of intent. The conferees concur with House language directing UMTA to issue a full funding contract to Tri-Met in Portland for completion of the Banfield project to ensure completion of the project on schedule.

In order to avoid costly delays the conferees also direct UMTA to provide Tri-Met in Portland with a full funding contract as expeditiously as possible consistent with UMTA's December 22, 1980 letter of intent. The conferees expect and intend that the Banfield project will be completed on schedule.

In addition to the letters of intent contained in the Senate bill, the conferees direct the Secretary to promptly issue a letter of intent for the Central Automated Transit System in the Southeast Michigan Region. This system is a component of the integrated regional transportation plan, portions of which are already under construction, and will require a Federal funding commitment of 110 million 1981 dollars.

FISCAL YEAR 1983

CONFERENCE REPORT (H. REPT. 97-960)

URBAN DISCRETIONARY GRANTS

Amendment No. 53: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: \$1,606,000,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following amounts:

Bus and bus facilities	\$500,000,000
Existing rail modernization and extensions	840,000,000
New systems and new extensions	206,000,000
Baltimore (rail)	(30,000,000)
Buffalo (light rail)	(19,500,000)
Miami (rail)	(32,400,000)
Atlanta (rail)	(20,000,000)
Miami (circulator)	(27,100,000)
Detroit (automated system)	(30,500,000)

Los Angeles (engineering and right-of-way).....	(25,000,000)
Santa Clara (engineering and right-of-way).....	(15,000,000)
Portland.....	(5,000,000)
Seattle.....	(1,500,000)
Planning.....	50,000,000
Innovative techniques and technology introduction.....	10,000,000

Within the funds recommended for rail modernization and extensions, the conferees direct that \$24,000,000 be allocated as a grant for the purchase of the Rock Island rail line between Ft. Worth and Dallas (including necessary rights-of-way and easements). The conferees also direct that \$12,500,000 be allocated for purchase of certain Rock Island and Milwaukee railroad commuter lines by the Chicago RTA. Under application by appropriate officials of Tampa, Florida, not less than \$2,000,000 shall be made available to rehabilitate the existing rail passenger station to provide multi-modal transportation facilities.

The conferees direct that the \$5,000,000 earmarked for Portland is for the federal share of street and transit improvements in downtown Portland related to the Banfield Light Rail alignment.

In the Portland Metropolitan Region, that portion of the \$76,800,000 letter of intent issued in 1982 for non-rail projects, which represents an inflation component, shall be used for non-rail projects and for completion of the Banfield Project as may be determined locally by the Metropolitan Service District without an increase in the full funding contract as approved by UMTA in March of 1982.

If presently available locally allocated interstate transfer funds supplemented as above are determined as of March 31, 1983, to be insufficient to complete the project as presently designed and contracted for in the full-funding contract, the conferees direct that UMTA report the amount and timing of the shortfall to the Appropriations Committees. It is the intent of the conferees that UMTA fund any shortfall with additional section 3 funds as soon as the shortfall has been determined.

The conference agreement includes \$5,000,000 for innovative techniques and \$5,000,000 for technology introduction.

The conferees direct UMTA to issue a letter-of-no-prejudice before April 1, 1983, covering the purchase of rolling stock for the Guadalupe light rail system in Santa Clara County, California. This letter-of-no-prejudice should specify that, if such rolling stock is purchased under the safe harbor leasing provisions of the Tax Equity and Fiscal Responsibility Act of 1982, the Federal tax subsidy afforded under such provision shall be excluded from any amount credited against the local share of future UMTA grants.

Of the funds made available for the Guadalupe light rail system, the conferees direct UMTA to consider right-of-way acquisition and relocation costs as an eligible expense.

The conferees reiterate report language directing UMTA to continue funding planning and technical studies and analyses and to participate in the preparation of environmental statements, including heavy rail, light rail, commuter rail, busway, bus and automated guideway alternatives which UMTA determines are likely to be cost-effective. The conferees specifically direct UMTA to fund and participate in continuing analyses including engineering in Portland (south corridor and westside).

