

Hooley Accomplishments Locally

Oregon State Police – Helped in awarding \$341,695 to the Forensic DNA Lab Improvement at the **Oregon State Police Forensic Services Division**.

Wilsonville Area – Together, with Congressman Wu, announced that Louisiana Pacific Corporation in Sherwood had been awarded over \$2 million to produce wood adhesives from bark and other wood waste of the **Louisiana Pacific Wood Mill** in June of 2000.

Portland Metro Area - Hooley inserted provisions into H. R. 1776, *the American Homeownership Act of 1999*, that set aside \$3 million in Housing Urban Development HOME funds to fund three pilot programs that will encourage local governments to work together to develop regional strategies for the provision of affordable housing.

Molalla – Congresswoman Hooley obtained \$400,000 through the Labor Health and Human Services Appropriations Bill passed by Congress in November 1999 for the **Molalla City Library**.

Salem – Hooley lobbied the U. S. House of Representatives Appropriations Committee for \$1 million in federal funds for construction of a continuous pedestrian walkway and safety barrier east of the Union Pacific Railroad tracts on City of Salem right-of-way along a stretch of 12th Street.

Salem – In the FY 2000, Congresswoman Darlene Hooley worked to secure funding for a \$15.255 million **Armed Forces Reserve Center** in Salem.

Newport – Voted to pass the FY 2001 Energy and Water appropriations bill that included \$7.895 million in funds to repair the **North Jetty in Yaquina** harbor and \$148,000 for a study of the jetty in **Tillamook Bay**.

Gervais – Congresswoman Hooley secured \$376,119 in federal funds for the **Gervais Community Learning Center**.

Western Oregon University – Hooley secured \$100,000 in grants to **Western Oregon University** for its Rehabilitation Counseling Program which educates masters levels students for working with **deaf children and adults**.

Tillamook County – Had \$10.8 million in funds awarded to the Oregon Department of Transportation to reimburse them for the expenses of the flood damages of the 1996-7 floods and the more recent slides on **Highway 101** south of Yachats and north of Newport.

Tillamook County – As a member of the Budget Committee, made salmon recovery a priority for FY 2001. Asked for \$160 million for salmon recovery, \$90 million to split between Alaska, Washington, Oregon, and California.

Tillamook County – Currently seeking funding from the Labor/HHS Subcommittee for the historical Tillamook Museum. Hooley has been working with the Museum to help secure federal funding assistance.

Tillamook County – Asked for continued funding for Jobs in the Woods program, which provided over 1,400 jobs and has been vital to timber communities in the county.

Tillamook County - \$1 million for Methane Energy & Agricultural Development (MEAD) project to find comprehensive answer to managing Tillamook's dairy waste problem.

Rockaway and Tebo – Trying to establish health clinics that would provide health services to children, Latinos, low-income residents, and senior citizens.

Lincoln County - \$3 million for Newport Airport approach lighting system.

Lincoln and Tillamook County – Voted for H. R. 3081, Small Business Tax Fairness Act. Good for Tillamook businesses.

Hooley Accomplishments Crime

- **Tammy's Law.** H.R. 2828.
- **Seniors Scams.**
- **Identity Theft Legislation.**
- **COPS: Funding and Reauthorization.** Hooley introduced **H.R. 3144, COPS 2000**, a bill to re-authorize the highly successful COPS program created by the 1994 Crime Act. The current COPS program that expired in 2000, allowed local communities to hire more than 100,000 new police officers nationwide. This new extension, known as the **PROTECTION (Provide Reliable Officers, Technology, Education Community Prosecutors, and Training in Our Neighborhoods) Act** would authorize \$1.5 billion for the hiring of additional officers over the next five years.
- *Acquired \$623,000 for Oregon Department of Justice Crime Victims Fund in the form of a grant. These funds are used primarily to reimburse victims and survivors of domestic violence, sexual assault, child abuse, drunk driving, homicide, and other crimes for out-of-pocket expenses such as medical costs, mental health counseling services, funeral and burial expenses and lost wages or loss of support.*
- Voted in May of 1997 for \$2.97 million for **Juvenile Accountability Program**. This money was later awarded to the Oregon Department of State Police Criminal Justice Services Division for the implementation of a new program to promote greater accountability in the juvenile justice system.
- **Center for Rural Law Enforcement.** With Asa Hutchinson.
- **Juvenile Accountability and Crime Prevention Act** (Clackamas model).
- *\$1 million in funds to Clackamas County for law enforcement communications system modernization.*
- Hooley pushed for passage of the 1999 **Consequences for Juvenile Offenders Act**.
- **Inhalants Legislation.** Congresswoman Hooley introduced H. R. 4565, which changed the Safe and Drug Free Schools Act to include inhalant abuse as an eligible category for Federal funding. The Safe and Drug Free Schools Act currently provides funding for education, prevention, and drug counseling programs in schools. This act listed specific drug abuses eligible for funding including marijuana and alcohol abuse, but it previously did not include inhalants.
- **HIDTA Designation** for I-5 corridor.

