Union Calendar No. 270

105TH CONGRESS
2D SESSION

H. R. 2400

[Report No. 105–467, Parts I, II, and III]

A BILL

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

MARCH 25, 1998

Reported from the Committee on Transportation and Infrastructure with an amendment, referred to the Committee on Ways and Means for a period ending not later than March 27, 1998, for consideration of such provisions of the bill and amendment reported by the Committee on Transportation and Infrastructure as fall within the jurisdiction of that committee pursuant to clause 1(s), rule X

Referral to the Committee on the Budget extended for a period ending not later than March 27, 1998

MARCH 27, 1998

Reported from the Committee on Ways and Means with an amendment

Committee on the Budget discharged; committed to the Committee of the Whole House on the State of the Union and ordered to be printed

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

Union Calendar No. 270

105TH CONGRESS
2D SESSION

H. R. 2400

[Report No. 105–467, Parts I, II, and III]

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 4, 1997

Mr. SHUSTER (for himself, Mr. OBERSTAR, Mr. PETRI, and Mr. RAHALL) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

MARCH 25, 1998

Reported from the Committee on Transportation and Infrastructure with an amendment, referred to the Committee on Ways and Means for a period ending not later than March 27, 1998, for consideration of such provisions of the bill and amendment reported by the Committee on Transportation and Infrastructure as fall within the jurisdiction of that committee pursuant to clause 1(s), rule X

[Strike out all after the enacting clause and insert the part printed in italic]

MARCH 25, 1998

Referral to the Committee on the Budget extended for a period ending not later than March 27, 1998

MARCH 27, 1998

Additional sponsors: Mr. BOEHLERT, Mr. BORSKI, Mr. COBLE, Mr. LIPINSKI, Mr. DUNCAN, Mr. WISE, Mr. EWING, Mr. TRAFICANT, Mr. GILCHREST, Mr. DEFAZIO, Mr. HORN, Mr. CLEMENT, Mr. FRANKS of New Jersey, Mr. COSTELLO, Mr. MICA, Mr. POSHARD, Mr. QUINN, Mr. CRAMER, Mrs. FOWLER, Ms. NORTON, Mr. EHLERS, Mr. NADLER, Mr. BACHUS, Ms. DANNER, Mr. LATOURETTE, Mr. MENENDEZ, Mrs. KELLY, Mr. CLYBURN, Mr. BAKER, Ms. BROWN of Florida, Mr. BASS, Mr. BARCIA of

Michigan, Mr. NEY, Mr. FILNER, Mr. METCALF, Ms. EDDIE BERNICE JOHNSON of Texas, Mrs. EMERSON, Mr. MASCARA, Mr. PEASE, Mr. BLUMENAUER, Mr. BLUNT, Mr. SANDLIN, Mr. PITTS, Mr. PASCRELL, Mr. HUTCHINSON, Mr. JOHNSON of Wisconsin, Mr. COOK, Mr. BOSWELL, Mr. COOKSEY, Mr. HOLDEN, Mr. PICKERING, Mr. LAMPSON, Ms. GRANGER, Mr. FOX of Pennsylvania, Mr. LOBIONDO, Mr. WATTS of Oklahoma, Mr. MORAN of Kansas, Mr. ACKERMAN, Mr. ANDREWS, Mr. BEREUTER, Mr. BLAGOJEVICH, Mr. BONIOR, Mr. BURTON of Indiana, Mr. CAMP, Mr. CONYERS, Mr. DINGELL, Mr. FALEOMAVAEGA, Mr. FORBES, Mr. FROST, Mr. GEKAS, Mr. GORDON, Mr. HINCHEY, Ms. HOOLEY of Oregon, Mr. HOUGHTON, Mr. KILDEE, Ms. KILPATRICK, Mr. KING, Mr. LAFALCE, Mr. LEVIN, Mr. LEWIS of California, Mr. MANZULLO, Mr. MCHUGH, Mr. MCNULTY, Mr. PALLONE, Mr. PAYNE, Mr. PETERSON of Pennsylvania, Ms. RIVERS, Mr. ROTHMAN, Mrs. ROUKEMA, Mr. SCHUMER, Mr. SHIMKUS, Mr. SMITH of New Jersey, Ms. STABENOW, Mr. STRICKLAND, Mr. STUPAK, Mr. TOWNS, Mr. UPTON, Mr. WELLER, Mr. MANTON, Ms. SLAUGHTER, Mr. SMITH of Michigan, Ms. VELÁZQUEZ, Mr. WALSH, Mr. LAHOOD, Mr. THOMPSON, Mr. RANGEL, Mr. LEWIS of Kentucky, Mrs. LINDA SMITH of Washington, Mr. OWENS, Mr. BROWN of California, Mr. EVANS, Mr. TAUZIN, Mr. SCARBOROUGH, Mr. FOSSELLA, and Mr. ROGERS

MARCH 27, 1998

Reported from the Committee on Ways and Means with an amendment

[Insert the part printed in boldface roman]

MARCH 27, 1998

The Committee on the Budget discharged; committed to the Committee of the Whole House on the State of the Union and ordered to be printed

[For text of introduced bill see copy of bill as introduced on September 4, 1997]

A BILL

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, 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,*

1 ***SECTION 1. SHORT TITLE; TABLE OF CONTENTS.***

2 *(a) SHORT TITLE.—This Act may be cited as the*
3 *"Building Efficient Surface Transportation and Equity*
4 *Act of 1998".*

5 *(b) TABLE OF CONTENTS.—*

Sec. 1. Short title; table of contents.
Sec. 2. Definitions.
Sec. 3. Savings clause.

TITLE I—FEDERAL-AID HIGHWAYS

Sec. 101. Amendments to title 23, United States Code.
Sec. 102. Authorization of appropriations.
Sec. 103. Obligation ceiling.
Sec. 104. Apportionments.
Sec. 105. Interstate maintenance program.
Sec. 106. National Highway System.
Sec. 107. Highway bridge program.
Sec. 108. Surface transportation program.
Sec. 109. Congestion mitigation and air quality improvement program.
Sec. 110. High risk road safety improvement program.
Sec. 111. Minimum allocation.
Sec. 112. Appalachian Development Highway System.
Sec. 113. High cost Interstate System reconstruction and improvement program.
Sec. 114. Recreational trails program.
Sec. 115. National corridor planning and development program.
Sec. 116. Coordinated border infrastructure and safety program.
Sec. 117. Federal lands highways program.
Sec. 118. National scenic byways program.
Sec. 119. Variable pricing pilot program.
Sec. 120. Toll roads, bridges, and tunnels.
Sec. 121. Construction of ferry boats and ferry terminal facilities.
Sec. 122. Highway use tax evasion projects.
Sec. 123. Performance bonus program.
Sec. 124. Metropolitan planning.
Sec. 125. Statewide planning.
Sec. 126. Roadside safety technologies.
Sec. 127. Discretionary program authorizations.
Sec. 128. Woodrow Wilson Memorial Bridge.
Sec. 129. Training.
Sec. 130. Transportation assistance for Olympic cities.
Sec. 131. National Defense Highways.
Sec. 132. Miscellaneous surface transportation programs.
Sec. 133. Eligibility.
Sec. 134. Fiscal, administrative, and other amendments.
Sec. 135. Access of motorcycles.
Sec. 136. Amendments to prior surface transportation authorization laws.
Sec. 137. Bicycle transportation and pedestrian walkways.
Sec. 138. Hazard elimination program.
Sec. 139. Project administration.

Sec. 140. Contracting for engineering and design services.
Sec. 141. Commercial motor vehicle study.
Sec. 142. New York Avenue Transportation Development Authority.
Sec. 143. Definitions.

TITLE II—HIGHWAY SAFETY

Sec. 201. Amendments to title 23, United States Code.
Sec. 202. Highway safety programs.
Sec. 203. Highway safety research and development.
Sec. 204. Occupant protection incentive grants.
Sec. 205. Alcohol-impaired driving countermeasures.
Sec. 206. State highway safety data improvements.
Sec. 207. National Driver Register.
Sec. 208. Safety studies.
Sec. 209. Effectiveness of laws establishing maximum blood alcohol concentrations.
Sec. 210. Authorizations of appropriations.
Sec. 211. Transportation injury research.

TITLE III—FEDERAL TRANSIT ADMINISTRATION PROGRAMS

Sec. 301. Amendments to title 49, United States Code.
Sec. 302. Definitions.
Sec. 303. Metropolitan planning.
Sec. 304. Transportation improvement program.
Sec. 305. Transportation management areas.
Sec. 306. Urbanized area formula grants.
Sec. 307. Mass Transit Account block grants.
Sec. 308. Capital program grants and loans.
Sec. 309. Dollar value of mobility improvements.
Sec. 310. Formula grants and loans for special needs of elderly individuals and individuals with disabilities.
Sec. 311. Formula program for other than urbanized areas.
Sec. 312. Research, development, demonstration, and training projects.
Sec. 313. National planning and research programs.
Sec. 314. National transit institute.
Sec. 315. University research institutes.
Sec. 316. Transportation centers.
Sec. 317. Bus testing facilities.
Sec. 318. Bicycle facilities.
Sec. 319. General provisions on assistance.
Sec. 320. Contract requirements.
Sec. 321. Special procurements.
Sec. 322. Project management oversight and review.
Sec. 323. Study on alcohol and controlled substances random testing rate calculation.
Sec. 324. Administrative procedures.
Sec. 325. Reports and audits.
Sec. 326. Apportionment of appropriations for formula grants.
Sec. 327. Apportionment of appropriations for fixed guideway modernization.
Sec. 328. Authorizations.
Sec. 329. Obligation ceiling.
Sec. 330. Access to jobs challenge grant pilot program.
Sec. 331. Adjustments for the Surface Transportation Extension Act of 1997.

Sec. 332. Projects for new fixed guideway systems and extensions to existing systems.
Sec. 333. Projects for bus and bus-related facilities.
Sec. 334. Project management oversight.
Sec. 335. Privatization.
Sec. 336. School transportation safety.
Sec. 337. Urbanized area formula study.
Sec. 338. Coordinated transportation services.
Sec. 339. Final assembly of buses.

TITLE IV—MOTOR CARRIER SAFETY

Sec. 401. Amendments to title 49, United States Code.
Sec. 402. State grants.
Sec. 403. Information systems.
Sec. 404. Automobile transporter defined.
Sec. 405. Inspections and reports.
Sec. 406. Exemptions and pilot programs.
Sec. 407. Safety regulation.
Sec. 408. Improved interstate school bus safety.
Sec. 409. Repeal of certain obsolete miscellaneous authorities.
Sec. 410. Commercial vehicle operators.
Sec. 411. Interim border safety improvement program.
Sec. 412. Vehicle weight enforcement.
Sec. 413. Participation in international registration plan and international fuel tax agreement.
Sec. 414. Telephone hotline for reporting safety violations.
Sec. 415. Insulin treated diabetes mellitus.
Sec. 416. Performance-based CDL testing.
Sec. 417. Postaccident alcohol testing.
Sec. 418. Driver fatigue.
Sec. 419. Safety fitness.
Sec. 420. Hazardous materials transportation regulation and farm service vehicles.
Sec. 421. Truck trailer conspicuity.
Sec. 422. DOT implementation plan.