FISCAL YEAR 1984

PUBLIC LAW 98-78

not exceed \$1,225,000,000: *Provided*, That notwithstanding any other provision of law, total amounts of contract authority authorized for fiscal year 1984 in section 21(a)(2)(B) of the Urban Mass Transportation Act of 1964, as amended, shall be available for obligation through fiscal year 1987: *Provided further*, That no funds shall be made available for the proposed Woodward light rail line in the Detroit, Michigan area until a source of operating funds has been approved in accordance with Michigan law: *Provided further*, That the Woodward line restriction shall not apply to alternatives analysis studies.

CONFERENCE REPORT (H. REPT. 98-318)

DISCRETIONARY GRANTS

Amendment No. 44: Limits obligations to \$1,225,000,000 instead of \$1,200,000,000 as proposed by the Senate and \$1,250,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Bus and bus facilities	\$195,000,000
Existing rail modernization and extensions	545,500,000
New systems and new systems extensions.....	399,500,000
Portland	(44,250,000)
Baltimore	(3,500,000)
Detroit	(45,000,000)
Miami	(35,000,000)
Santa Clara	(30,000,000)
Atlanta	(91,250,000)
Los Angeles	(117,200,000)
Houston	(5,500,000)
Jacksonville.....	(15,500,000)
San Diego.....	(8,300,000)
St. Louis.....	(2,000,000)
Buffalo.....	(2,000,000)
Planning	50,000,000
Elderly and handicapped.....	25,000,000
Innovative techniques and technology introduction	10,000,000

The conferees reiterate the Senate report language regarding new rail transit starts and the House report language concerning the issuance of a letter of intent for the Guadalupe Corridor light rail project. The conferees also expect the Urban Mass Transportation Administration to execute the directive contained in the House report concerning a Long Island Railroad rail modernization grant and the directive in the Senate report concerning planning funds for Orlando and Denver. The conferees expect the Secretary to reprogram, with the approval of the House and Senate Committees on Appropriations, any excess discretionary new start funds into the rail modernization activity.

FISCAL YEAR 1985

CONFERENCE REPORT (H. REPT. 98-1159)

DISCRETIONARY GRANTS

Limits obligations to \$1,120,000,000 as proposed by the Senate instead of \$1,100,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Bus and bus facilities	\$130,000,000
Existing rail modernization and extensions	487,500,000
New systems and new extensions.....	422,500,000
Planning	50,000,000
Elderly and handicapped.....	25,000,000
Innovative techniques and technology introduction.....	5,000,000

The conference agreement includes the following amounts for new systems and new extensions:

Portland (light rail)	\$19,000,000
Seattle (bus tunnel)	20,000,000
Detroit (automated system).....	5,000,000
Miami (rail construction and circulator).....	49,000,000
Santa Clara (light rail).....	64,800,000
Atlanta (rail construction)	95,000,000
Los Angeles (rail construction).....	117,200,000
Houston (busways)	35,000,000
Jacksonville (people mover).....	1,800,000
St. Louis (engineering).....	10,000,000
Buffalo (light rail).....	2,700,000
San Diego (light rail).....	3,000,000

The "new start" projects designated by the conferees all have strong local support as demonstrated by the extensive testimony given during the course of the House and Senate appropriations hearings. That testimony showed convincingly that these projects are considered vital to the transportation and urban development goals of those cities.

The conferees are very much aware, however, that the total cost of these projects far exceeds what can reasonably be expected to be available under the existing Discretionary Grant program. According to UMTA estimates, the full dollar demand for new start projects which are at or beyond the preliminary engineering stage is four times greater than available authorizations. The demand for other projects undergoing study could be more than ten times greater than available authorizations.

The conferees believe these demand figures attest to the growing awareness that fixed guideway transit systems are integral to the future growth and development of American cities. Well planned and well designed rail transit projects can contribute significantly to the economic vitality of our large cities, which is an important national objective. In addition, such systems should help us conserve energy, reduce air pollution, and provide essential mobility to the socially and economically disadvantaged. The conferees are pleased that increased national interest is being shown in such projects and intend to make future funding allocations in a way that will promote such interest.