Hooley Accomplishments Agriculture

- **Estate Tax Relief and Repeal.** A bi partisain effort with the help of Greg Walden (R-OR) and Congressman Cooksey.
- **Crop insurance.** Co-sponsor of H.R. 2559, Agricultural Risk Protection Act. To help insure that more farmers and more types of crops are eligible for these types of insurances.
- **Dairy Prices.** Co-sponsor H.R. 1402, Federal Milk Marketing Order Reform. To help Oregon dairy farmers.
- **Small Fruits and Nursery Crop Research** - \$80 million increase in farm service agency.
- **CREES** – Cooperative State Research Education and Extension Service.
- **Goose Depredation** – For the FY00, \$2 million for Oregon and Washington. For the FY01 nothing has been earmarked, but surrantly working in Congress for another \$2 million.
- **Country of Origin Labeling.** H.R. 1145.
- **Support Government Programs** that provide safety net for farmers who produce sugar and ethanol products (beets and grass seed).
- **Oregon Garden Project.**
- **Opposed “takings”** legislation in the 105th and 106th Congress.

Hooley Accomplishments Education

- Hooley has supported **21st Century Communities Learning Initiatives**, a program that in 1998 brought \$600,000 in the form of a Department of Education grant for Houck, Parrish, and Waldo Middle Schools and in 2000 brought \$376,000 for the Gervais Community Learning Center.
- Co-sponsored HR 4094, **America's Better Classroom Act** with Congresspersons Nancy Johnson (R-CT) and Charles Rangel (D-NY). In Oregon, this **Class Size Reduction Program** created 17 new first grade teachers, 14 second grade, 12 third grade, and 3 in other grades.
- Hooley worked with Congressman Greg Walden (R-OR) on the **Child Care Tax Credit**. This budget committee amendment would *expand the Child Care and Development Block Grant by \$16.2 billion* over ten years, starting in FY 2001.
- Supported budget committee amendment for 100,000 new teachers, starting in FY 2000. The goal of this program was to hire qualified teachers over the next seven years that would reduce class sizes in grades 1-3 to a nationwide average of 18.
- Congresswoman Hooley worked to pass the **IDEA Full Funding Act** of 2000 that authorizes funding for the **Individuals with Disabilities Education Act (IDEA)** to achieve full funding of that Act by 2010.
- Helped to *pass into law the Charter School Expansion Act* that revised the Public Schools statute to increase its funding to \$100 million in 1999. This law also expanded technical assistance to charter schools.
- Introduced **Technical Education Capital Investment Act**, HR 709.
- Introduced **Youth Education Development Act**, H.R. 2975. The bill provides opportunities for our nation's adolescents by making competitive grants to public agencies and non-profit organizations to improve adolescents' educational performance, health and fitness, life skills, and family relationships. It also establishes training programs that provide internships to teachers in their course of study, as well as providing education courses for elementary and secondary school teachers. It establishes a grant program to provide job-training courses at community colleges. Provides funds to hire 100,00 teachers nationwide, helping to reduce class sizes in early grades. Provides \$25 billion in tax credits to help modernize our nation's aging school buildings. Lastly, provided needy students access to college education by raising the maximum award of the Pell Grant to \$6,500.
- Co-sponsored H.R. 800, the **Education Flexibility Partnership Act** of 1999. This bill was signed into law by the President on April 29, 1999 and is now Public Law 106-25. It included the Goals 2000: Educate America Act that currently authorizes twelve states (including Oregon) to participate in the Education Flexibility

Partnership Demonstration Program (Ed Flex). This new law gives all fifty states greater state and local flexibility in using federal education funds to support locally designed, comprehensive school improvement efforts, in exchange for increased accountability for results. The law removes Ed Flex from the Goals 2000 statute, adds additional accountability measures, and requires a Title I plan to be in place for states to be eligible.

- Co-sponsor of **America's Better Classroom Act of 2000**. This bi-partisan bill would provide federal tax credits to pay the interest cost on \$25 billion of school modernization bonds.
- Hooley supported a \$10 million increase for the **National Endowment for the Arts**, which supports artistic excellence in our uniquely diverse American culture.
- Introduced H.R. 709, **The Technology Education Capital Investment Act of 1999**. This bill creates a scholarship for students entering math, science, and engineering degree programs; establishes a start-up grant for university programs that offer internships with high-technology firms to higher-education students; it permanently extends the employer-provided educational assistance tax exemption, and expands the exemption to graduate students; this bill increases support for NSF informal science programs at the K-12 level; augments community-college programs, emphasizing worker retraining programs; and lastly establishes a commission to examine workforce shortages in technology industries.
- In the 105th Congress (1997-1998), Hooley supported the Higher Education Tax Credit, the HOPE Scholarship, the 100% tax credit for the first \$1000 of tuition, Loan Interest Deductions, and Education IRAs.

Hooley's Veteran Accomplishments

- Honoring the service of our veterans has been one of her top priorities. She has long sought to convince the VA to open a new outpatient clinic for the veterans and their spouses in Salem. In addition to presenting petitions from local veterans to the VA, in 1999, she introduced H.R. 3079, a bill directing the creation of an outpatient clinic in Salem.
- Hooley has stood up against decreasing Veteran benefits. In 1999, Hooley introduced a resolution expressing the need to fully meet the health care needs of our veterans in future budget resolutions. Over 50 members from both parties cosponsored this measure, H.C.R. 225. Unfortunately, the FY 2001 Budget would actually DECREASE veterans' health care spending by 2005. Given our national prosperity and projected budget surpluses, Hooley opposed this misguided resolution in both Committee and in the full House.
- Hooley voted for the Veterans Millennium Health Care and Benefits Act, P.L. 106-117. This law expands long-term and home health-care coverage to veterans, and also provides higher priority access to our veterans that earned a Purple Heart. Hooley is also a co-sponsor of a resolution urging the Postal Service to issue a commemorative stamp honoring Purple Heart recipients. H.C.R. 77.
- Hooley is a co-sponsor of legislation to increase travel reimbursement payments to veterans in rural areas that are forced to drive long distances to receive medical treatment at VA facilities. The current VA travel reimbursement rate is only 11 cents per mile, while Federal employees are allotted 32.5 cents per mile for Federal employees. H.R. 4716 would entitle veterans to receive the same reimbursement that is given to Federal employees. Six major veteran's organizations have endorsed this legislation, including the Veterans of Foreign Wars, American Veterans, Paralyzed Veterans of America, Vietnam Veterans of America, Disabled American Veterans and the American Legion.