TITLE V—PROGRAMMATIC REFORMS AND STREAMLINING

Sec. 501. Project approval and oversight.
Sec. 502. Environmental streamlining.
Sec. 503. Major investment study integration.
Sec. 504. Financial plan.
Sec. 505. Uniform transferability of Federal-aid highway funds.
Sec. 506. Discretionary grant selection criteria and process.
Sec. 507. Elimination of regional office responsibilities.
Sec. 508. Authority for Congress to make midcourse corrections to the highway and transit programs.

TITLE VI—TRANSPORTATION RESEARCH

Sec. 601. Amendments to title 23, United States Code.
Sec. 602. Applicability of title 23.
Sec. 603. Transfers of funds.

Subtitle A—Surface Transportation Research, Technology, and Education

Part I—Highway Research

Sec. 611. Research.
Sec. 612. State planning and research.
Sec. 613. International highway transportation outreach program.

Part II—Transportation Education, Professional Training, and Technology Deployment

Sec. 621. National Highway Institute.
Sec. 622. National technology deployment initiative.
Sec. 623. Education and training programs.
Sec. 624. University transportation research.
Sec. 625. Funding allocations.

Part III—Bureau of Transportation Statistics and Miscellaneous Programs

Sec. 631. Bureau of Transportation Statistics.
Sec. 632. Transportation technology innovation and demonstration program.

Subtitle B—Intelligent Transportation Systems

Sec. 651. Definitions.
Sec. 652. Scope of program.
Sec. 653. General authorities and requirements.
Sec. 654. National ITS program plan.
Sec. 655. Technical assistance, planning, research, and operational tests.
Sec. 656. ITS deployment.
Sec. 657. Funding allocations.
Sec. 658. Global positioning satellite data.
Sec. 659. Repeal.

TITLE VII—TRUTH IN BUDGETING

Sec. 701. Budgetary treatment of Highway Trust Fund.
Sec. 702. Applicability.

TITLE VIII—RECREATIONAL BOATING SAFETY PROGRAM

Sec. 801. Short title.
Sec. 802. Amendments relating to recreational boating safety program.

TITLE IX—RAILROADS

Sec. 901. High-speed rail.
Sec. 902. Light density rail line pilot projects.
Sec. 903. Miami-Orlando-Tampa corridor project.
Sec. 904. Alaska Railroad.
Sec. 905. Railway-highway crossing hazard elimination in high speed rail corridors.
Sec. 906. Railroad rehabilitation and improvement financing.

TITLE X—CONDITIONS FOR IMPLEMENTATION OF FUNDING

Sec. 1001. Conditions for implementation of funding.

SEC. 2. DEFINITIONS.

In this Act, the following definitions apply:

(1) INTERSTATE SYSTEM.—The term "Interstate System" has the meaning such term has under section 101 of title 23, United States Code.

(2) SECRETARY.—The term "Secretary" means the Secretary of Transportation.

SEC. 3. SAVINGS CLAUSE.

Except as otherwise provided in this Act, an amendment made by this Act shall not affect any funds apportioned or allocated before the date of the enactment of this Act.

TITLE I—FEDERAL-AID HIGHWAYS

SEC. 101. AMENDMENTS TO TITLE 23, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title and title V an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the reference shall be considered to be made to a section or other provision of title 23, United States Code.

SEC. 102. AUTHORIZATION OF APPROPRIATIONS.

(a) IN GENERAL.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

(1) INTERSTATE MAINTENANCE PROGRAM.—For the Interstate maintenance program under section 119 of title 23, United States Code, $4,019,500,000 for fiscal year 1998, $4,462,600,000 for fiscal year 1999, and $5,006,200,000 for each of fiscal years 2000 through 2003.

(2) NATIONAL HIGHWAY SYSTEM.—For the National Highway System under section 103 of such title $4,978,500,000 for fiscal year 1998, $5,520,500,000 for fiscal year 1999, and $6,186,500,000 for each of fiscal years 2000 through 2003.

(3) BRIDGE PROGRAM.—For the bridge program under section 144 of such title $3,777,600,000 for fiscal year 1998, $4,194,000,000 for fiscal year 1999, and $4,704,800,000 for each of fiscal years 2000 through 2003.

(4) SURFACE TRANSPORTATION PROGRAM.—For the surface transportation program under section 133 of such title $5,601,400,000 for fiscal year 1998, $6,218,900,000 for fiscal year 1999, and

$6,976,300,000 for each of fiscal years 2000 through 2003.

(5) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—For the congestion mitigation and air quality improvement program under section 149 of such title $1,406,800,000 for fiscal year 1998, $1,561,900,000 for fiscal year 1999, and $1,752,200,000 for each of fiscal years 2000 through 2003.

(6) HIGH RISK ROAD SAFETY IMPROVEMENT PROGRAM.—For the high risk road safety improvement program under section 154 of such title $750,000,000 for fiscal year 1998, $1,000,000,000 for fiscal year 1999, and $1,000,000,000 for each of fiscal years 2000 through 2003.

(7) HIGH COST INTERSTATE SYSTEM RECONSTRUCTION AND IMPROVEMENT PROGRAM.—For the high cost Interstate System reconstruction and improvement program under section 160 of such title $265,000,000 for fiscal year 1998, $512,500,000 for fiscal year 1999, $920,000,000 for fiscal year 2000, $923,000,000 for fiscal year 2001, $922,000,000 for fiscal year 2002, and $1,067,000,000 for fiscal year 2003.

(8) DISCRETIONARY PROGRAMS.—For executive and legislative branch discretionary programs referred to in section 127 of this Act (including amendments made by such section) $1,622,400,000 for fiscal year 1998, $2,215,300,000 for fiscal year 1999, $2,563,600,000 for fiscal year 2000, $2,563,600,000 for fiscal year 2001, $2,657,600,000 for fiscal year 2002, and $2,657,600,000 for fiscal year 2003.

(9) APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM PROGRAM.—For the Appalachian development highway system program under section 201 of the Appalachian Regional Development Act of 1965 (40 U.S.C. App.) $250,000,000 for fiscal year 1998, $400,000,000 for fiscal year 1999, and $400,000,000 for each of fiscal years 2000 through 2003.

(10) RECREATIONAL TRAILS PROGRAM.—For the recreational trails program under section 206 of such title $30,000,000 for fiscal year 1998, $40,000,000 for fiscal year 1999, and $50,000,000 for each of fiscal years 2000 through 2003.

(11) FEDERAL LANDS HIGHWAYS PROGRAM.—

(A) INDIAN RESERVATION ROADS.—For Indian reservation roads under section 204 of such title $194,000,000 for fiscal year 1998, $200,000,000 for fiscal year 1999, and

$212,000,000 for each of fiscal years 2000 through 2003.

(B) PUBLIC LANDS HIGHWAYS.—For public lands highways under section 204 of such title $58,000,000 for fiscal year 1998, $60,000,000 for fiscal year 1999, and $60,000,000 for each of fiscal years 2000 through 2003.

(C) PARKWAYS AND PARK HIGHWAYS.—For parkways and park highways under section 204 of such title $85,300,000 for fiscal year 1998, $86,200,000 for fiscal year 1999, and $99,000,000 for each of fiscal years 2000 through 2003.

(D) FOREST HIGHWAYS.—For forest highways under section 204 of such title $113,500,000 for fiscal year 1998, $130,000,000 for fiscal year 1999, and $130,000,000 for each of fiscal years 2000 through 2003.

(12) HIGHWAY USE TAX EVASION PROJECTS.—For highway use tax evasion projects under section 1040 of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 101 note; 105 Stat. 1992) $5,000,000 for fiscal year 1998 and $10,000,000 for each of fiscal years 1999 through 2003.

(b) DISADVANTAGED BUSINESS ENTERPRISES.—

(1) GENERAL RULE.—Except to the extent that the Secretary determines otherwise, not less than 10 percent of the amounts authorized to be appropriated under titles I, III, and VI of this Act shall be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals.

(2) COMPLIANCE WITH COURT ORDERS.—Nothing in this section limits the eligibility of an entity or person to receive funds made available under titles I, III, and VI of this Act, if the entity or person is prevented, in whole or in part, from complying with paragraph (1) because a Federal court issues a final order in which the court finds that the requirement of paragraph (1), or the program established under paragraph (1), is unconstitutional.

(3) REVIEW BY COMPTROLLER GENERAL.—Not later than 3 years after the date of enactment of this Act, the Comptroller General of the United States shall conduct a review of, and publish and report to Congress findings and conclusions on, the impact throughout the United States of administering the requirement of paragraph (1), including an analysis of—

(A) in the case of small business concerns owned and controlled by socially and economically disadvantaged individuals—

(i) the number of the small business concerns; and

(ii) the participation rates of the small business concerns in prime contracts and subcontracts funded under titles I, III, and VI of this Act;

(B) in the case of small business concerns described in subparagraph (A) that receive prime contracts and subcontracts funded under titles I, III, and VI of this Act—

(i) the number of the small business concerns;

(ii) the annual gross receipts of the small business concerns; and

(iii) the net worth of socially and economically disadvantaged individuals that own and control the small business concerns;

(C) in the case of small business concerns described in subparagraph (A) that do not receive prime contracts and subcontracts funded under titles I, III, and VI of this Act—

(i) the annual gross receipts of the small business concerns; and

(ii) the net worth of socially and economically disadvantaged individuals that own and control the small business concerns;

(D) in the case of business concerns that receive prime contracts and subcontracts funded under titles I, III, and VI of this Act, other than small business concerns described in subparagraph (B)—

(i) the annual gross receipts of the business concerns; and

(ii) the net worth of individuals that own and control the business concerns;

(E) the rate of graduation from any programs carried out to comply with the requirement of paragraph (1) for small business concerns owned and controlled by socially and economically disadvantaged individuals;

(F) the overall cost of administering the requirement of paragraph (1), including administrative costs, certification costs, additional construction costs, and litigation costs;

(G) any discrimination, on the basis of race, color, national origin, or sex, against small business concerns owned and controlled by socially and economically disadvantaged individuals;

(H)(i) any other factors limiting the ability of small business concerns owned and controlled by socially and economically disadvantaged individuals to compete for prime contracts and subcontracts funded under titles I, III, and VI of this Act; and

(ii) the extent to which any of those factors are caused, in whole or in part, by discrimination based on race, color, national origin, or sex;

(I) any discrimination, on the basis of race, color, national origin, or sex, against construction companies owned and controlled by socially and economically disadvantaged individuals in public and private transportation contracting and the financial, credit, insurance, and bond markets;

(J) the impact on small business concerns owned and controlled by socially and economically disadvantaged individuals of—

(i) the issuance of a final order described in paragraph (2) by a Federal court that suspends a program established under paragraph (1); or

(ii) the repeal or suspension of State or local disadvantaged business enterprise programs; and

(K) the impact of the requirement of paragraph (1), and any program carried out to comply with paragraph (1), on competition and the creation of jobs, including the creation of jobs for socially and economically disadvantaged individuals.

(4) DEFINITIONS.—For purposes of this subsection, the following definitions apply:

(A) SMALL BUSINESS CONCERN.—The term "small business concern" has the meaning such term has under section 3 of the Small Business Act (15 U.S.C. 632); except that such term shall not include any concern or group of concerns controlled by the same socially and economically disadvantaged individual or individuals which has average annual gross receipts over the preceding 3 fiscal years in excess of $16,600,000, as adjusted by the Secretary for inflation.

(B) SOCIALLY AND ECONOMICALLY DISADVANTAGED INDIVIDUALS.—The term "socially and economically disadvantaged individuals" has the meaning such term has under section 8(d) of the Small Business Act (15 U.S.C. 637(d)) and relevant subcontracting regulations promulgated pursuant thereto; except that women shall be presumed to be socially and economically disadvantaged individuals for purposes of this subsection.