At the same time, the conferees acknowledge that the Federal Government cannot and should not bear the entire load of financing these new systems. By necessity and by design, the conferees expect the Federal role in mass transit to shift increasingly to promoting and planning sound fixed guideway transit projects and to leveraging state, local and private resources to construct these projects. In this regard, it is essential that significant new non-Federal financial sources be developed if the projects currently being planned are to be constructed.

The conferees reiterate that funding earmarks, absent a letter of intent or full funding contract approved by the Appropriations Committees, do not represent long-term commitments to fund any projects to completion. In planning for transit new start projects, the conferees fully expect the transit properties involved to develop viable funding plans which include realistic assessments of future Federal funding. The conferees have attempted to cooperate with interested parties to make such assessments and will continue to cooperate in this manner.

The conferees have also followed with interest UMTA's efforts to develop quantitative criteria with which to evaluate new start proposals. The conferees believe this to be a useful exercise which, if properly designed, can greatly aid Congress in allocating scarce resources. The conferees note, however, that considerable disagreement and dissatisfaction exist within the transit community regarding UMTA's current proposed criteria. The conferees expect UMTA to continue its dialogue with interested parties to achieve a general consensus on final criteria that are, at a minimum, technically unassailable.

It is also the conferees' belief that any criteria should be only advisory in nature. To legislate criteria would be too restrictive in judging projects which can vary widely in terms of benefits, costs, and configuration. If technically sound criteria can be developed that are generally acceptable to the transit community, the conferees intend to use such ratings as a major tool for making future new start allocations.

The conference agreement includes language proposed by the House prohibiting the use of Discretionary Grant funds for the proposed Woodward Corridor light rail project in the Detroit area. This limitation does permit the use of funds necessary to update alternative analysis studies for this project.

The conference agreement includes language proposed by the Senate exempting from the limitation any authority for section 21(a)(2)(B) previously made available for obligation.

FISCAL YEAR 1986

PUBLIC LAW 99-190

SEC. 320. The Secretary of Transportation shall enter into negotiations for full funding contracts with the appropriate local governmental authorities to construct (1) the minimum operable segment, MOS-1, of the downtown Los Angeles to San Fernando Valley Metro Rail project; (2) the north and south legs of the downtown component of metrorail in Dade County, Florida; and (3) the downtown transit project (bus tunnel) in Seattle, Washington: *Provided*, That the Secretary shall commence negotiations with appropriate local authorities to enter into such contracts no later than 30 days after enactment and shall conclude such negotiations no later than 90 days after enactment: *Provided further*, That such contracts shall cover total project costs including federal financial participation consisting of fiscal year 1984 and fiscal year 1985 discretionary grants funding made available pursuant to section 331 of this Act, fiscal year 1986 discretionary grants funding in accordance with the accompanying Joint Explanatory Statement of the Managers, and future funding as made available by the Congress.

CONFERENCE REPORT (H. REPT. 99-450)

DISCRETIONARY GRANTS

Limits obligations to \$1,045,000,000 instead of \$1,010,000,000 as proposed by the House and \$1,100,000,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Bus and bus facilities	\$145,000,000
Rail modernization and extensions	430,000,000
New systems and new extensions.....	385,000,000
Portland	(8,950,000)
Seattle	(24,650,000)
Miami	(38,000,000)
Santa Clara	(65,000,000)
Atlanta	(69,000,000)
Los Angeles	(101,000,000)
Houston.....	(54,750,000)
St. Louis	(13,500,000)
Buffalo.....	(850,000)
San Diego.....	(9,300,000)
Planning	50,000,000
Elderly and handicapped.....	30,500,000
Innovative techniques and technology introduction	5,000,000

The conferees intend that the \$850,000 included under new systems for Buffalo shall be used only for light rail construction on the Naval Park Station.

The conferees expect UMTA to be fully responsive to report language in the Senate Report 99-152 directing UMTA to credit certain funds beyond the local contribution, provided by local governments and downtown business towards the local match for additional federal monies on the Banfield project in Portland, Oregon.