Hooley Accomplishments Taxes

- Twice in 2000, Congresswoman Hooley voted to eliminate the marriage penalty—a provision in the tax code that can require dual income couple to pay up to \$3,000 more in taxes just because they are married. She does not think this is fair. This was an affordable tax cut scoring at \$202 billion over ten years. (Roll Calls #392 & #418 on agreeing to H. R. 4810, The Marriage Penalty Relief Act).
- Hooley also voted for a complete elimination of the estate tax that would cost us \$105 billion over eight years. I voted to eliminate this tax because I do not believe it is fair to tax the assets of an individual, who has already paid a tax on his earnings, upon his deaths. This is essentially double taxation. I also believe that this is a tax that hurts small businesses and family farms making it more difficult to pass asset rich, but cash poor businesses along to the next generation. (Roll Call #254, on agreeing to H.R. 8, The Death Tax Elimination Act).
- Darlene Hooley voted to reduce the tax on Social Security earnings that would cost \$117 billion.
- Congresswoman Hooley supported to increase IRA contributions from \$2,000 to \$5,000, costing \$521 million, which will help increase the American savings rate. This bill is especially well timed as the Treasury Department just issued a study stating that the savings rate among Americans is currently dipping below zero.
- In total, these Hooley supported tax cuts equal to \$476 billion. Additionally, the surplus estimate is now almost twice as high as it was in 1999, at \$2.1 trillion.

Hooley Health Care Accomplishments

- Hooley has fought to increase funding for the **National Institutes of Health (HIN)** during the Budget Committee hearings, in testimony before the Labor Health and Human Services Appropriations Committee, and in legislation that she supported in Congress. Because of the support she had from hundred of constituents, the NIH budget was *increased by \$2.3 billion for fiscal year 2000*. Increased NIH funding will help our ongoing fights with cancer, diabetes, heart disease, and thousands of other illnesses that confront millions of American families each year.
- After learning of the strong evidence that the pharmaceutical industry is engaged in price gouging against our seniors, *she requested the Government Reform Committee to conduct three studies to analyze why people in our part of Oregon are paying so much for their prescription drugs*. Congresswoman Hooley learned that residents in our district pay 83% more than the same drugs would cost persons in Canada. We pay almost twice as much for specific medications as drug companies charge their HMOs. We pay an average of 131% for the same exact medicine and same exact dosage that we pay to treat illnesses in our pets. Hooley has and will continue to support a real prescription drug benefit for our seniors. I support including a benefit in Medicare, so the federal government can not only negotiate for the same discounts that are given to HMOs, but ensure seniors guaranteed coverage.
- Oregon has long been an efficient provider of health care. As a result, while Oregon seniors have contributed as much to the Medicare system as anyone else in the country, the Medicare program reimburses our HMOs and hospitals far below what they pay other parts of the nation for medical services provided under the program. Oregon HMOs within the Fifth Congressional District receives around \$400 per month in benefits. In Dade County, Florida, for example, HMOs receive \$794 per month. The balanced Budget Act, although an important piece of legislation, had unintended consequences. *Congresswoman Hooley fought to put funds back into those areas of Medicare that were cut too deeply and altogether, added nearly \$16 billion back to the program.*
- She introduced the **Medicare Health Plan Fair Payment Act**, a bi-partisan bill that will raise the unreasonably low Medicare reimbursement levels and place Oregon seniors on a more equal playing field with other states. I have also introduced the Medicare Fairness in Reimbursement Act, in an effort to create more equitable reimbursement rates across the country. She sponsored this bill with Congressman Jim Nussle (R-Iowa).
- *Hooley voted to prohibit the use of funds to establish an individual health identifier, to protect the privacy of a person's health.*
- Hooley testified before the Labor Health and Human Services Appropriations Committee in support of a \$3,000 income tax credit, when fully phased in, for families and individuals with long-term care needs.

- Hooley voted in favor of the **Quality Health Care Coalition Act**, which would allow health care professionals to jointly negotiate the terms of their contracts with health plans in order to do their job as effective patient advocates.
- Hooley voted in favor of allowing full deductibility of health insurance for the self-employed for taxable years beginning after 2000.
- Hooley supported increasing federal funding for Caregiver Support Services by \$125 million and brought forth a discharge petition with her colleagues to bring this legislation to the floor for a vote.
- Hooley *voted in favor of the **Patient's Bill of Rights***, which passed the House with a great deal of bipartisan support and also passed the Senate. While the bill is still caught up in a conference committee, she is hopeful that Congress will produce a strong bill that benefits Oregon's health care consumers.