SEC. 103. OBLIGATION CEILING.

(a) GENERAL LIMITATION.—Notwithstanding any other provision of law, the total of all obligations for Federal-aid highway programs shall not exceed—

(1) $21,500,000,000 for fiscal year 1998;

(2) $25,300,000,000 for fiscal year 1999; and

(3) $28,400,000,000 for each of fiscal years 2000 through 2003.

(b) EXCEPTIONS.—The limitations under subsection (a) shall not apply to obligations—

(1) under section 125 of title 23, United States Code;

(2) under section 157 of such title;

(3) under section 147 of the Surface Transportation Assistance Act of 1978;

(4) under section 9 of the Federal-Aid Highway Act of 1981;

(5) under sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982;

(6) under sections 149(b) and 149(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987;

(7) under sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991; and

(8) under section 104(j) of title 23, United States Code, relating to high priority projects.

(c) DISTRIBUTION OF OBLIGATION AUTHORITY.—For each of fiscal years 1998 through 2003, the Secretary shall—

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

(2) determine the ratio that—

(A) the obligation limitation imposed by subsection (a) for such fiscal year less the aggre-

gate of amounts not distributed under paragraph (1), bears to

(B) the total of the sums authorized to be appropriated for Federal-aid highway programs (other than sums authorized to be appropriated for sections referred to in subsection (b)) for such fiscal year less the aggregate of amounts not distributed under paragraph (1);

(3)(A) multiply the ratio determined under paragraph (2) by the sums authorized to be appropriated for such fiscal year for each of the programs that are allocated by the Secretary under this Act and title 23, United States Code (other than the recreational trails program and programs to which paragraph (1) applies);

(B) not distribute such amount for each such program (other than the recreational trails program and programs to which paragraph (1) applies); and

(C) in administering such program, allocate such amount for such program;

(4) distribute the obligation limitation imposed by subsection (a) less the aggregate of amounts not distributed under paragraphs (1) and (3) and less amounts distributed under paragraph (5) by allocation in the ratio which sums authorized to be appro-

priated for Federal-aid highway programs that are apportioned or allocated to each State for such fiscal year and that are subject to the limitation imposed by subsection (a) bear to the total of the sums authorized to be appropriated for Federal-aid highway programs that are apportioned or allocated for such fiscal year and that are subject to the limitation imposed by subsection (a); and

(5) distribute any amount determined under paragraph (3) for the recreational trails program in accordance with the formula set forth in section 104(h) of title 23, United States Code, for such program.

(d) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (c), the Secretary shall—

(1) provide all States with authority sufficient to prevent lapses of sums authorized to be appropriated for Federal-aid highway programs that have been apportioned to a State; and

(2) after August 1 of each of fiscal years 1998 through 2003 revise a distribution of the obligation authority made available under subsection (c) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to

those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, under section 160 of title 23, United States Code (as in effect on the day before the date of the enactment of this Act), and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

(e) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—Obligation limitations for Federal-aid highways programs established by subsection (a) shall apply to transportation research programs carried out under chapter 3 of title 23, United States Code, and under title VI of this Act.

(f) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—

(1) IN GENERAL.—Not later than 30 days after the date of the distribution of obligation authority under subsection (a) for each of fiscal years 1998 through 2003, the Secretary shall distribute to the States any funds (A) that are authorized to be appropriated for such fiscal year for Federal-aid highway programs (other than the program under section 160

of title 23, United States Code) and for carrying out subchapter I of chapter 311 of title 49, United States Code, and chapter 4 of title 23, United States Code, and (B) that the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under subsection (c)(5). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

(2) HIGH COST INTERSTATE SYSTEM RECONSTRUCTION AND IMPROVEMENT PROGRAM FUNDS.—Not later than 30 days after the date of the distribution of obligation authority under subsection (c) for each of fiscal years 1998 through 2003, the Secretary shall distribute to the States any funds that are authorized to be appropriated for such fiscal year to carry out the high cost Interstate System reconstruction and improvement program under section 160 of title 23, United States Code, and that will not be available for obligation in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in

the same ratio as funds are apportioned under section 104(b)(5) of such title. The funds so distributed to a State shall be credited to the State's apportionment under such section 104(b)(5).

SEC. 104. APPORTIONMENTS.

(a) ADMINISTRATIVE TAKEDOWN.—Section 104(a) is amended to read as follows:

"(a) ADMINISTRATIVE TAKEDOWN.—Whenever an apportionment is made of the sums authorized to be appropriated for expenditure on Interstate maintenance, the National Highway System, the bridge program, the surface transportation program, the congestion mitigation and air quality improvement program, the high risk road safety program, the high cost Interstate System reconstruction and improvement program, the national corridor planning and development program, the border infrastructure and safety program, and the Federal lands highways program, the Secretary shall deduct a sum, in such amount not to exceed 1 percent of all sums so authorized, as the Secretary may deem necessary for administering the provisions of law to be financed from appropriations for the Federal-aid highway program. In making such determination, the Secretary shall take into account the unobligated balance of any sums deducted for such purposes in prior years. The sums so deducted shall remain available until expended. The Secretary

may not transfer any of such sums to a Federal entity other than the Federal Highway Administration.".

(b) APPORTIONMENTS.—Section 104(b) is amended to read as follows:

"(b) APPORTIONMENTS.—On October 1 of each fiscal year, the Secretary, after making the deduction authorized by subsection (a) and the set-aside authorized by subsection (f), shall apportion the remainder of the sums authorized to be appropriated for expenditure on Interstate maintenance, the National Highway System, the surface transportation program, the congestion mitigation and air quality improvement program, and the high risk road safety program for that fiscal year, among the several States in the following manner:

"(1) NATIONAL HIGHWAY SYSTEM.—For the National Highway System, 1 percent to the Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands and the remaining 99 percent apportioned as follows:

"(A) In the case of a State with an average population density of 20 persons or fewer per square mile, and in the case of a State with a population of 1,500,000 persons or fewer and with a land area of 10,000 square miles or less, the greater of—

"(i) a percentage share of the remaining apportionments equal to the percentage specified for the State in section 104(h)(1) of the Building Efficient Surface Transportation and Equity Act of 1998; or

"(ii) a share determined under subparagraph (B).

"(B) Subject to subparagraph (A), in the case of any State for which the apportionment is not determined under subparagraph (A)(i), a share of the remaining apportionments determined in accordance with the following formula:

"(i) 1/9 of the remaining apportionments in the ratio that the total rural lane miles in each State bears to the total rural lane miles in all States for which the apportionment is not determined under subparagraph (A)(i).

"(ii) 1/9 of the remaining apportionments in the ratio that the total rural vehicle miles traveled in each State bears to the total rural vehicle miles traveled in all States for which the apportionment is not determined under subparagraph (A)(i).

"(iii) 2/9 of the remaining apportionments in the ratio that the total urban lane miles in each State bears to the total urban lane miles in all States for which the apportionment is not determined under subparagraph (A)(i).

"(iv) 2/9 of the remaining apportionments in the ratio that the total urban vehicle miles traveled in each State bears to the total urban vehicle miles traveled in all States for which the apportionment is not determined under subparagraph (A)(i).

"(v) 3/9 of the remaining apportionments in the ratio that each State's annual contributions to the Highway Trust Fund (other than the Mass Transit Account) attributable to commercial vehicles bear to the total of such annual contributions by all States for which the apportionment is not determined under subparagraph (A)(i).

"(2) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—

"(A) FORMULA.—For the congestion mitigation and air quality improvement program, in the ratio which the weighted nonattainment and

maintenance area populations of each State bear to the total weighted nonattainment and maintenance area population of all States.

"(B) CALCULATION OF WEIGHTED POPULATION.—Such weighted population shall be calculated by multiplying the population of each area within any State that was a nonattainment or maintenance area as described in subsection 149(b) for ozone, carbon monoxide, or particulate matter by a factor of—

"(i) 1.0 if, at the time of the apportionment, the area has been redesignated as an attainment (maintenance) area under section 107(d) of the Clean Air Act;

"(ii) 1.1 if, at the time of apportionment, the area is classified as a marginal ozone nonattainment area under subpart 2 of part D of title I of the Clean Air Act;

"(iii) 1.2 if, at the time of apportionment, the area is classified as a moderate ozone nonattainment area under such subpart;

"(iv) 1.3 if, at the time of apportionment, the area is classified as a serious

ozone nonattainment area under such subpart;

"(v) 1.4 if, at the time of apportionment, the area is classified as a severe ozone nonattainment area under such subpart;

"(vi) 1.5 if, at the time of apportionment, the area is classified as an extreme ozone nonattainment area under such subpart; or

"(vii) 1.2. if, at the time of apportionment, the area is not a nonattainment or maintenance area as described in subsection 149(b) of this title for ozone, but is a nonattainment area for carbon monoxide or particulate matter.

"(C) ADDITIONAL FACTORS.—If the area was also classified under subpart 3 or 4 of part D of title I of the Clean Air Act as a nonattainment area described in section 149(b) for carbon monoxide or particulate matter or both, the weighted nonattainment area population of the area, as determined under clauses (i) through (vi) of subparagraph (B), shall be further multiplied by a factor of 1.2. For an area that is a nonattainment area for both carbon monoxide

and for particulate matter and the area's weighted population was determined under clause (vii) of subparagraph (B), the area's weighted population shall be further multiplied by a factor of 1.2. For such areas, the population to which this factor is applied shall be the larger of the carbon monoxide and the particulate matter nonattainment area populations.

"(D) MINIMUM APPORTIONMENT.—Notwithstanding any other provision of this paragraph, each State shall receive a minimum of ½ of 1 percent of the funds apportioned under this paragraph. The Secretary shall use annual estimates prepared by the Secretary of Commerce when determining population figures.

"(3) SURFACE TRANSPORTATION PROGRAM.—

"(A) IN GENERAL.—For the surface transportation program, 2 percent to the State of Alaska for any purpose described in section 133(b) and the remaining 98 percent apportioned as follows:

"(i) ⅓ in the ratio that each State's total population bears to the total population of all States, using the latest available annual updates to the Federal decen-

nial census, as prepared by the Secretary of Commerce.

"(ii) ⅓ in the ratio that each State's annual contributions to the Highway Trust Fund (other than the Mass Transit Account) attributable to commercial vehicles bear to the total of such annual contributions by all States.

"(iii) ⅓ in the ratio that each State's annual contributions to the Highway Trust Fund (other than the Mass Transit Account) bear to the total of such annual contributions by all States.

"(B) ADJUSTMENT.—The amount of funds which, but for this subparagraph, would be apportioned to each State for each fiscal year under subparagraph (A) shall be increased or decreased by an amount which, when added to or subtracted from the aggregate amount of funds apportioned or allocated to such State for such fiscal year for Interstate maintenance, National Highway System, surface transportation program, bridge program, congestion mitigation and air quality improvement program, high risk road safety program, recreational trails pro-

gram, Appalachian Development Highway System program, and metropolitan planning will ensure that the aggregate of such apportionments to any State that does not contribute to the Highway Trust Fund does not exceed the aggregate of such apportionments to any State that does contribute to the Highway Trust Fund.

"(4) HIGH RISK ROAD SAFETY IMPROVEMENT PROGRAM.—For the high risk road safety improvement program—

"(A) ⅓ in the ratio that each State's total population bears to the total population of all States, using the latest available annual updates to the Federal decennial census, as prepared by the Secretary of Commerce;

"(B) ⅓ in the ratio that each State's total public road mileage bears to the total public road mileage of all States; and

"(C) ⅓ in the ratio that the total vehicle miles traveled on public roads in each State bear to the total vehicle miles traveled on public roads in all States.