The conferees have deleted the statutory requirement for letters of intent for Seattle, Los Angeles and Miami. However, the conference agreement includes languages requiring the Secretary to commence negotiations with appropriate local authorities to execute full funding contracts for Seattle, Los Angeles and Miami based upon past-years' funding and the available fiscal year 1986 funding identified elsewhere in the statement of the managers. Future years' funding will be considered in subsequent appropriation Acts. Such contracts shall provide for completion of these projects according to the following distribution:

Total Federal funding

<i>Project</i>	<i>Amount</i>
Los Angeles, MOS-1.....	\$429,000,000
Miami, DCM (north and south legs).....	180,000,000
Seattle, bus tunnel.....	175,000,000

In directing the Secretary to enter into negotiations of full funding contracts, the conferees expect that at least the following conditions will be included in such contracts. Each contract shall provide for a stable and reliable financial plan, agreed upon by both parties. The financial plan required should also identify actions to be taken if revenue forecasts prove to be inadequate with reference to capital and operating costs.

In setting a limit in UMTA's financial participation in these projects, the conferees do not intend to include cost overruns in excess of agreed upon extraordinary costs under the full funding contracts. The contracts shall contain language to provide that such cost overruns will be paid for from non-federal sources of funds. Also, assurances should be provided for adequate bus operations to support each system and other transit needs.

The conferees fully expect the Secretary and the designated cities to reach agreement within the 90-day time limit. This deadline may only be extended upon agreement by both parties. If the deadline is not met, the conferees expect the parties to report to the House and Senate Committees on Appropriations on the reason for any delays and to continue reporting on the status of the negotiations at regular intervals until each contract is executed.

In the absence of good faith negotiations by either party, the conferees intend to revisit the necessity for further legislative action regarding full funding contracts for these three projects.

FISCAL YEAR 1987

PUBLIC LAW 99-591

SEC. 323. The Secretary of Transportation shall enter into negotiations with the City of Philadelphia, Pennsylvania, for an amendment to the full funding contract in effect with regard to the Center City Commuter Connection (UMTA Project No. PA-03-0013): *Provided*, That the Secretary shall commence negotiations with the appropriate local authorities to enter into such agreement no later than 30 days after enactment of this section and shall conclude an agreement no later than 90 days after enactment of this section: *Provided further*, That the agreement shall provide for the reimbursement of the Federal share of extraordinary costs incurred by the City on the project, including, but not limited to, existing eminent domain damages, a reasonable estimate of anticipat-

CONFERENCE REPORT (H. REPT. 99-976)

Amendment No. 86: Limits obligations to \$1,002,500,000 instead of \$990,000,000 as proposed by the Senate and \$1,015,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Bus and bus facilities	\$140,000,000
Rail modernization and extensions	410,000,000
New systems and new extensions	365,000,000
Portland (light rail)	(1,300,000)
Seattle (bus tunnel)	(67,870,000)
Miami (circulator)	(12,000,000)
Santa Clara (light rail)	(18,450,000)
Atlanta (rail construction)	(91,080,000)
Los Angeles (rail construction)	(107,920,000)
Houston (busways)	(47,000,000)
St. Louis (light rail)	(12,830,000)
Denver (busway)	(6,550,000)
Planning	45,000,000
Elderly and handicapped	35,000,000
Innovative techniques and technology introduction	7,500,000

The conferees direct that priority consideration be given to discretionary bus grant applications from the Montachusett Area Regional Transit Authority, Massachusetts; Juneau, Alaska; and Buffalo, New York. The conferees also direct that \$40,000,000 of the rail modernization allocation to the New York MTA be made available solely for the extension and completion of full electrified service on the Long Island Railroad's Port Jefferson line east of Northport, the funds to be part of New York's historical share of rail modernization funds.

The conferees direct that San Francisco Muni's capacity improvements to the Embarcadero Station from the existing terminus to a surface turnback facility in the vicinity of Harrison Street shall be considered a rail modernization project. The conferees continue to support this project.

The conferees agreement includes \$5,000,000 for the rural transportation assistance program as specified in Senate report 99-423.