Hooley's Defense Accomplishments

- In the Fiscal Year 2000, Hooley worked to secure funding for a \$15.255 million Armed Forces Reserve Center in Salem.
- Called for an immediate and thorough investigation into the 1999 V-22 Osprey Crash that killed two Oregonian Marines.
- Currently, Hooley is co-sponsor of legislation that would permit military retirees to enroll, without cost to them, in the Federal Employee Benefit Program (FEHBP). H.R. 2966 and H.R. 3573.
- Currently, Hooley is a co-sponsor of legislation to close the U. S. Army's School of the America's—which is commonly known as the "School of the Assassins." H.R. 732.
- Currently, Hooley is a co-sponsor of legislation that closes a loophole that permits the Pentagon to sell military equipment and provide military training to nations that are prohibited from receiving such assistance. H.R. 1063.
- Currently, Hooley is also a co-sponsor of broader legislation to prohibit arms sales and training to any government that is undemocratic or engages in human rights abuses. H.R. 2269.

Hooley's Accomplishments Consumers Protection

During the consideration of H.R. 10 (now called the Gramm-Leach-Bliley Act) a law to allow consolidation between insurance companies, banks, and brokerage house; she consistently voted to include the strongest consumer protections possible including voting for amendments to:

- for the first time ever prevents financial services companies from sharing your information with outside companies and third parties without your consent,
- require banks to offer low-cost bank accounts to be eligible to take advantage of the new law,
- prevent mergers if companies were in violation of the Fair Housing Act, which prevents financial institutions from denying people loans based on their race, religion, or gender,
- prevent mergers if companies are not in compliance with the Community Reinvestment Act, which requires banks to invest in the communities in which they serve and bans the practice of "redlining."

Congresswoman Hooley has also introduced and CO-sponsored consumer protection legislation.

She introduced the IDENTITY THEFT PREVENTION ACT. She has introduced legislation aimed at giving consumers more power to protect their own personal information from thieves who would use it to open up bank accounts, credit cards, cellular phone accounts, and buy cars and houses. The bill requires issuers better verify information and credit bureaus to investigate discrepancies in information. It also requires credit bureaus to put fraud alerts on accounts at the request of a victim and outlaws the selling of social security numbers and other sensitive information. The House Banking Committee will be holding a hearing on this bill on September 13, 2000.

Hooley introduced the Credit Card Consumer Protection Act preventing credit cards from charging late fees if the bill mailed by a specific post-mark date. This would prevent credit card companies from changing late fees when bill arrives after absurd due-times like 6:00 AM.

Crime

Juvenile Crime and Violence

- I supported and the House passed H.R. 1501, *the Consequences for Juvenile Offenders Act of 1999*, this bill increased funding for violence prevention initiatives and increased penalties for violent youthful offenders.
- I supported an amendment to H.R. 1501 to give greater discretion to Federal prosecutors to in deciding whether to charge a juvenile as an adult in serious felonies.
- I introduced legislation, H.R. 2913, *Juvenile Accountability and Diversion Act*, that funds local efforts to provide individual attention to first and second time non-violent juvenile offenders while holding juveniles accountable for their actions in a timely manner. This bill is modeled after Clackamas County's successful efforts in preventing juvenile offenders from re-offending. Clackamas County has made the punishment fit the offender as well as the offense.

Funding for COPS (Community Oriented Policing Services)

- I Convinced over 70 members to sign on to my letter to Congressional leadership to restore COPS funding. COPS was originally marked by Congressional leadership to be funded at just over \$300 million. I fought successfully to restore funding to \$913 million. Just under the President's \$1 billion request. I introduced legislation with Congressman Wiener of New York to fully reauthorize COPS for another five years.

Mandatory Background Checks for Medicaid Drivers

- I introduced "*Tammy's Law*", H.R. 2828, which requires that all drivers transporting seniors and people with disabilities in the Medicaid funded transportation assistance program receive criminal background checks through state and Federal databases.

Controversial Votes:

Guns

- I have never supported firearms registration. To protect the rights of gun owners, I have supported legislation which requires destruction of records of approved firearms transfers within 90 days, allows use of these records solely for audits of the instant check system to detect fraud and abuse, and expressly prohibits records from being used to create a firearms registry. (*Democratic Substitute to H.R. 2322*)
- After extensive consultation with my constituents and numerous Oregon county sheriffs and chiefs of police, I voted to extend background checks to gun show purchases by voting for an amendment during H.R. 2322, *the Mandatory Gun Show Background Check Act of 1999*, introduced by Henry Hyde (R-Ill) . I also voted against an amendment that weakened current background check legislation on certain firearms purchasers.
- I did this because I believe that the instant criminal background check system prevents criminals from acquiring firearms without infringing upon the rights of law-abiding gun owners and that just because someone purchases a gun at a gun-show does not mean that they should be exempted from a background check.
- Much stronger legislation failed in the Oregon Senate by one-vote, however, a similar referendum is expected to pass safely.

Religious Issues

- *During consideration of H.R. 1501 you voted against an amendment allowing states to decide whether to allow the Ten Commandments to be displayed in schools and other public buildings.* --Answer: The Supreme Court has made it clear that students in schools can not be required to adhere to anyone religious principle. This amendment would have allowed states to thwart clearly decided law.
- *During consideration of H.R. 1501 you voted for an amendment to allow religious organizations to get juvenile justice funding.* --Answer: I have no problems with religious organizations getting Federal funds to provide services, as long they must go through the same certification and qualification processes as all organizations must go through and are not given funds solely because they are religious organizations.