"(5) INTERSTATE MAINTENANCE.—For resurfacing, restoring, rehabilitating, and reconstructing the Interstate System—

"(A) ⅓ in the ratio that each State's annual contributions to the Highway Trust Fund (other than the Mass Transit Account) attributable to commercial vehicles bear to the total of such annual contributions by all States;

"(B) ⅓ in the ratio that the total vehicle miles traveled on Interstate routes open to traffic in each State bear to the total vehicle miles traveled on such routes in all States; and

"(C) ⅓ in the ratio that the total lane miles on such routes in each State bear to the total lane miles on such routes in all States.".

(c) OPERATION LIFESAVER AND HIGH SPEED RAIL CORRIDORS.—Section 104(d) is amended—

(1) in paragraph (1) by striking "$300,000" and inserting "$500,000";

(2) in paragraph (2)(A) by striking "$5,000,000" and inserting "$5,250,000"; and

(3) by adding at the end of paragraph (2)(A) the following: "Not less than $250,000 of such set-aside shall be available per fiscal year for eligible improvements to the Minneapolis/St. Paul-Chicago segment of the Midwest High Speed Rail Corridor.".

(d) CERTIFICATION OF APPORTIONMENTS.—Section 104(e) is amended—

(1) by inserting "CERTIFICATION OF APPORTIONMENTS.—" after "(e)";

(2) by inserting "(1) IN GENERAL.—" before "On October 1";

(3) by striking the first parenthetical phrase;

(4) by striking "and research" the first place it appears;

(5) by striking the second sentence;

(6) by adding at the end the following:

"(2) NOTICE TO STATES.—If the Secretary has not made an apportionment under section 104, 144, or 157 of title 23, United States Code, on or before the 21st of a fiscal year, then the Secretary shall transmit, on or before such 21st day, to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a written statement of the reason for not making such apportionment in a timely manner."; and

(7) by indenting paragraph (1), as designated by paragraph (2) of this subsection, and aligning such paragraph (1) with paragraph (2) of such section, as added by paragraph (6) of this subsection.

(e) METROPOLITAN PLANNING SET-ASIDE.—Section 104(f) is amended—

(1) in paragraph (1) by striking "Interstate construction and Interstate substitute programs" and inserting "recreational trails program"; and

(2) in paragraph (3) by striking "120(j) of this title" and inserting "120(b)".

(f) RECREATIONAL TRAILS PROGRAM.—Section 104(h) of such title is amended to read as follows:

"(h) RECREATIONAL TRAILS PROGRAM.—

"(1) ADMINISTRATIVE COSTS.—Whenever an apportionment is made of the sums authorized to be appropriated to carry out the recreational trails program under section 206, the Secretary shall deduct an amount, not to exceed 3 percent of the sums authorized, to cover the cost to the Secretary for administration of and research and technical assistance under the recreational trails program and for administration of the National Recreational Trails Advisory Committee. The Secretary may enter into contracts with for-profit organizations or contracts, partnerships, or cooperative agreements with other government agencies, institutions of higher learning, or nonprofit organizations to perform these tasks.

"(2) APPORTIONMENT TO THE STATES.—After making the deduction authorized by paragraph (1) of this subsection, the Secretary shall apportion the re-

mainder of the sums authorized to be appropriated for expenditure on the recreational trails program for each fiscal year, among the States in the following manner:

"(A) 50 percent of that amount shall be apportioned equally among eligible States.

"(B) 50 percent of that amount shall be apportioned among eligible States in amounts proportionate to the degree of non-highway recreational fuel use in each of those States during the preceding year.".

(g) CROSS REFERENCE CORRECTIONS.—

(1) INTERSTATE MAINTENANCE PROGRAM.—Subsections (a), (d), and (f) of section 119 are each amended by striking "104(b)(5)(B)" each place it appears and inserting "104(b)(5)".

(2) FRINGE AND CORRIDOR PARKING FACILITIES.—Section 137(f)(1) is amended by striking "section 104(b)(5)(B) of this title" and inserting "section 104(b)(5)".

(3) ADDITIONS TO INTERSTATE SYSTEM.—Section 139 is amended by striking "section 104(b)(5)(B) of this title" each place it appears and inserting "section 104(b)(5)".

(4) ACCOMMODATION OF OTHER MODES.—Section 142(c) is amended by striking "section 104(b)(5)(A)" and inserting "section 104(b)(5)".

(5) MINIMUM DRINKING AGES.—Section 158 is amended—

(A) by striking "104(b)(2), 104(b)(5), and 104(b)(6)" each place it appears in subsection (a) and inserting "104(b)(3), and 104(b)(5)";

(B) in the heading to subsection (b) is amended by striking "PERIOD OF AVAILABILITY;"; and

(C) in subsection (b)—

(i) by striking "(1)" the first place it appears and all that follows through "No funds" and inserting "No funds"; and

(ii) by striking paragraphs (2), (3), and (4).

(6) SUSPENSION OF LICENSES OF INDIVIDUALS CONVICTED OF DRUG OFFENSES.—Section 159(b) is amended—

(A) by striking "PERIOD OF AVAILABILITY;" in the subsection heading; and

(B) by striking "(1)" the first place it appears and all that follows through "No funds" and inserting "No funds"; and

(C) by striking paragraphs (2), (3), and (4).

(7) OPERATION OF MOTOR VEHICLES BY INTOXICATED MINORS.—Section 161(a) is amended by striking "(B)" each place it appears.

(h) STATE PERCENTAGES FOR NATIONAL HIGHWAY SYSTEM APPORTIONMENTS.—

(1) IN GENERAL.—The percentage referred to in section 104(b)(1) of title 23, United States Code, for each State shall be determined in accordance with the following table:

States:	***Adjustment percentage***
Alabama	*2.02*
Alaska	*1.24*
Arizona	*1.68*
Arkansas	*1.32*
California	*9.81*
Colorado	*1.23*
Connecticut	*1.64*
Delaware	*0.40*
District of Columbia	*0.52*
Florida	*4.77*
Georgia	*3.60*
Hawaii	*0.70*
Idaho	*0.70*
Illinois	*3.71*
Indiana	*2.63*
Iowa	*1.13*
Kansas	*1.10*
Kentucky	*1.91*
Louisiana	*1.63*
Maine	*0.50*
Maryland	*1.64*
Massachusetts	*1.68*
Michigan	*3.34*
Minnesota	*1.56*
Mississippi	*1.23*
Missouri	*2.45*
Montana	*0.95*
Nebraska	*0.73*
Nevada	*0.67*
New Hampshire	*0.48*

States:	*Adjustment percentage*
New Jersey	*2.28*
New Mexico	*1.05*
New York	*4.27*
North Carolina	*2.83*
North Dakota	*0.76*
Ohio	*3.77*
Oklahoma	*1.55*
Oregon	*1.23*
Pennsylvania	*4.12*
Puerto Rico	*0.50*
Rhode Island	*0.55*
South Carolina	*1.63*
South Dakota	*0.70*
Tennessee	*2.30*
Texas	*7.21*
Utah	*0.71*
Vermont	*0.43*
Virginia	*2.61*
Washington	*1.75*
West Virginia	*0.76*
Wisconsin	*1.91*
Wyoming	*0.66.*

(2) ADDITIONAL RULE.—Any State with lane miles on the National Highway System totaling between 3,500 and 4,000 miles shall be treated as a State meeting the requirements of section 104(b)(1)(A) of title 23, United States Code, for purposes of such section.

(i) USE OF MOST UP-TO-DATE DATA.—The Secretary shall use the most up-to-date data available for the latest fiscal year for the purposes of making apportionments under this section and section 157 of title 23, United States Code.

(j) ADJUSTMENTS FOR THE SURFACE TRANSPORTATION EXTENSION ACT OF 1997.—

(1) IN GENERAL.—Notwithstanding any other provision of law and subject to section 2(c) of the Surface Transportation Extension Act of 1997, the Secretary shall ensure that the total apportionments for a State for fiscal year 1998 made under the Building Efficient Surface Transportation and Equity Act of 1998 (including amendments made by such Act) shall be reduced by the amount apportioned to such State under section 1003(d)(1) of the Intermodal Surface Transportation Efficiency Act of 1991.

(2) REPAYMENT OF TRANSFERRED FUNDS.—The Secretary shall ensure that any apportionments made to a State for fiscal year 1998 and adjusted under paragraph (1) shall first be used to restore in accordance with section 3(c) of the Surface Transportation Extension Act of 1997 any funds that a State transferred under section 3 of such Act.

(3) INSUFFICIENT FUNDS FOR REPAYMENT.—If a State has insufficient funds apportioned in fiscal year 1998 under the Building Efficient Surface Transportation and Equity Act of 1998 (including amendments made by such Act) to make the adjustment required by paragraph (1), then the Secretary shall make an adjustment to any funds apportioned to such State in fiscal year 1999.

(4) ALLOCATED PROGRAMS.—Notwithstanding any other provision of law, amounts made available for fiscal year 1998 by the Building Efficient Surface Transportation and Equity Act of 1998 (including amendments made by such Act) for a program that is continued by both of sections 4, 5, 6, and 7 of the Surface Transportation Extension Act of 1997 (including amendments made by such sections) and the Building Efficient Surface Transportation and Equity Act of 1998 (including amendments made by such Act) shall be reduced by the amount made available by such sections 4, 5, 6, and 7 for such programs.

SEC. 105. INTERSTATE MAINTENANCE PROGRAM.

Section 119 is further amended—

(1) in subsection (a)—

(A) by striking "and rehabilitating" and inserting ", rehabilitating, and reconstructing";

(B) by striking "of this title and" and inserting a comma;

(C) by striking "this sentence" and inserting "the Building Efficient Surface Transportation and Equity Act of 1998";

(D) by striking "of this title;" and inserting ", and any segments that become part of the Interstate System under section 1105(e)(5) of the

Intermodal Surface Transportation Efficiency Act of 1991;"; and

(E) by striking "subsection (e)" and inserting "section 129 or continued in effect by section 1012(d) of the Intermodal Surface Transportation Efficiency Act of 1991 and not voided by the Secretary under section 120(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 159)";

(2) by striking subsections (b), (c), and (e); and

(3) by redesignating subsections (d), (f), and (g) as subsections (b), (c), and (d), respectively.

SEC. 106. NATIONAL HIGHWAY SYSTEM.

(a) COMPONENTS.—Section 103(b) is amended—

(1) by striking the last 4 sentences of paragraph (2)(B);

(2) in paragraph (2)(C) by striking "and be subject to approval by Congress in accordance with paragraph (3)"; and

(3) in paragraph (2)(D) by striking "and subject to approval by Congress in accordance with paragraph (3)".

(b) MAXIMUM MILEAGE.—Section 103(b) is amended—

(1) by striking paragraphs (3) and (4) and inserting the following:

"(3) MAXIMUM MILEAGE.—The mileage of highways on the National Highway System shall not exceed 155,000 miles; except that the Secretary may increase or decrease such maximum mileage by not to exceed 15 percent."; and

(2) by redesignating paragraphs (5) and (6) as paragraphs (4) and (5), respectively.