The conference agreement requires the Secretary of Transportation to execute an amendment to the full funding contract for the Center City Commuter Tunnel in Philadelphia, Pennsylvania. The amendment must include the federal share of costs incurred by the City in complying with requirements imposed by the Northeast Corridor Improvement Project and the Northeast Rail Service Act of 1981. The City has identified these costs in its submissions to the Department of Transportation. The amendment must also cover both existing and anticipated eminent domain charges. The City has also enumerated those costs.

The conferees take note that the City of Philadelphia first applied to UMTA for reimbursement of extraordinary costs in August 1983 and that committee report language urging UMTA to settle the City's claims has not produced the desired result.

The conferees also urge UMTA to resolve as quickly as possible the City's claim for removal of a \$4.7 million audit exception placed on the project.

FISCAL YEAR 1988

CONFERENCE REPORT (H. REPT. 100-498)

DISCRETIONARY GRANTS

Limits obligations to \$1,130,500,000 instead of \$1,187,160,000 as proposed by the Senate and \$1,200,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Bus and bus facilities	\$145,500,000
Rail modernization and extensions	427,000,000
New systems and new extensions.....	407,750,000
Los Angeles	(140,500,000)
Seattle	(67,500,000)
Miami	(17,500,000)
Atlanta	(106,000,000)
St. Louis	(54,450,000)
Denver	(14,200,000)
Salt Lake City.....	(3,600,000)
Jacksonville.....	(4,000,000)
Planning	45,000,000
Elderly and handicapped, and innovative techniques	35,000,000
University centers	5,000,000
Section 9B formula grants	65,250,000

Philadelphia rail modernization projects.—The conferees direct that \$19,000,000 be made available out of rail modernization funds to the Southeastern Pennsylvania Transportation Authority (SEPTA) to be used solely as follows:

\$9,500,000 for automatic speed controls;

\$5,700,000 for the Temple University intermodal transportation demonstration project and regional rail division station to be developed in cooperation with Temple University;

\$950,000 for improvements at the Amtrak North Philadelphia station site under the refurbishment project developed by Amtrak in cooperation with the Philadelphia Industrial Development Corporation; and

\$2,850,000 for the construction of a new University City rail station to serve the Civic center, Veterans Hospital complex, University of Pennsylvania, Drexel University and Franklin Field.

The intermodal transportation demonstration project is designed to meet the needs of the elderly and handicapped, and the conferees expect the university and SEPTA to report to UMTA on how the project improved the mobility of these persons.

Bay Area Rapid Transit District.—The conferees understand that in lieu of an amendment restricting funding for the Bay Area Rapid Transit District (BART), and in keeping with resolutions adopted by the Metropolitan Transportation Commission (MTC), no funds shall be approved by the MTC for the SamTrans Colma BART station project until an agreement that satisfies the concerns of the Bay Area Congressional and State legislative delegations is reached among the involved parties on the priority and funding of the Colma project in the context of a regional program of rail extensions. The conferees further understand that the MTC resolutions do not intend to affect any other current or future BART project and relate only to the project currently under discussion.

FISCAL YEAR 1989

PUBLIC LAW 100-457

SEC. 344. For the purpose of making grants under section 3 of the Urban Mass Transportation Act of 1964, as amended, the requirements of section 3(a)(2)(A)(ii) shall not apply to the Caltrain project specified in House Report 100-691, and the Urban Mass Transportation Administration shall release the amounts for that project.

CONFERENCE REPORT (H. REPT. 100-957)

Amendment No. 101: Limits obligations to \$1,140,000,000 as proposed by the House instead of \$1,250,000,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Bus and bus facilities	\$144,000,000
Rail modernization and extensions	439,000,000
New systems and new extensions.....	402,000,000
(Seattle—bus tunnel)	(18,000,000)
(Miami—circulator).....	(14,500,000)
(Atlanta—rail construction).....	(70,000,000)
(Los Angeles—rail construction)	(148,000,000)
(St. Louis—light rail).....	(60,000,000)
(Denver—busway).....	(16,000,000)
(Salt Lake City—engineering and design).....	(5,000,000)
(Jacksonville—automated skyway).....	(7,000,000)
(Newark—preliminary engineering).....	(2,000,000)
(Baltimore—light rail).....	(6,000,000)
(Houston—light rail).....	(50,000,000)
(Portland—light rail).....	(5,500,000)
Planning	45,000,000
Elderly and handicapped.....	35,000,000
University transportation centers	5,000,000
Section 9(B) formula grants	70,000,000