Estate Tax Relief and Repeal—Cooksey, Walden (bi-partisan)

Dairy Prices--Co-sponsor HR 1402, Federal Milk Marketing Order Reform

CREES- Cooperative State Research Education and Extension Service

'01 No earmarks; working in conference for \$2 million

Support Government Programs that provide safety net for farmers who produce sugar and ethanol products (beets/grass seed)

Opposed "takings" legislation 105th and 106th

Tammy's Law (HR 2828)

Identity Theft

\$623,000 OR Dept of Justice Crime Victims Fund—grant

Center for Rural Law Enforcement (w/ Asa Hutchinson)

\$1 million in funds to Clackamas for Law Enforcement communications system modernization

HR 1501 Consequences for Juvenile Offenders Act of 1999-pushed for passage

Inhalants Legislation

HIDTA Designation for I-5 corridor

Rx drugs

Senior Scams Grant

Repeal of Social Security benefits tax

1998- S562 (law) to prevent the charging of excess fees for advising seniors seeking to obtain reverse mortgages (age equality)

Reauthorize Older Americans Act

Repeal of Estate Tax

Long Term Care tax cut (HR 2085 w. Walden)

Defense:

Moved up \$15 million funding for Armed Forces Reserve Center in Salem- FY '00

Military Construction

Co-sponsor bills allowing military retirees to enroll in Federal Employees Health Plan

Co-sponsor of bill closing a loophole permitting the Pentagon to sell military equipment and training to prohibited nations

Veterans:

Sponsored petition drive for CBOC in Salem-talked with Sec. Togo West

Budget Amendment

HCR 225- 50 bi-partisan co-sponsor- Sense of Congress restoring benefits taken away during ICTEA

Against budget resolution decreasing veterans spending by 2005

Veterans Millennium Health Care and Benefits Act (PL-106)- long-term care and home health to vets

HR 4716 co-sponsor.. increase travel payments .11 to .32

Legislation to allow military retirees to receive DVA compensation concurrently with retirement pay

Co-sponsored bill to take \$15 billion from surplus for veteran's disability benefits (smoking related illness)

Consumer Issues:

Privacy Protections—financial and medical records

Identity Theft

Sponsored credit workshops around the district and how to protect your credit

Credit Unions—HR 1157

Credit Card late fees-Credit Card Consumer Protection Act

American Home Ownership Act of 1999 (HR 1776)

The Housing for Uniformed Officers and Service Employees Act (HOUSE) 1% down payment with FHA loan

RX drugs

Increasing IRA contributions from \$2000-\$5000

HR 21 Homeowners Insurance Availability Act

Toxic right to know

Voted to allow full deductibility of health insurance for self-employed for taxable years beginning after 2008

HR 607—eliminate unnecessary private insurance policies causing higher mortgage premiums

Supporting Business, Trade, and Economic Development:

Financial Services Reform Act

- broke down 60 years of outdated Banking laws
- Strong roles for regulators
- new privacy protections

Bridging the Digital Divide

- broadband w/ Minge
- fiber optic cable network

R&D tax credit—co-sponsored bill that passed House that extends credit to 2004

Encryption software—SAFE Act

APIC Legislation

- provides Federal loan guarantees to banks who wish to make loans to private fund managers who in turn invest in businesses starting up or expanding into underserved rural or urban areas
- \$20 million in approps supports \$540 million in loan guarantees which generates over \$800 million in new economic activity
- appropriated—need to enact authorize bill

Estate Tax Relief

- HR 2085 w/ Walden
- \$1 to \$5 million raise standard deductions

Self employed tax deduction for health care

WTO—PNTR with China

Trade with Africa—HR 434 African Growth and Trade Opportunities Act

Other:

Campaign Finance Reform—Shays Meehan---527's

OSPREY crash

States Rights—taking legislation—assisted suicide Pain Relief Promotion Act

Gas Prices—Co-sponsored HR 3822 reduce, suspend, and terminate federal aid

County Timber Payments—Budget committee language included

Environment:

CARA--\$53 million to Oregon for restoration

Rochester-Genessee Regional Transportation Authority (RGRTA), Rochester Central Station	5,000,000
Ulster County rural bus facility	1,800,000
Utica Transit Authority buses	1,800,000
Westchester County buses	3,500,000
Ohio:	
Statewide buses and bus facilities	15,500,000
Oklahoma:	
Central Oklahoma Transportation and Parking Authority (COPTA)	4,000,000
Metropolitan Tulsa Transit Authority (MTTA)	2,000,000
Oklahoma Transit Association	4,000,000
Oregon:	
Albany buses	220,000
Canby Transit	200,000
Eugene, Lane Transit District	2,000,000
Portland bus improvements	2,000,000
Rogue Valley Transit District	2,000,000
Wilsonville, South Metro Area Rapid Transit	500,000
Pennsylvania:	
Adams County, buses	400,000
Altoona (TEA-21)	3,000,000
AMTRAN bus and transit system improvements	1,000,000
Area Transit Authority (ATA) of North Central Pennsylvania	2,000,000
Berks Area Reading Transportation Authority, buses and facilities	8,000,000
Bucks County Intermodal facility improvement (SEPTA)	1,000,000
Butler Township/City Joint Municipal Transit multi-modal transfer center	849,000
Cambria County operations and maintenance facility	973,500
Capital Area Transit buses	4,800,000
Endless Mountain Transportation Authority	335,000
Fayette County transit facility	1,650,000
Frankford Transportation Center, Philadelphia	1,000,000
Harrisburg Intermodal facility	955,000
Indiana County Transit Authority	410,000
Mid-County Transit Authority facilities and equipment	1,000,000
Port Authority of Allegheny County buses (including clean fuels)	3,000,000
Schuylkill Transportation System buses	1,000,000
Somerset County Transportation System	160,000
Southeastern Pennsylvania Transportation Authority, para-transit vehicles	1,000,000
Westmoreland County Transit Authority	2,900,000
Williamsport Bureau of Transportation, Lycoming County (City bus)	2,000,000
Puerto Rico:	
Puerto Rico Metropolitan Bus Authority (MBA), buses and bus facilities	1,000,000
Rhode Island:	
Rhode Island buses and alternatively fueled infrastructure	3,000,000
South Carolina:	
Myrtle Beach Regional multimodal transit center	2,250,000
North Charleston regional intermodal transportation center	1,000,000
South Carolina DOT, vehicles and facilities	7,000,000
Union Station intermodal transportation center, City of Sumter	6,100,000
South Dakota:	
South Dakota Statewide, buses and bus facilities	2,000,000
Tennessee:	
Electric Transit intermodal center project, Knoxville	3,400,000
State of Tennessee, buses and bus facilities	10,000,000
Texas:	
Abilene buses and bus facilities, Citylink	1,400,000
Corpus Christi Regional Transportation Authority (RTA) buses and bus facilities	1,000,000
Fort Worth Transportation Authority	5,000,000
Galveston, buses	1,000,000
Houston Advanced Transit Program	5,000,000