(c) DESIGNATION.—Section 103(b)(4), as so redesignated by subsection (b)(2) of this section, is amended—

(1) by inserting "(A) BASIC SYSTEM.—" before "The National";

(2) by inserting after subparagraph (A), as so designated by paragraph (1) of this subsection, the following:

"(B) INTERMODAL CONNECTORS.—The modifications to the National Highway System that consist of highway connections to major ports, airports, international border crossings, public transportation and transit facilities, interstate bus terminals, and rail and other intermodal transportation facilities, as submitted to Congress by the Secretary on the map dated May 24, 1996, are designated within the

United States, including the District of Columbia and the Commonwealth of Puerto Rico.''; and

(3) by indenting such subparagraph (A) and aligning it with subparagraph (B), as inserted by paragraph (2) of this subsection.

(d) MODIFICATIONS.—Section 103(b)(5)(A), as redesignated by subsection (b)(2) of this section, is amended by inserting ''or, in the case of the strategic highway network, that are proposed by the Secretary in consultation with appropriate Federal agencies and the States'' before ''if the Secretary''.

(e) CONFORMING AMENDMENTS.—Section 103(b) is amended—

(1) in paragraph (5), as redesignated by subsection (b)(2) of this section, by striking ''Subject to paragraph (7), the'' and inserting ''The'';

(2) by striking paragraph (7);

(3) by redesignating paragraph (8) as paragraph (6); and

(4) in paragraph (6), as so redesignated, by striking ''paragraph (5)'' and inserting ''paragraph (4)''.

(f) TECHNICAL AMENDMENT.—Section 103 is amended—

(1) by redesignating subparagraphs (A), (B), and (C) of subsection (i)(3) as clauses (i), (ii), and (iii), respectively;

(2) by redesignating paragraphs (1) through (13) of subsection (i) as subparagraphs (A) through (M), respectively;

(3) by redesignating subsection (i) as paragraph (7);

(4) by moving such paragraph (7) (including such subparagraphs and clauses) to the end of subsection (b); and

(5) by moving such paragraph (7) (including such subparagraphs and clauses) 2 ems to the right.

(g) EFFECT ON EXISTING APPORTIONMENTS.—The amendments made by this section shall not affect funds apportioned or allocated under title 23, United States Code, before the date of the enactment of this Act.

(h) INTERMODAL FREIGHT CONNECTORS STUDY.—

(1) REPORT.—Not later than 24 months after the date of the enactment of this Act, the Secretary shall review the condition of and improvements made to connectors on the National Highway System approved by this Act that serve seaports, airports, and other intermodal freight transportation facilities since

the designation of the National Highway System and shall report to Congress on the results of such review.

(2) REVIEW.—In preparing the report, the Secretary shall review the connectors designated by this Act as part of the National Highway System and identify projects carried out on those connectors which were intended to provide and improve service to an intermodal facility referred to in paragraph (1) and to facilitate the efficient movement of freight, including movements of freight between modes.

(3) IDENTIFICATION OF IMPEDIMENTS.—If the Secretary determines on the basis of the review that there are impediments to improving the connectors serving intermodal facilities referred to in paragraph (1), the Secretary shall identify such impediments, including any funding for such connectors, and make any appropriate recommendations as part of the Secretary's report to Congress.

(i) HIGHWAY SIGNS ON THE NATIONAL HIGHWAY SYSTEM.—

(1) COMPETITION.—The Secretary shall conduct in accordance with this subsection a national children's competition to design a national logo sign for the routes comprising the National Highway System.

Children 14 years of age and under shall be eligible for such competition.

(2) PANEL OF JUDGES.—The Secretary shall appoint a panel of not less than 6 persons to evaluate all designs submitted under the competition and select a winning design. The panel shall be composed of—

(A) a representative of the Department of Transportation;

(B) a representative designated by the American Association of State Highway and Transportation Officials;

(C) a representative of the motor carrier industry;

(D) a representative of private organizations dedicated to advancement of the arts; and

(E) a representative of the motoring public.

(3) REPORT AND PLAN.—Not later than 24 months after the date of the enactment of this section, the Secretary shall initiate and complete the competition and submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the results of the competition, a plan for the placement of logo signs on the

National Highway System, and an estimate of the cost of implementing such plan.

(j) WEST VIRGINIA CORRIDOR 10.—The Secretary shall designate in the State of West Virginia Route 73 between Route 10 and United States Route 119, Route 10 between Route 80 and Route 73, and Route 80 between United States Route 52 and Route 10 as part of the National Highway System.

SEC. 107. HIGHWAY BRIDGE PROGRAM.

(a) APPORTIONMENT FORMULA.—Section 144(e) is amended by inserting before the period at the end of the fourth sentence the following: ", and, if a State transfers funds apportioned to it under this section in a fiscal year beginning after September 30, 1997, to any other apportionment of funds to such State under this title, the total cost of deficient bridges in such State and in all States to be determined for the succeeding fiscal year shall be reduced by the amount of such transferred funds".

(b) DISCRETIONARY BRIDGE SET-ASIDE.—Section 144(g)(1) is amended—

(1) by inserting "(A) FISCAL YEARS 1992 THROUGH 1997.—" before "Of the amounts";

(2) by adding at the end the following:

"(B) FISCAL YEAR 1998.—The amounts authorized for fiscal year 1998 by section 127(a)(1)

of the Building Efficient Surface Transportation and Equity Act of 1998 shall be at the discretion of the Secretary. 25 percent of such amount shall be available only for projects for the seismic retrofit of a bridge described in subsection (l).

"(C) FISCAL YEARS 1999 THROUGH 2003.—The amounts authorized for each of fiscal years 1999 through 2003 by section 127(a)(1) of the Building Efficient Surface Transportation and Equity Act of 1998 shall be at the discretion of the Secretary. Not to exceed 25 percent of such amount shall be available only for projects for the seismic retrofit of bridges, including projects in the New Madrid fault region."; and

(3) by indenting subparagraph (A), as so designated by paragraph (1) of this subsection, and aligning such subparagraph (A) with subparagraphs (B) and (C), as inserted by paragraph (2) of this subsection.

(c) OFF SYSTEM BRIDGE-SET ASIDE.—Section 144(g)(3) is amended—

(1) by striking ", 1988" and all that follows through "1997," and inserting "through 2003,"; and

(2) by striking "system" each place it appears and inserting "highway".

(d) ELIGIBILITY.—Section 144 is amended—

(1) in subsection (d) by inserting after "magnesium acetate" the following: ", sodium acetate/formate, or agriculturally derived, environmentally acceptable, minimally corrosive anti-icing and de-icing compositions or installing scour countermeasures";

(2) in subsection (d) by inserting after "such acetate" each place it appears the following: "or sodium acetate/formate or such anti-icing or de-icing composition or installation of such countermeasures"; and

(3) in subsection (g)(3) by inserting after "magnesium acetate" the following: ", sodium acetate/formate, or agriculturally derived, environmentally acceptable, minimally corrosive anti-icing and de-icing compositions or install scour countermeasures".

(e) CONFORMING AMENDMENT.—Section 144(n) is amended by striking "system" and inserting "highway".

SEC. 108. SURFACE TRANSPORTATION PROGRAM.

(a) ESTABLISHMENT OF PROGRAM.—Section 133(a) is amended by inserting after "establish" the following: "and implement".

(b) APPLICATION OF ANTI-ICING AND DE-ICING COMPOSITIONS TO BRIDGES.—Section 133(b)(1) is amended by inserting after "magnesium acetate" the following: ", sodium acetate/formate, or agriculturally derived, environ-

mentally acceptable, minimally corrosive anti-icing and de-icing compositions".

(c) TRANSPORTATION CONTROL MEASURES.—Section 133(b)(9) is amended by striking "clauses (xii) and" and inserting "clause".

(d) ENVIRONMENTAL RESTORATION AND POLLUTION ABATEMENT PROJECTS.—Section 133(b) is amended by adding at the end the following:

"(12) Environmental restoration and pollution abatement projects, including the retrofit or construction of storm water treatment systems, to address water pollution or environmental degradation caused or contributed to by existing transportation facilities at the time such transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the expenditure of funds under this section for any such environmental restoration or pollution abatement project shall not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration project.".

(e) DIVISION OF FUNDS.—Section 133(d)(3)(B) is amended by adding at the end the following: "Notwithstanding subsection (c), up to 15 percent of the amounts required to be obligated under this subparagraph may be

obligated on roads functionally classified as minor collectors.".

(f) PROGRAM APPROVAL.—Section 133(e)(2) is amended to read as follows:

"(2) PROGRAM APPROVAL.—Each State shall submit a project agreement for each fiscal year, certifying that the State will meet all the requirements of this section and notifying the Secretary of the amount of obligations needed to administer the surface transportation program. Each State shall request adjustments to the amount of obligations as needed. The Secretary's approval of the project agreement shall be deemed a contractual obligation of the United States for the payment of surface transportation program funds provided under this title.".

(g) CONFORMING AMENDMENT.—Section 133(f) is amended by striking "6-fiscal year period 1992 through 1997" and inserting "fiscal years for which funds are made available by the Building Efficient Surface Transportation and Equity Act of 1998".

(h) ENCOURAGEMENT OF USE OF YOUTH CONSERVATION OR SERVICE CORPS.—The Secretary shall encourage the States to enter into contracts and cooperative agreements with qualified youth conservation or service corps to

perform appropriate transportation enhancement projects under chapter 1 of title 23, United States Code.

SEC. 109. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.

(a) ESTABLISHMENT OF PROGRAM.—Section 149(a) is amended by inserting after "establish" the following: "and implement".

(b) CURRENTLY ELIGIBLE PROJECTS.—Section 149(b) is amended—

(1) in paragraph (1)(A) by striking "clauses (xii) and"; and inserting "clause";

(2) by striking "or" at the end of paragraph (3);

(3) by striking "standard." at the end of paragraph (4) and inserting "standard; or"; and

(4) by inserting after paragraph (4) the following:

"(5) if the program or project would have been eligible for funding on or before September 30, 1997, under guidance issued by the Secretary to implement this section.".

(c) STUDY OF EFFECTIVENESS OF CMAQ PROGRAM.—

(1) STUDY.—The Secretary shall request the National Academy of Sciences to study the impact of the congestion mitigation and air quality improvement

program on the air quality of nonattainment areas. The study shall, at a minimum—

(A) determine the amount of funds obligated under such program in each nonattainment area and to make a comprehensive analysis of the types of projects funded under such program;

(B) identify any improvements to or degradations of the air quality in each nonattainment area;

(C) measure the impact of the projects funded under such program on the air quality of each nonattainment area; and

(D) assess the cost effectiveness of projects funded under such program in nonattainment areas, including, to the extent possible, the cost per ton of reductions of ozone and carbon monoxide and reduction of traffic congestion.

(2) REPORT.—Not later than January 1, 2000, the National Academy of Sciences shall transmit to the Secretary, the Committee on Transportation and Infrastructure and the Committee on Commerce of the House of Representatives, and the Committee on Environment and Public Works of the Senate a report on the results of the study with recommendations for modifications to the congestion mitigation and air

quality improvement program in light of the results of the study.

(3) FUNDING.—Before making the apportionment of funds under section 104(b)(2) for each of fiscal years 1998 and 1999, the Secretary shall deduct from the amount to be apportioned under such section for such fiscal year, and make available, $500,000 for such fiscal year to carry out this subsection.

SEC. 110. HIGH RISK ROAD SAFETY IMPROVEMENT PROGRAM.

(a) IN GENERAL.—Chapter 1 is amended by inserting after section 153 the following:

"§ 154. High risk road safety improvement program

"(a) ESTABLISHMENT.—The Secretary shall establish and implement a high risk road safety improvement program in accordance with this section.