Portland, OR Projects.—The conference agreement includes \$5,500,000 for a \$19,200,000 demonstration project in Portland, Oregon, called "Project Break-Even," with the understanding that these funds are contingent upon approval of the local comprehensive plan. The conferees encourage UMTA to work with the Tri-County Metropolitan Transit District to fund the balance of the project out of discretionary monies. This effort is intended to establish that public/private co-venture strategies can be used by existing rail or planned rail systems to substantially reduce their need for long-term operating assistance. This project would fund a joint development project, including the purchase of land, site improvements and other activities, which would be located contiguous to and on either side of the existing light rail system. Joint use of the property and improvements for private development shall be considered incidental and consistent with the project purposes by UMTA. The conferees expect that, based on preliminary information, the combination of increased ridership and the return to the light rail system of lease revenues will enable the system to substantially reduce its reliance upon operating assistance.

In lieu of further extension of the section 3 1982 letter of intent for bus-related improvements for Portland, Oregon, as urged in the House Report, the conferees direct that UMTA provide \$14,200,000 out of bus and bus-related improvements for the purpose of enabling the Tri-County Metropolitan Transit District to complete a bus purchase program that will substantially modernize its aging fleet. The conferees also direct that these funds be made available over and above any monies included in the 1982 letter of intent and that they be provided without prejudice to the region competing equally with other cities for additional funds.

The conferees reiterate the House and Senate language that the \$2,500,000 for the intermodal station at the new convention center is in addition to the 1982 letter of intent for bus and bus-related improvements and is to be made available without prejudice to the region competing equally with other cities for additional funds and without drawing on current regional commitments.

Dallas New Start Project.—In making the distribution of new systems funds, both Committees allocated \$5,000,000 to Dallas. As a result of the recent defeat of the Dallas local transit bond referendum, the conferees have deleted funding for this project in fiscal year 1989 while local officials develop a new service plan to address the area's long-term transit needs. Although the conferees have deleted this initial allocation for Dallas, the conferees recognize the need for major transit improvements in the Dallas area, as well as the continued local efforts to improve mass transit through the dedicated funding source and the intent of DART to provide a significant level of local funding beyond the required matching levels for the total project cost. The conferees expect that both the House and the Senate will give priority consideration to providing federal funds for the DART project when the Dallas area has developed and obtained a local consensus for a new transit plan. The conferees wish to make clear that their action to redistribute the initial allocation of funds for DART should not be construed as an action prejudicial to future funding for the agency's revised and locally approved plan.

Dallas-Fort Worth "Railtran" Project.—The conferees are aware that the cities of Dallas and Fort Worth have proposed to UMTA that it participate in a joint study of potential uses of the 34-mile Railtran right-of-way. The conferees support such a study and urge the administrator to fully support these planning efforts.

Extension of CETC.—The conferees have agreed on a 4-year cost sharing plan to extend a centralized and electronic train control system in the Northeast Corridor. The conferees expect UMTA to cooperate in carrying out this plan as described under amendment no. 92.

FISCAL YEAR 1990

CONFERENCE REPORT (H. REPT. 101-315)

Amendment No. 97: Deletes Senate language providing \$5,000,000 of fiscal year 1990 funds and \$2,000,000 of prior year funds for preliminary engineering work on the Newark International Airport rail link. The House bill contained no similar provision.