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6-6747

<i>Project Name</i>	<i>Recommend</i>
Phoenix, AZ, Central Phoenix/East Valley Light Rail	18,000,000
Pittsburgh, PA, North Shore Connector LRT	7,025,000
Pittsburgh, PA, Stage II LRT Reconstruction	26,250,000
Portland, OR, Interstate MAX LRT Extension	70,000,000
Puget Sound, WA, Sounder Commuter Rail	5,000,000
Raleigh, NC, Phase I Regional Rail Project	5,000,000
Salt Lake City, UT, CBD to University LRT	68,760,000
Salt Lake City, UT, Medical Center Extension	20,000,000
Salt Lake City, UT, North-South LRT	718,006
San Diego, CA, Mission Valley East LRT Extension	65,000,000
San Francisco, CA, BART Extension to San Francisco Airport	100,000,000
San Francisco, CA, Third Street Light Rail Project, phase II	1,750,000
San Jose, CA, Silicon Valley Rapid Transit Corridor Project	250,000
San Juan, PR, Tren Urbano	59,740,000
St. Louis, MO, Metrolink St. Clair Extension	3,368,422
Washington, D.C./MD, Largo Extension	60,000,000
Washington, D.C., Dulles Corridor Rapid Transit Project	35,000,000

Atlanta, Georgia, north line extension project.—The Metropolitan Atlanta Rapid Transit Authority (MARTA) is constructing a 2.3-mile, 2-station extension of the north line from the Dunwoody station to North Springs. This extension will serve the rapidly-growing area north of Atlanta, which includes Perimeter Center and north Fulton County, and will connect this area with the rest of the region by providing better transit service for both commuters and inner-city residents traveling to expanding job opportunities. On December 20, 1994, FTA issued an FFGA committing a total of \$305,010,000 in new starts funding to this project. In the conference report to the fiscal year 2000 appropriations act, FTA was instructed to amend the FFGA for this project to incorporate a change in scope as authorized under Section 3030(d)(2) of TEA-21. On March 2, 2000, FTA amended the FFGA to include 28 additional railcars, a multilevel parking facility in lieu of a surface parking lot, and enhancements to customer security and amenity measures at the Sandy Springs and North Springs stations. These changes will increase the total project cost to \$463,180,000, and the Federal share to \$370,540,000. Of the \$65,530,000 increase in Federal funding, \$10,670,000 will be applied from unexpended funds identified from cost savings on the Dunwoody section of the north line extension. Including the prior years funds, a total of \$354,340,000 has been appropriated for this project through fiscal year 2002. This leaves \$16,110,000 million remaining in the amended FFGA for this project. The Committee has recommended \$16,110,000 in fiscal year 2003 to complete the federal commitment to this project.

Baltimore, Maryland, central light rail transit double track project.—The Maryland Mass Transit Administration is upgrading 9.4 miles of track in designated areas of the Baltimore central corridor light rail line that are currently single track. The central corridor is 29 miles long and operates between Hunt Valley in the north to Cromwell/Glen Burnie in the south, serving Baltimore City and Baltimore and Anne Arundel Counties, with extensions providing direct service to the Amtrak Penn Station and the Baltimore-Washington International Airport. The proposed project will double-track eight sections of the central corridor between Timonium and Cromwell Station/Glen Burnie, for a total of 9.4 miles. Although no new stations are required, the addition of a second track will require construction of second station platforms at

and Steel Plaza stations, and the acquisition of 10 new light rail vehicles. The alternatives analysis was completed in early 1999 and the "gateway LRT alternative" was selected as the locally preferred alternative for the North Shore connector LRT project on August 16, 2000 by PAAC. FTA approval to initiate preliminary engineering was granted in January 2001. PAAC is currently developing the final EIS and anticipates FTA issuance of a record of decision in 2002. Project capital costs are estimated at \$389,900,000 (escalated); the section 5309 new starts share is estimated at \$272,900,000 (70 percent). Revenue service start-up is planned in 2007. Through fiscal year 2002, Congress has appropriated \$23,670,000 in section 5309 new starts funds for this effort. For fiscal year 2003, the Committee has provided \$7,025,000 for preliminary engineering, final design and construction. Due to the volume of projects seeking an FFGA, the Committee cannot fully support those projects that are seeking a high federal share from the new starts account. The Committee strongly encourages Pittsburgh to revisit the amount of local funding they plan to contribute to the North Shore Connector LRT project, and find ways to increase the local share.