"(b) ELIGIBLE PROJECTS.—A State may obligate funds apportioned to it under section 104(b)(4) only for construction and operational improvement projects, and for pavement marking and signing projects, on high risk roads and only if the primary purpose of the project is to improve highway safety on a high risk road.

"(c) STATE ALLOCATION SYSTEM.—Each State shall establish a system for allocating funds apportioned to it under section 104(b)(4) among projects eligible for assist-

ance under this section that have the highest benefits to highway safety. Such system may include a safety management system established by the State under section 303 or a survey established pursuant to section 152(a).

"(d) TRANSFERABILITY.—A State may transfer not to exceed 50 percent of the amount of funds apportioned to it under section 104(b)(4) for any fiscal year to the apportionment of such State under section 104(b)(1) or 104(b)(3) or both.

"(e) APPLICABILITY OF PLANNING REQUIREMENTS.—Programming and expenditure of funds for projects under this section shall be consistent with the requirements of sections 134 and 135.

"(f) DEFINITIONS.—In this section, the following definitions apply:

"(1) HIGH RISK ROAD.—The term 'high risk road' means any Federal-aid highway or segment of a Federal-aid highway—

"(A) on which a significant number of severe motor vehicle crashes occur; or

"(B) which has current, or will likely have, increases in traffic volume that are likely to create a potential for severe crash consequences in a significant number of motor vehicle crashes.

"(2) SEVERE CRASH.—The term 'severe crash' means a motor vehicle crash in which a fatality or incapacitating injury occurs.".

(b) CONFORMING AMENDMENT.—The table of sections for chapter 1 is amended by inserting after the item relating to section 153 the following:

"154. High risk road safety improvement program.".

(c) ROADWAY SAFETY AWARENESS AND IMPROVEMENT PROGRAM.—

(1) IN GENERAL.—For purposes of identifying high-risk roadway hazards and effective countermeasures and improving the collection and public dissemination of information regarding such hazards and their impact on the number and severity of motor vehicle crashes, the Secretary shall enter into an agreement with a private nonprofit national organization that is dedicated solely to improving roadway safety.

(2) TERMS OF AGREEMENT.—Under the terms of the agreement entered into under this subsection, the organization shall—

(A) develop a pilot program to improve the collection of data pertaining to roadway hazards and design features that cause or increase the severity of motor vehicle crashes;

(B) develop a public awareness campaign to educate State and local transportation officials, public safety officials, and motorists regarding the extent to which roadway hazards and design features are a factor in motor vehicle crashes; and

(C) develop and disseminate information to assist State and local transportation officials, public safety officials, and motorists in identifying roadway hazards and effective countermeasures.

(3) REPORT.—Not later than 24 months after the date of entry into the agreement under this subsection, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the status of the program authorized by this subsection. Such report shall be updated each year thereafter, and a final report shall be transmitted not later than 5 years after the date of entry into the agreement.

(4) FUNDING.—Before funds are apportioned under section 104(b)(4) of title 23, United States Code, for each of fiscal years 1998 through 2003, the Secretary shall deduct a sum not to exceed $1,000,000

per fiscal year for carrying out this subsection. Such sums shall remain available until expended.

SEC. 111. MINIMUM ALLOCATION.

(a) GENERAL RULES.—Section 157(a) is amended—

(1) in paragraph (4)—

(A) by striking "THEREAFTER" and inserting "FISCAL YEARS 1992–1997"; and

(B) by striking "fiscal year 1992 and each fiscal year thereafter" and inserting "each of fiscal years 1992 through 1997"; and

(2) by adding at the end the following new paragraph:

"(5) THEREAFTER.—In fiscal year 1998 and each fiscal year thereafter on October 1, or as soon as possible thereafter, the Secretary shall allocate among the States amounts sufficient to ensure that a State's percentage of the total apportionments in each such fiscal year for Interstate maintenance, the National Highway System, the bridge program, the surface transportation program, the congestion mitigation and air quality improvement program, the high priority projects program, the high risk road safety improvement program, the recreational trails program, the Appalachian Development Highway System program, and metropolitan planning shall not be less

than 95 percent of the percentage of estimated tax payments attributable to highway users in the State paid into the Highway Trust Fund, other than the Mass Transit Account, in the latest fiscal year for which data are available. In determining allocations under this paragraph, the Secretary shall not take into account the 2 percent set aside under section 104(b)(3)(A).".

(b) AVAILABILITY OF FUNDS.—Section 157(b) is amended—

(1) by inserting before "Amounts allocated" the following: "AVAILABILITY OF FUNDS.—";

(2) by striking "Interstate highway substitute," and all that follows through "crossing projects" and inserting "any purpose described in section 133(b)"; and

(3) by inserting before the period at the end "and section 103(c) of the Building Efficient Surface Transportation and Equity Act of 1998".

(c) CONFORMING AMENDMENTS.—Section 157 is further amended—

(1) in subsection (d) by striking "154(f) or"; and

(2) in subsection (e) by inserting before "In order" the following: "AUTHORIZATION OF APPROPRIATIONS.—".

(d) MINIMUM ALLOCATION ADJUSTMENT.—If the Secretary—

(1) determines that—

(A) the ratio of—

(i) the aggregate of funds made available by this Act, including any amendments made by this Act, that are apportioned to a State for Federal-aid highway programs (including funds allocated to the State under sections 104(j) and 157 of title 23, United States Code) for each fiscal year beginning after September 30, 1997, to

(ii) the aggregate of such funds apportioned to all States for such programs for such fiscal year, is less than

(B) the ratio of—

(i) estimated tax payments attributable to highway users in the State paid into the Highway Trust Fund, other than the Mass Transit Account, in the latest fiscal year for which data are available, to

(ii) the estimated tax payments attributable to highway users in all States paid into such Trust Fund in such latest fiscal year; and

(2) determines that—

(A) the ratio determined under paragraph (1)(A), is less than

(B) the ratio of—

(i) the aggregate of funds made available by the Intermodal Surface Transportation Efficiency Act of 1991, including any amendments made by such Act, and section 202 of the National Highway System Designation Act of 1995 that are apportioned to the State for Federal-aid highway programs (other than Federal lands highway programs and projects under sections 1103–1108 of the Intermodal Surface Transportation Efficiency Act of 1991) for fiscal years 1992 through 1997, to

(ii) the aggregate of such funds apportioned to all States for such programs for such fiscal years;

the Secretary shall allocate under such section 157 to the State amounts sufficient to ensure that the State's percentage of total apportionments for Federal-aid highway programs under this Act (including amendments made by this Act and allocations under such sections 104(j) and 157) for such fiscal year beginning after September 30, 1997, is

equal to the State's percentage of total apportionments for Federal-aid highway programs (other than Federal lands highway programs and projects under sections 1103–1008 of the Intermodal Surface Transportation Efficiency Act of 1991) for fiscal year 1997 under the Intermodal Surface Transportation Efficiency Act of 1991, including any amendments made by such Act, and section 202 of the National Highway System Designation Act of 1995. The allocation shall be made on October 1 of fiscal year 1998, 1999, 2000, 2001, 2002, or 2003, as the case may be, or as soon as possible thereafter and shall be in addition to any other allocation to the State under such section 157 for such fiscal year.

(e) FINAL ADJUSTMENT.—

(1) IN GENERAL.—In fiscal year 1998 and each fiscal year thereafter on October 1, or as soon as practicable thereafter, the Secretary shall allocate under section 157 of title 23, United States Code, among the States amounts sufficient to ensure that the ratio that—

(A) each State's percentage of the total apportionments for such fiscal year for Interstate maintenance, National Highway System, high cost Interstate system reconstruction and improvement program, surface transportation pro-

gram, metropolitan planning, congestion mitigation and air quality improvement program, high risk road safety improvement program, bridge program, Appalachian development highway system, recreational trails program, high priority projects program, the 2 percent set aside under section 104(b)(3)(A) of title 23, United States Code, and section 157 of such title (including subsection (d) of this section and this subsection), bears to

(B) each State's percentage of estimated tax payments attributable to highway users in the State paid into the Highway Trust Fund (other than the Mass Transit Account) in the latest fiscal year for which data are available;

is not less than 0.90.

(2) TREATMENT.—The allocation required by this paragraph shall be in addition to any other allocation under section 157 of title 23, United States Code, including allocations required by subsection (d) of this section.

SEC. 112. APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM.

(a) APPORTIONMENT.—The Secretary shall apportion funds made available by section 102 of this Act for fiscal years 1998 through 2003 among the States based on the

latest available cost to complete estimate for the Appalachian development highway system prepared by the Appalachian Regional Commission, unless the Appalachian Regional Commission adopts an alternative method for distribution. In general, no State containing Appalachian development highway system routes shall receive an apportionment of less than $1,000,000. For fiscal years 1999 through 2003, any alternative method for distribution adopted by the Appalachian Regional Commission must be communicated to the Secretary at least 30 days prior to the beginning of the fiscal year in which the apportionment is to be made. Such funds shall be available to construct highways and access roads under section 201 of the Appalachian Regional Development Act of 1965.

(b) APPLICABILITY OF TITLE 23.—Funds authorized by section 102 of this Act for the Appalachian development highway system under section 201 of the Appalachian Regional Development Act of 1965 shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of any project under this section shall be determined in accordance with such section 201 and such funds shall remain available until expended.

(c) FEDERAL SHARE FOR PRE-FINANCED PROJECTS.—Section 201(h)(1) of the Appalachian Regional Development Act of 1965 (40 U.S.C. App.) is amended by striking "70" and inserting "80".

(d) DEDUCTION FOR ADMINISTRATIVE EXPENSES.—Section 201 of such Act is amended by adding at the end the following new subsection:

"(i) DEDUCTION FOR ADMINISTRATIVE EXPENSES.—On October 1 of fiscal year 1998 and each fiscal year thereafter, or as soon as is practicable thereafter, there shall be deducted, for the expenses of the Appalachian Regional Commission in administering the funds authorized under this section for such year, not to exceed 3.75 percent of the funds made available for such year under subsection (g) of this section.".

(e) LOCAL PARTICIPATION IN DEDESIGNATION DECISIONS.—Section 201 of such Act is further amended by adding at the end the following:

"(j) LOCAL PARTICIPATION IN DEDESIGNATION DECISIONS.—Before the State of Ohio may request the dedesignation of corridor B from the Ohio River in Scioto County to the Scioto-Adams County line, corridor B1 from the Kentucky State line to the junction with corridor B at Rosemount, corridor C from the junction with corridor B at Lucasville to State Route 159 at Chillicothe, or corridor

D from the Adams County line to the Ohio River in Washington County as segments of the Appalachian development highway system, the State must consult about the proposed dedesignation with local elected officials having jurisdiction over the area in which the segment is located and conduct public hearings on the proposed dedesignation in each county in which any part of the segment is located.".

(f) ADDITIONS TO APPALACHIAN REGION.—The undesignated paragraph relating to Georgia of section 403 of such Act is amended—

(1) by inserting "Elbert," after "Douglas,"; and

(2) by inserting "Hart," after "Haralson,".

SEC. 113. HIGH COST INTERSTATE SYSTEM RECONSTRUCTION AND IMPROVEMENT PROGRAM.

(a) IN GENERAL.—Section 160 is amended to read as follows:

"§ 160. High cost interstate system reconstruction and improvement program

"(a) ESTABLISHMENT.—The Secretary shall establish and implement a high cost Interstate System reconstruction and improvement program in accordance with this section.