The bill contains an obligation limitation of \$1,140,000,000. The conference agreement distributes these funds as follows:

Bus and bus facilities.....	\$132,500,000
Rail modernization and extensions.....	432,000,000
New systems and new extensions.....	420,500,000
(Los Angeles—rail construction).....	(140,000,000)
(Atlanta—rail construction).....	(52,500,000)
(St. Louis—light rail construction).....	(67,500,000)
(Miami—rail construction).....	(12,000,000)
(San Francisco—rail construction and PE).....	¹ (28,500,000)
(Houston—construction and PE).....	(65,000,000)
(Denver—HOV).....	(16,000,000)
(Portland—right-of-way).....	(8,000,000)
(Baltimore—light rail construction).....	(6,000,000)
(Jacksonville—auto. guideway).....	(15,000,000)
(Cleveland—PE).....	(2,000,000)
(Newark—PE).....	(5,000,000)
(Chicago—AA).....	(1,000,000)
(Salt Lake City—light rail construction).....	(2,000,000)
Planning.....	45,000,000
Elderly and handicapped.....	35,000,000
University transportation centers.....	5,000,000
Section 9(B) formula grants.....	70,000,000

¹ Distribution between Colma extension and TASMAN to be determined by the Metropolitan Transportation Commission.

Salt Lake City.—The conferees concur that the new funds provided are for further right-of-way acquisition.

Los Angeles.—The conferees concur with the House report language directing UMTA to consider the Los Angeles Metro Rail Project corridor alternatives analysis/draft environmental impact statement as a separate project within the urbanized area, and to allow that project to proceed without prejudice from or to any other project in that urbanized area.

St. Louis.—The conferees concur with the Senate report language directing UMTA to amend the St. Louis full funding grant agreement (FFGA) to accommodate the impacts of the recently announced plans to construct new runways at the St. Louis Lambert International Airport.

The conferees also concur with the Senate report language that directs that, notwithstanding the UMTA proposed rulemaking that would affect advancement of the proposed extension of the metro link system from systems analysis to alternatives analysis on a line to Belleville, IL, \$450,000 of the funds earmarked for the project in fiscal year 1990 may be used for the purpose of conducting an alternatives analysis study in a corridor between downtown St. Louis and Belleville, IL.

Portland.—The conferees wish to clarify that the amount of the federal obligation for the Westside light rail extension project referred to in report language is that amount of the total project cost for the segment between downtown Portland and 185th which is equal to the maximum percentage share available under existing law for "new start" projects. The conferees reiterate that the alternative analysis and preliminary engineering for the Hillsboro segment and preliminary engineering for the downtown Portland to 185th segment shall proceed independent of and concurrent with each other and, upon completion of alternatives analysis and preliminary engineering for the second segment to Hillsboro, that the second segment shall be eligible for inclusion in a revised full funding agreement that would include both segments at the maximum federal share.

Upon initiation of alternatives analysis for the Eastside/I-5 and I-205 corridors by the Portland-Vancouver metropolitan area, UMTA is directed to approve Clark County, Washington, and Oregon City, Oregon, as the corridors termini. Further, the conferees instruct UMTA to permit the Portland-Vancouver metropolitan area to proceed with the alternatives analysis/draft environmental impact statement for any portion of or for the entire length of the corridors without prejudice to any other project in the urbanized area.

FISCAL YEAR 1991

CONFERENCE REPORT (H. REPT. 101-89)

Amendment No. 111: Limits obligations to \$1,400,000,000 as proposed by the Senate instead of \$1,200,000,000 as proposed by the House.

The conference agreement distributes these funds as follows:

Bus and bus facilities.....	\$220,000,000
Existing rail modernization and extensions.....	455,000,000
New systems and new extensions.....	440,000,000
(Los Angeles).....	(150,000,000)
(Atlanta).....	(30,000,000)
(St. Louis).....	(60,000,000)
(San Francisco).....	(40,000,000)
(Honolulu).....	(11,000,000)
(Houston).....	(32,000,000)
(Dallas).....	(20,000,000)
(Denver).....	(17,600,000)
(Baltimore).....	(5,000,000)
(Jacksonville).....	(14,000,000)
(Cleveland).....	(5,000,000)
(Hudson waterfront).....	(20,000,000)
(Chicago).....	(16,000,000)
(Miami).....	(12,000,000)
(Salt Lake City).....	(5,000,000)
(San Diego).....	(400,000)
(Chattanooga).....	(1,000,000)
(Portland).....	(1,000,000)
Planning.....	45,000,000
Elderly and handicapped.....	35,000,000
University transportation centers.....	5,000,000
Section 9B formula grants.....	200,000,000