Pittsburgh, Pennsylvania, stage II light rail transit reconstruction project.—The Port Authority of Allegheny County (PAAC) has undertaken reconstruction of the 25-mile Pittsburgh rail system to modern light rail standards. The stage I light rail transit (LRT) project resulted in the reconstruction of a 13-mile system to light rail standards during the 1980s. The stage II LRT project proposes reconstruction and double-tracking of the remaining 12 miles of the system consisting of the Overbrook, Library, and Drake trolley lines. The stage II LRT project would reconstruct these three lines to modern LRT standards, double track the single track segments, reopen the closed Overbrook and Drake Lines, add approximately 2,400 spaces in park and ride lots, and purchase 28 new light rail vehicles. During 1999, PAAC reconfigured its rail improvement program to prioritize program needs against available funding. The modified new starts project, the stage II LRT priority program, would reconstruct the Overbrook Line and a portion of the Library Line, and add the 2,400 park and ride spaces and 28 vehicles. The remainder of the stage II LRT program would be built as funds become available. The estimated cost of the priority program is \$386,400,000. In January 2001, FTA issued an FFGA for this project that would commit a total of \$100,200,000 in section 5309 new starts funding. Through fiscal year 2002, a total of \$41,530,000 has been appropriated. The bill includes \$26,250,000 for fiscal year 2003.

Portland, Oregon, Interstate MAX light rail transit extension project.—The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) is planning a 5.8-mile, 10-station extension of its light rail transit (LRT) system known locally as the Metropolitan Area Express. The proposed Interstate Metropolitan Area Express (MAX) line will extend existing LRT service northward from the Rose Quarter Arena and the Oregon Convention Center, to North Portland neighborhoods, medical facilities, the Portland International Raceway, and the Metropolitan Exposition Center. Riders will be able to transfer between the Interstate MAX extension and the existing 33-mile East/West MAX line at Rose Quarter station.

This line will complement regional land use plans by connecting established residential, commercial, entertainment, and other major activity centers, and providing a key transportation link in the region's welfare to work programs. The LRT extension is estimated to cost \$350,000,000 (escalated dollars) and carry 18,100 average weekday boardings (8,400 new riders) by 2020. On September 20, 2000, FTA and Tri-Met entered into an FFGA that commits a total of \$257,500,000 in section 5309 new starts funds to the Interstate MAX project. This does not include funding appropriated in prior years that was allocated to Portland Metro for the 12-mile South-North light rail line originally proposed for this corridor. Through fiscal year 2002, \$76,750,000 has been appropriated for the Interstate MAX extension. The Committee recommends \$70,000,000 in fiscal year 2003.

Puget Sound, Washington, RTA Sounder commuter rail projects.—The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to implement two commuter rail projects: Everett to Seattle and Lakewood to Tacoma.

For the Everett to Seattle commuter rail project, the Central Puget Sound Regional Transit Authority is proposing to implement peak-hour commuter rail service in the 35-mile corridor linking Everett to Seattle, Washington. This service will be part of the overall 82-mile Sounder commuter rail corridor serving 14 stations from Lakewood, through the downtowns of Tacoma and Seattle, and terminating in Everett, Washington. Service from Tacoma to Seattle began in September 2000. The Everett-Seattle commuter rail segment would include three multimodal stations that provide connections to a variety of transportation services, including local and express bus service, the Washington State ferry system (connecting cities on the east and west sides of Puget Sound), the proposed Link light rail system, and Amtrak. Twelve trains per day will serve up to six stations. The draft environmental impact statement for this project was issued in June 1999 and a final EIS was published in November 1999. The record of decision was signed in February 2000. Sound Transit will be seeking FTA authorization to enter into final design in 2002. Sound Transit estimates total project costs for the Everett-Seattle segment of the Sounder system at \$104 million in escalated dollars. The federal new starts share is \$24.9 million (24%). Because the proposed new starts share is less than \$25,000,000, the project is exempt from the new starts criteria, and is thus not subject to FTA's evaluations and ratings.

For the Lakewood to Tacoma commuter rail project, Central Puget Sound Regional Transit Authority is proposing to implement peak-hour commuter rail service for an eight-mile segment linking Tacoma and Lakewood, Washington. This service will be part of the overall 82-mile Sounder commuter rail corridor serving 14 stations from Lakewood, through the downtowns of Tacoma and Seattle, and terminating in Everett, Washington. Sound Transit proposes to run eighteen trains per day (including reverse commute service) to the cities along the alignment, including Lakewood, South Tacoma, and Tacoma, connecting to stations in Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle. Two trains will run from Lakewood to Everett. Service from Tacoma to Seattle began in September 2000. The Lakewood to Tacoma commuter rail service is scheduled to begin in operations in 2004. The final EIS was published in May

or review of a proposed Full Funding Grant Agreement in light of the IG report and additional information from the grantee and the Administration.