"(b) ELIGIBLE PROJECTS.—Funds made available to carry out the high cost interstate reconstruction and improvement program under this section for a fiscal year shall be available for obligation by the Secretary for any major

reconstruction or improvement project to any highway designated as part of the Interstate System and open to traffic before the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998. Such funds shall be made available by the Secretary to any State applying for such funds only if the Secretary determines that—

"(1) the total cost of the project is greater than the lesser of $200,000,000 or 50 percent of the aggregate amount of funds apportioned to the State under this title for such fiscal year;

"(2) the project is a ready-to-commence project;

"(3) the State agrees that it will not transfer funds apportioned to it under section 104(b)(5) for such fiscal year to any other program category; and

"(4) the applicant agrees to obligate the funds within 1 year of the date the funds are made available.

"(c) ALLOCATION OF FUNDS.—Subject to subsection (f)(1), of the funds made available to carry out the program under this section, the Secretary shall allocate—

"(1) not less than $165,000,000 for fiscal year 1998, $412,500,000 for fiscal year 1999, and $670,000,000 for each of fiscal years 2000 through 2003 among States in the ratio that the estimated

cost of carrying out projects determined by the Secretary to be eligible for funding under subsection (b) in each State bears to the estimated cost of carrying out such projects in all of the States; and

"(2) at the discretion of the Secretary, not more than the amounts set forth in section 127(a)(2) for each of fiscal years 1998 through 2003 for projects eligible for assistance under this section to—

"(A) meet an extraordinary need for funding; or

"(B) help expedite completion of a project of national significance.

"(d) UNALLOCATED FUNDS.—

"(1) APPORTIONMENT.—If, on August 1 of fiscal year 1998 and each fiscal year thereafter, the Secretary determines that funds authorized to be allocated in such fiscal year for the program under this section will not be allocated in such fiscal year as a result of not enough projects being eligible for assistance under this section, the Secretary shall apportion under section 104(b)(5) such funds among the States for the Interstate maintenance program.

"(2) REDISTRIBUTION OF OBLIGATION AUTHORITY.—The Secretary shall also redistribute on such August 1 any obligation authority that is allocated

for the fiscal year under section 103(c)(4) of the Building Efficient Surface Transportation and Equity Act of 1998 attributable to the program under this section and that the Secretary determines will not be used before September 30 of such fiscal year among the States (other than a State from which obligation authority for such fiscal year is redistributed under section 103(d) of such Act) in the same ratio as set forth in section 103(c)(5) of such Act.

"(e) APPLICABILITY OF PLANNING REQUIREMENTS.—Programming and expenditure of funds for projects under this section shall be consistent with the requirements of sections 134 and 135.

"(f) FUTURE ALLOCATIONS.—

"(1) FISCAL YEARS 1998–2003.—For fiscal years 1998, 1999, 2000, 2001, 2002, and 2003, funds to be allocated pursuant to subsection (c)(1) shall be allocated in the same manner as funds apportioned under section 104(b)(5). Such funds shall only be available for projects eligible under subsection (b); except that if a State does not have a project eligible under subsection (b), funds allocated to such State under this paragraph shall be available for any project in such State on a segment of the Interstate System that is open to traffic.

"(2) DETERMINATIONS.—The Secretary shall, in cooperation with States and affected metropolitan planning organizations, determine—

"(A) the expected condition of the Interstate System over the next 10 years and the needs of States and metropolitan planning organizations to reconstruct and improve the Interstate System; and

"(B) a method to allocate funds made available under this section that would—

"(i) address the needs identified in subparagraph (A);

"(ii) provide a fair and equitable distribution of such funds; and

"(iii) allow for States to address any extraordinary needs.

"(3) REPORT.—The determination made under paragraph (2) shall be submitted to Congress in a report not later than January 1, 2000.".

(b) CONFORMING AMENDMENT.—The table of sections for chapter 1 is amended by striking the item relating to section 160 and inserting the following:

"160. High cost interstate system reconstruction and improvement program.".

SEC. 114. RECREATIONAL TRAILS PROGRAM.

(a) IN GENERAL.—Chapter 2 of title 23, United States Code, is amended by inserting after section 205 the following:

"§ 206. Recreational trails program

"(a) IN GENERAL.—The Secretary, in consultation with the Secretary of the Interior and the Secretary of Agriculture, shall administer a national program for the purposes of providing and maintaining recreational trails.

"(b) STATEMENT OF INTENT.—Funds made available to carry out the recreational trails program under this section are to be derived from revenues collected through motor fuel taxes from nonhighway users and are to be used on trails and trail-related projects which have been planned and developed under the otherwise existing laws, policies, and administrative procedures within each State, and which are identified in, or which further a specific goal of, a trail plan included or referenced in a statewide comprehensive outdoor recreation plan required by the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 460l–4 et seq.).

"(c) STATE ELIGIBILITY.—A State shall be eligible to obligate funds apportioned to it under section 104(h) only if—

"(1) the Governor of the State has designated the State agency or agencies that will be responsible for administering funds received under this section; and

"(2) a recreational trail advisory committee on which both motorized and nonmotorized recreational trail users are fairly represented exists within the State.

"(d) FEDERAL SHARE PAYABLE.—

"(1) IN GENERAL.—Except as provided in paragraphs (2), (3), (4), and (5), the Federal share payable on account of a project under this section shall not exceed 50 percent.

"(2) FEDERAL AGENCY PROJECT SPONSOR.—Notwithstanding any other provision of law, a Federal agency sponsoring a project under this section may contribute additional Federal funds toward a project's cost if the share attributable to the Secretary does not exceed 50 percent and the share attributable to the Secretary and the Federal agency jointly does not exceed 80 percent.

"(3) ALLOWABLE MATCH FROM FEDERAL PROGRAMS.—The following Federal programs may be used to contribute additional Federal funds toward a project's cost and may be accounted for as contributing to the non-Federal share:

"(A) State and Local Fiscal Assistance Act of 1972 (Public Law 92–512).

"(B) HUD Community Development Block Grants (Public Law 93–383).

"(C) Public Works Employment Act of 1976 (Public Law 94–369).

"(D) Acts establishing national heritage corridors and areas.

"(E) Job Training Partnership Act of 1982 (Public Law 97–300).

"(F) National and Community Service Trust Act of 1993 (Public Law 103–82).

"(G) Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (Public Law 104–93).

"(4) PROGRAMMATIC NON-FEDERAL SHARE.—A State may allow adjustments of the non-Federal share of individual projects in a fiscal year if the total Federal share payable for all projects within the State carried out under this section with funds apportioned to the State under section 104(h) for such fiscal year does not exceed 50 percent. For purposes of this paragraph, a project funded under paragraph (2) or (3) of this subsection may not be included in the calculation of the programmatic non-Federal share.

"(5) STATE ADMINISTRATIVE COSTS.—The Federal share payable on account of the administrative costs of a State under subsection (e)(1)(A) shall be determined in accordance with section 120(b).

"(e) USE OF FUNDS.—

"(1) PERMISSIBLE USES.—A State may use funds apportioned to it under section 104(h)—

"(A) in an amount not exceeding 7 percent of such funds, for administrative costs of the State;

"(B) in an amount not exceeding 5 percent of such funds, for operation of environmental protection education and safety education programs relating to the use of recreational trails;

"(C) for development and rehabilitation of urban trail linkages to provide connections to and among neighborhoods and community centers and between trails;

"(D) for maintenance of existing recreational trails, including the grooming and maintenance of trails across snow;

"(E) for restoration of areas damaged by usage of recreational trails, including back country terrain;

"(F) for development and rehabilitation of trail-side and trail-head facilities that meet goals identified by the National Recreational Trails Advisory Committee;

"(G) for provision of features which facilitate the access and use of trails by persons with disabilities;

"(H) for acquisition of easements for trails, or for trail corridors identified in a State trail plan;

"(I) for acquisition of fee simple title to property from a willing seller, when the objective of the acquisition cannot be accomplished by acquisition of an easement or by other means;

"(J) for construction of new trails on State, county, municipal, or private lands, where a recreational need for such construction is shown; and

"(K) only as otherwise permissible and where necessary and required by a statewide comprehensive outdoor recreation plan, for construction of new trails crossing Federal lands if such construction is approved by the administering agency of the State and the Federal agency or agencies charged with management of all im-

pacted lands and if such approval is contingent upon compliance by the Federal agency with all applicable laws, including the National Environmental Policy Act (42 U.S.C. 4321 et seq.), the Forest and Rangeland Renewable Resources Planning Act of 1974 (16 U.S.C. 1600 et seq.), and the Federal Land Policy and Management Act (43 U.S.C. 1701 et seq.).

"(2) USE NOT PERMITTED.—A State may not use funds apportioned to it under section 104(h)—

"(A) for condemnation of any kind of interest in property;

"(B)(i) for construction of any recreational trail on National Forest System lands for motorized uses unless—

"(I) such lands have been allocated for uses other than wilderness by an approved forest land and resource management plan or have been released to uses other than wilderness by an Act of Congress, and

"(II) such construction is otherwise consistent with the management direction in such approved land and resource management plan; or

"(ii) for construction of any recreational trail on Bureau of Land Management lands for motorized uses unless—

"(I) such lands have been allocated for uses other than wilderness by an approved Bureau of Land Management resource management plan or have been released to uses other than wilderness by an Act of Congress, and

"(II) such construction is otherwise consistent with the management direction in such approved management plans; or

"(C) for upgrading, expanding, or otherwise facilitating motorized use or access to trails predominantly used by non-motorized trail users and on which, as of May 1, 1991, motorized use is either prohibited or has not occurred.

"(3) GRANTS.—

"(A) IN GENERAL.—A State may provide funds apportioned to it under section 104(h) to make grants to private individuals, organizations, municipal, county, State, and Federal government entities, and other government entities as approved by the State after considering guidance from the recreational trail advisory com-

mittee satisfying the requirements of subsection (c)(2), for uses consistent with this section.

"(B) COMPLIANCE.—A State that makes grants under subparagraph (A) shall establish measures to verify that recipients comply with the specified conditions for the use of grant moneys.

"(4) ASSURED ACCESS TO FUNDS.—Except as provided under paragraph (7), not less than 30 percent of the funds apportioned to a State in a fiscal year under section 104(h) shall be reserved for uses relating to motorized recreation, and not less than 30 percent of such funds shall be reserved for uses relating to non-motorized recreation.

"(5) ENVIRONMENTAL MITIGATION.—

"(A) REQUIREMENT.—To the extent practicable and consistent with other requirements of this section, in complying with paragraph (4), a State should give consideration to project proposals that provide for the redesign, reconstruction, nonroutine maintenance, or relocation of trails in order to mitigate and minimize the impact to the natural environment.

"(B) GUIDANCE.—A recreational trail advisory committee satisfying the requirements of

subsection (c)(2) shall issue guidance to a State for the purposes of implementing subparagraph (A).

"(6) DIVERSIFIED TRAIL USE.—

"(A) REQUIREMENT.—To the extent practicable and consistent with other requirements of this section, a State shall expend funds apportioned to it under section 104(h) in a manner that gives preference to project proposals which—

"(i) provide for the greatest number of compatible recreational purposes, including those described in subsection (g)(3); or

"(ii) provide for innovative recreational trail corridor sharing to accommodate motorized and non-motorized recreational trail use.

This paragraph shall remain effective with respect to a State until such time as the State has allocated not less than 40 percent of funds apportioned to it under section 104(h) in such manner.

