

104TH CONGRESS
1ST SESSION

S. 1512

To amend title 23, United States Code, to improve safety at public railway-highway crossings, and for other purposes.

IN THE SENATE OF THE UNITED STATES

DECEMBER 29, 1995

Mr. LUGAR (for himself and Mr. COATS) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To amend title 23, United States Code, to improve safety at public railway-highway crossings, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Highway Rail Grade
5 Crossing Safety Formula Enhancement Act of 1995”.

6 **SEC. 2. ALLOCATIONS OF APPORTIONED FUNDS FOR RAIL-**
7 **WAY-HIGHWAY CROSSINGS.**

8 (a) APPORTIONMENT FOR RAILWAY-HIGHWAY
9 CROSSINGS.—Section 104(b)(3) of title 23, United States
10 Code, is amended—

1 (1) in subparagraph (A), by striking “For the”
2 and inserting “After making the set aside required
3 by subparagraph (C), for the”;

4 (2) in subparagraph (B)—

5 (A) in the first sentence, by striking “this
6 paragraph” and inserting “subparagraph (A)”;
7 and

8 (B) in the second sentence, by striking
9 “this paragraph” and inserting “subparagraph
10 (A) or this subparagraph”; and

11 (3) by adding at the end the following:

12 “(C) SET ASIDE FOR RAILWAY-HIGHWAY
13 CROSSINGS.—For each fiscal year specified in
14 section 133(d)(1)(B)(i), the Secretary shall—

15 “(i) set aside 5 percent of the funds
16 authorized for the surface transportation
17 program to be apportioned to States to be
18 used in accordance with section
19 133(d)(1)(B)(i); and

20 “(ii) apportion the funds set aside
21 under clause (i) among the States so
22 that—

23 “(I) 25 percent is apportioned
24 based on the ratio of the total number
25 of accidents at public railway-highway

1 crossings during the 3 full calendar
2 years preceding the first day of the
3 fiscal year in each State to that total
4 in all States;

5 “(II) 25 percent is apportioned
6 based on the ratio of the total number
7 of fatalities at public railway-highway
8 crossings during the 3 full calendar
9 years preceding the first day of the
10 fiscal year in each State to that total
11 in all States;

12 “(III) 25 percent is apportioned
13 based on the ratio, as of the first day
14 of the fiscal year, of the number of
15 public railway-highway crossings in
16 each State to the number of public
17 railway-highway crossings in all
18 States;

19 “(IV) 25 percent is apportioned
20 based on the ratio, as of the first day
21 of the fiscal year, of the number of
22 public railway-highway crossings with
23 passive warning devices in each State
24 to the number of public railway-high-

1 way crossings with passive warning
2 devices in all States; and

3 “(V) notwithstanding subclauses
4 (I) through (IV), each State receives a
5 minimum apportionment of $\frac{1}{4}$ of 1
6 percent of the funds set aside under
7 clause (i), except that each of Hawaii,
8 Puerto Rico, and the District of Co-
9 lumbia receives $\frac{1}{8}$ of 1 percent of the
10 funds set aside under clause (i).”.

11 (b) ALLOCATIONS FOR SAFETY PROGRAMS.—Section
12 133(d) of title 23, United States Code, is amended by
13 striking paragraph (1) and inserting the following:

14 “(1) FOR SAFETY PROGRAMS.—

15 “(A) FISCAL YEARS 1991 THROUGH 1996.—

16 “(i) IN GENERAL.—Subject to clause
17 (ii), for each of fiscal years 1991 through
18 1996, 10 percent of the funds apportioned
19 to a State under section 104(b)(3)(A) for
20 the surface transportation program for a
21 fiscal year shall be available only to carry
22 out sections 130 and 152.

23 “(ii) MINIMUM.—Of the funds re-
24 quired to be made available by clause (i)
25 for a fiscal year, each State shall use an

1 amount of the funds to carry out each of
2 sections 130 and 152 that is not less than
3 the amount of funds apportioned to the
4 State for fiscal year 1991 under the sec-
5 tion.

6 “(B) FISCAL YEAR 1997.—

7 “(i) RAILWAY-HIGHWAY CROSSINGS.—
8 Subject to clause (iii), for fiscal year 1997,
9 the funds apportioned to a State under
10 section 104(b)(3)(C) shall be available only
11 to carry out section 130.

12 “(ii) HAZARD ELIMINATION PRO-
13 GRAM.—Subject to clause (iii), for fiscal
14 year 1997, 5 percent of the funds appor-
15 tioned to a State under section
16 104(b)(3)(A) for the surface transportation
17 program for fiscal year 1997 shall be avail-
18 able only to carry out section 152.

19 “(iii) MINIMUM.—To the extent nec-
20 essary to ensure that the amount of funds
21 made available for fiscal year 1997 to
22 carry out each of sections 130 and 152 is
23 not less than the amount of funds appor-
24 tioned to the State for fiscal year 1991
25 under the section, each State shall use—

1 “(I) funds described in clause (i)
2 to carry out section 152; and
3 “(II) funds described in clause
4 (ii) to carry out section 130.”.

5 (c) TECHNICAL CORRECTIONS.—Section 130 of title
6 23, United States Code, is amended—

- 7 (1) by striking subsection (f); and
8 (2) by redesignating subsections (g) and (h) as
9 subsections (f) and (g), respectively.

○