Portland Westside light rail.—The conferees concur with the Senate report language and require that the data requested on the Westside light rail project in Portland, Oregon, be provided under the Urban Mass Transportation Administration's major capital investment project planning procedures pursuant to House Report 101-183 and that the project proceed to final design and the execution of a full funding agreement under those same procedures. In addition, the conferees expect the data to fully reflect Tri-Met's on-going experience with its existing light rail alignment.

FISCAL YEAR 1992

PUBLIC LAW 102-143

SEC. 325. Notwithstanding any other provision of law, the Secretary shall, with regard to the Discretionary Grants program of the Urban Mass Transportation Administration, by February 14, 1992, enter into a full funding grant agreement with the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) for the construction of the locally preferred alternative for the Westside Light Rail Project, including systems related costs, as defined in Public Law 101-516. That full funding agreement shall provide for a future amendment under the same terms and conditions set forth above, for the extension known as the Hillsboro project which extends from S.W. 185th Avenue to the Transit Center in the city of Hillsboro, Oregon. Subject to a regional decision documented in the Hillsboro project's preferred alternatives report, the Secretary shall enter into an agreement with the Tri-County Metropolitan Transportation District of Oregon to initiate preliminary engineering on the Hillsboro project, which shall proceed independent of and concurrent with the project between downtown Portland, Oregon and S.W. 185th Avenue.

SEC. 330. SOUTH BOSTON PIERS TRANSITWAY.—Notwithstanding any other provision of law, the Secretary shall, with regard to the Discretionary Grants program of the Urban Mass Transportation Administration—

(a) issue a letter of no prejudice, effective as of or retroactive to October 1, 1991, for preliminary engineering and final design, and enter into a full funding agreement, including system related costs, by June 1, 1992, for the portion of the South Boston Piers Transitway Project between South Station and the portal at D Street in South Boston, Massachusetts. That full funding agreement shall provide for a future amendment under the same terms and conditions set forth above, for the extension of the Transitway from South Station to Boylston Station; and

(b) issue a letter of intent by September 30, 1992, for the extension of the Transitway from South Station to Boylston Station.

CONFERENCE REPORT (H. REPT. 102-243)

Amendment No. 102: Limits obligations to \$1,900,000,000 as proposed by the House instead of \$535,000,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Bus and bus facilities	\$230,000,000
Existing rail modernization and extensions	550,000,000
New systems and new extensions	565,000,000
(Los Angeles)	(135,000,000)
(Atlanta)	(20,000,000)
(St. Louis)	(35,000,000)
(San Francisco)	(55,000,000)
(Honolulu)	(40,000,000)
(Houston)	(30,000,000)
(Dallas)	(40,000,000)
(Baltimore)	(5,000,000)
(Jacksonville)	(10,000,000)
(Cleveland)	(1,000,000)
(New Jersey Urban Core)	(70,000,000)
(Chicago)	(21,000,000)
(Miami)	(11,000,000)
(Salt Lake City)	(5,000,000)
(San Diego)	(1,000,000)
(Pittsburgh)	(15,000,000)
(Portland)	(26,000,000)
(New York)	(11,000,000)
(Boston)	(21,000,000)
(Kansas City)	(1,000,000)
(Philadelphia cross-country)	(1,000,000)
(Seattle-Tacoma)	(10,000,000)
(Orlando)	(1,000,000)
Planning	45,000,000
Elderly and Handicapped	55,000,000
University transportation centers	5,000,000
Section 9B formula grants	450,000,000

Houston.—The conferees recommend \$30,000,000 for Houston transit new start projects. The conferees agree that no money should be obligated specifically for Houston monorail without a strong consensus within the public, along with local, state and federal representatives consistent with UMTA rules and regulations applicable to new start projects. The conferees also direct UMTA to keep previously earmarked funds for transit projects in the City of Houston unobligated.