JOB ACCESS AND REVERSE COMMUTE GRANTS

	Appropriation (General fund)	Limitation on obligations (Trust fund)
Appropriation, fiscal year 2002	\$25,000,000	(\$100,000,000)
Budget request, fiscal year 2003	30,000,000	(120,000,000)
Recommended in the bill	30,000,000	(120,000,000)
Bill compared to:		
Appropriation, fiscal year 2002	+5,000,000	(+20,000,000)
Budget request, fiscal year 2003		

Section 3037 of TEA-21 established the job access and reverse commute (JARC) grants program. The program is to make competitive grants to qualifying metropolitan planning organizations, local governmental authorities, agencies, and non-profit organizations. Grants may not be used for planning or coordination activities. No more than \$10,000,000 may be provided for reverse commute grants.

For fiscal year 2003, the program is funded at a total level of \$150,000,000, with \$30,000,000 derived from the general fund and \$120,000,000 derived from the mass transit account of the highway trust fund. These funds are guaranteed under the transit funding category.

The Committee recommends the following allocations of job access and reverse commute grant program funds in fiscal year 2003:

Ajo to Phoenix, Arizona, rural express bus service	\$200,000
City of Phoenix, Arizona, Valley Metro	1,000,000
Southwest Transit, Arizona, bus route 131	300,000
AC Transit, California—CalWORKS Welfare to Work	3,000,000
County of Santa Clara, California, Guaranteed Ride Home Program	650,000
East Palo Alto, California, shuttle service	1,000,000
Los Angeles County, California, MTA	2,000,000
Sacramento, California	3,000,000
State of Colorado	1,524,471
State of Connecticut	3,500,000
Georgetown Metro Connection, Washington, DC	1,100,000
Washington Metropolitan Area Transit Authority	2,500,000
State of Delaware	750,000
Hillsborough, Florida (HART)	700,000
Key West, Florida	1,000,000
Jacksonville, Florida, ChoiceRide	2,500,000
Macon-Bibb County Transit Authority, Georgia, reverse commute program	1,000,000
DuPage County, Illinois, coordinated paratransit program	500,000
State of Illinois, ways to work	400,000
Ways-to-Work—Illinois and Missouri	2,000,000
Rock Island County Mass Transit District, Illinois, CityLINK	360,000
IndyGo Service, Indiana	1,000,000
Mid America Regional Council, Kansas	1,000,000
Topeka Metropolitan Transit Authority, Kansas	1,600,000
Unified Government of Wyandotte County/Kansas City, Kansas	1,000,000
Community Transit Association of America,	1,000,000
Northern Tier Dial-A-Ride, Massachusetts	400,000
Transportation Services of Northern Berkshire, Massachusetts	400,000
State of Maryland	5,000,000
Flint, Michigan, Mass Transportation Authority	1,000,000
Grand Rapids/Kent County, Michigan	1,200,000
Minneapolis/St. Paul, Minnesota	1,000,000
Metropolitan Kansas City Job Access Partnership, Missouri	1,000,000

St. Louis, Missouri, West Gateway Coordinating Council (Metrolink)	3,000,000
Community Transportation Association of America's Joblinks Employment Transportation Initiative, North Carolina	2,000,000
Wake County, North Carolina, Coordinated Transportation System	1,000,000
State of New Jersey	5,000,000
Binghamton, New York, Broome County Transit	250,000
Central New York Regional Transportation Authority	500,000
Columbia County, New York	100,000
Long Island, New York (MTA)	500,000
State of New York	1,000,000
Orange County, New York	100,000
Rochester-Genesee Regional Transportation Authority, New York ..	600,000
Tompkins Consolidated Area Transit—Tompkins County, New York	300,000
Central Ohio Transit Authority	600,000
Toledo, Ohio	500,000
Oklahoma Transit Association	5,000,000
Portland, Oregon	2,800,000
Salem Area Transit, Oregon	1,000,000
Port Authority of Allegheny County, Pennsylvania	4,000,000
Southeastern Pennsylvania Transportation Authority (SEPTA), Pennsylvania	6,000,000
Rhode Island Public Transit	2,000,000
Chattanooga, Tennessee	500,000
Abilene, Texas, (Citylink)	200,000
Capital Metropolitan Transportation Authority's Reverse Commute Transit Exchange Center, Texas	2,000,000
Lubbock, Texas, (Citibus)	230,000
Galveston, Texas	600,000
San Antonio, Texas, VIA Metropolitan Transit	1,250,000
Corpus Christi, Texas	1,700,000
Texas, Just Transportation Alliance	267,210
City of Charlottesville, Virginia	375,000
Fairfax County, Virginia	1,600,000
Washington State, WorkFirst Initiative	6,000,000
Yakima, Washington, Ways to Work	500,000
Community Transit Association of the Northwest, Washington	150,000
State of Wisconsin	5,200,000

Community Transit Association of America.—The Committee provides \$1,000,000 for the Community Transit Association of America continuation of activities and programs to be used for demonstration projects, technical assistance for demonstration projects and technical assistance to small and urban and rural community providers. This assistance may include a toll-free hotline, on site technical assistance and training, preparation of technical manuals and related assistance.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation (the corporation) is a wholly owned Government corporation established by the Saint Lawrence Seaway Act of May 13, 1954. The corporation is responsible for the operation, maintenance, and development of the United States portion of the Saint Lawrence Seaway between Montreal and Lake Erie, including the two Seaway locks located in Massena, NY and vessel traffic control in areas of the St. Lawrence River and Lake Ontario. The mission of the corporation is to serve the United States intermodal and international transportation system by improving the operation and maintenance of a safe, secure, reliable, efficient, and environmentally responsible deep-draft waterway. The corporation's major priorities include: safety, reliability, environmental stewardship, trade development, manage-