"(B) COMPLIANCE.—The State shall receive guidance for determining compliance with subparagraph (A) from the recreational trail advi-

sory committee satisfying the requirements of subsection (c)(2).

"(7) EXEMPTIONS.—

"(A) SMALL STATE.—Any State with a total land area of less than 3,500,000 acres and in which nonhighway recreational fuel use accounts for less than 1 percent of all such fuel use in the United States shall be exempted from the requirements of paragraph (4) upon application to the Secretary by the State demonstrating that it meets the conditions of this paragraph.

"(B) STATE RECREATIONAL TRAIL ADVISORY COMMITTEE.—If approved by the State recreational trail advisory committee satisfying the requirements of subsection (c)(2), the State may be exempted from the requirements of paragraph (4).

"(8) CONTINUING RECREATIONAL USE.—At the option of each State, funds apportioned to it under section 104(h) may be treated as Land and Water Conservation Fund moneys for the purposes of section 6(f)(3) of the Land and Water Conservation Fund Act.

"(9) CREDIT FOR DONATIONS OF FUNDS, MATERIALS, SERVICES, OR NEW RIGHT-OF-WAY.—Nothing

in this title or any other law shall prevent a project sponsor from offering to donate funds, materials, services, or new right-of-way for the purposes of a project eligible for assistance. Any funds, or the fair market value of any materials, services, or new right-of-way may be donated by any project sponsor and shall be credited to the non-Federal share in accordance with subsection (d). Any funds or the fair market value of any materials or services may be provided by a Federal project sponsor and shall be credited as part of that Federal agency's share under subsection (d)(2).

"(10) RECREATIONAL PURPOSE.—A project funded under this section is intended to enhance recreational opportunity and is not subject to the provisions of section 303 of title 49 or section 138 of this title.

"(f) COORDINATION OF ACTIVITIES.—

"(1) COOPERATION BY FEDERAL AGENCIES.—Each agency of the United States that manages land on which a State proposes to construct or maintain a recreational trail pursuant to this section is encouraged to cooperate with the State and the Secretary in planning and carrying out the activities described in subsection (e). Nothing in this section diminishes or in any way alters the land management responsibil-

ities, plans, and policies established by such agencies pursuant to other applicable laws.

"(2) COOPERATION BY PRIVATE PERSONS.—

"(A) WRITTEN ASSURANCES.—As a condition to making available funds for work on recreational trails that would affect privately owned land, a State shall obtain written assurances that the owner of the property will cooperate with the State and participate as necessary in the activities to be conducted.

"(B) PUBLIC ACCESS.—Any use of funds apportioned to a State under section 104(h) on private lands must be accompanied by an easement or other legally binding agreement that ensures public access to the recreational trail improvements funded by those funds.

"(g) APPLICABILITY OF CHAPTER 1.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1; except that the Federal share payable for a project using such funds shall be determined in accordance with this section and such funds shall remain available until expended.

"(h) DEFINITIONS.—In this section, the following definitions apply:

"(1) ELIGIBLE STATE.—The term 'eligible State' means a State that meets the requirements of subsection (c).

"(2) NONHIGHWAY RECREATIONAL FUEL.—The term 'nonhighway recreational fuel' has the meaning such term has under section 9503(c)(6) of the Internal Revenue Code of 1986.

"(3) RECREATIONAL TRAIL.—The term 'recreational trail' means a thoroughfare or track across land or snow, used for recreational purposes such as bicycling, cross-country skiing, day hiking, equestrian activities (including carriage driving), jogging or similar fitness activities, skating or skateboarding, trail biking, overnight or long-distance backpacking, snowmobiling, aquatic or water activity, or vehicular travel by motorcycle, four-wheel drive or all-terrain off-road vehicles, without regard to whether it is a 'National Recreation Trail' designated under section 4 of the National Trails System Act (16 U.S.C. 1243).

"(4) MOTORIZED RECREATION.—The term 'motorized recreation' means off-road recreation using any motor-powered vehicle, except for motorized wheelchairs.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 2 is amended by inserting after the item relating to section 205 the following:

"206. Recreational trails program.".

(c) REPEAL OF OBSOLETE PROVISION.—Section 1302 of the Intermodal Surface Transportation Efficiency Act of 1991 (16 U.S.C. 1261) is repealed.

(d) TERMINATION OF ADVISORY COMMITTEE.—Section 1303 of such Act (16 U.S.C. 1262) is amended by adding at the end the following:

"(j) TERMINATION.—The advisory committee established by this section shall terminate on September 30, 2000.".

(e) ENCOURAGEMENT OF USE OF YOUTH CONSERVATION OR SERVICE CORPS.—The Secretary shall encourage the States to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform construction and maintenance of recreational trails under section 206 of title 23, United States Code.

SEC. 115. NATIONAL CORRIDOR PLANNING AND DEVELOPMENT PROGRAM.

(a) IN GENERAL.—The Secretary shall establish and implement a program to make allocations to States for coordinated planning, design, and construction of corridors of national significance, economic growth, and inter-

national or interregional trade. A State may apply to the Secretary for allocations under this section.

(b) ELIGIBILITY OF CORRIDORS.—

(1) IN GENERAL.—The Secretary may make allocations under this section only with respect to high priority corridors identified in section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991.

(2) SPECIAL RULE.—In fiscal years 1998 through 2000, the Secretary may make, on an interim basis pending identification by Congress of high priority corridors as part of a law provided for in section 508 of this Act, allocations under this section for the creation or upgrade of any other significant regional or multistate highway corridor not described in whole or in part in paragraph (1) that the Secretary determines would—

(A) facilitate international or interregional trade; or

(B) encourage or facilitate major multistate or regional mobility and economic growth and development in areas underserved by existing highway infrastructure.

(c) PURPOSES.—Allocations may be made under this section for 1 or more of the following purposes:

(1) Feasibility studies.

(2) Comprehensive corridor planning and design activities.

(3) Location and routing studies.

(4) Environmental review.

(5) Multistate and intrastate coordination for corridors described in subsection (b).

(6) Construction.

(d) CORRIDOR DEVELOPMENT AND MANAGEMENT PLAN.—A State receiving an allocation under this section shall develop, in consultation with the Secretary, a development and management plan for the corridor with respect to which the allocation is being made. Such plan shall include, at a minimum, the following elements:

(1) A complete and comprehensive analysis of corridor costs and benefits.

(2) A coordinated corridor development plan and schedule, including a timetable for completion of all planning and development activities, environmental reviews and permits, and construction of all segments.

(3) A finance plan, including any innovative financing methods and, if the corridor is a multistate corridor, a State-by-State breakdown of corridor finances.

(4) The results of any environmental reviews and mitigation plans.

(5) The identification of any impediments to the development and construction of the corridor, including any environmental, social, political and economic objections.

In the case of a multistate corridor, the Secretary shall ensure that all States having jurisdiction over any portion of such corridor will participate in the development of such plan.

(e) APPLICABILITY OF TITLE 23.—Funds made available by section 127(a)(3)(B) of this Act shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

(f) STATE DEFINED.—In this section, the term "State" has the meaning such term has under section 101 of title 23, United States Code.

SEC. 116. COORDINATED BORDER INFRASTRUCTURE AND SAFETY PROGRAM.

(a) GENERAL AUTHORITY.—The Secretary shall establish and implement a coordinated border infrastructure and safety program under which the Secretary may make allocations to any border State for projects to improve the safe movement of people and goods at or across the border be-

tween the United States and Canada and the border between the United States and Mexico.

(b) ELIGIBLE USES.—Allocations under this section may only be used in a border region for—

(1) improvements to existing transportation and supporting infrastructure that facilitate cross-border vehicle and cargo movements;

(2) construction of highways and related safety and safety enforcement facilities that will facilitate vehicle and cargo movements related to international trade;

(3) operational improvements, including improvements relating to electronic data interchange and use of telecommunications, to expedite cross border vehicle and cargo movement;

(4) modifications to regulatory procedures to expedite cross border vehicle and cargo movements; and

(5) international coordination of planning, programming, and border operation with Canada and Mexico relating to expediting cross border vehicle and cargo movements.

(c) SELECTION CRITERIA.—The Secretary shall make allocations under this section on the basis of—

(1) expected reduction in commercial and other motor vehicle travel time through an international border crossing as a result of the project;

(2) improvements in vehicle and highway safety and cargo security related to motor vehicles crossing a border with Canada or Mexico;

(3) strategies to increase the use of existing, underutilized border crossing facilities and approaches;

(4) leveraging of Federal funds provided under this section, including use of innovative financing, combination of such funds with funding provided under other sections of this Act, and combination with other sources of Federal, State, local, or private funding;

(5) degree of multinational involvement in the project and demonstrated coordination with other Federal agencies responsible for the inspection of vehicles, cargo, and persons crossing international borders and their counterpart agencies in Canada and Mexico;

(6) the extent to which the innovative and problem-solving techniques of the proposed project would be applicable to other international border crossings;

(7) demonstrated local commitment to implement and sustain continuing comprehensive border planning processes and improvement programs; and

(8) such other factors as the Secretary determines are appropriate to promote border transportation efficiency and safety.

(d) STATE MOTOR VEHICLE SAFETY INSPECTION FACILITIES.—Due to the increase in cross-border trade as a result of the Northern American Free Trade Agreement, of the amounts made available to carry out this section for a fiscal year, not to exceed $25,000,000 for fiscal year 1998 and not to exceed $20,000,000 for each of fiscal years 1999 through 2003 shall be available for the construction of State motor vehicle safety inspection facilities for the inspection by State authorities of commercial motor vehicles crossing the border to ensure the safety of such vehicles.

(e) ALLOCATIONS.—

(1) FUNDS.—At least 40 percent of the funds made available for carrying out this section shall be allocated for projects in the vicinity of the border of the United States and Mexico, and at least 40 percent of such funds shall be allocated for projects in the vicinity of the border of the United States and Canada.

(2) PROJECTS.—At least 2 of the projects in the vicinity of the border of the United States with Mex-

ico for which allocations are made under this section and at least 2 of the projects in the vicinity of the border of the United States and Canada for which allocations are made under this section shall be located at ports of entry with high annual volumes of traffic.

(f) APPLICABILITY OF TITLE 23.—Funds authorized by section 127(a)(3)(A) of this Act shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

(g) DEFINITIONS.—In this section, the following definitions apply:

(1) BORDER REGION.—The term "border region" means the portion of a border State in the vicinity of an international border with Canada or Mexico.

(2) BORDER STATE.—The term "border State" means any State that has a boundary in common with Canada or Mexico.

SEC. 117. FEDERAL LANDS HIGHWAYS PROGRAM.

(a) FEDERAL SHARE PAYABLE.—Section 120 is amended—

(1) in subsection (e)—

(A) by striking "(c)" and inserting "(b)"; and

(B) by striking "90" and inserting "120"; and

(2) by adding at the end the following:

"(j) FUNDS APPROPRIATED TO A FEDERAL LAND MANAGING AGENCY.—Notwithstanding any other provision of law, the funds appropriated to any Federal land managing agency may be used as the non-Federal share payable on account of any Federal-aid highway project the Federal share of which is payable with funds apportioned under section 104 or 144 or allocated under the Federal scenic byways program.

"(k) FUNDS APPROPRIATED FOR FEDERAL LANDS HIGHWAYS PROGRAM.—Notwithstanding any other provision of law, funds appropriated for carrying out the Federal lands highways program under section 204 may be used as the non-Federal share payable on account of any project that is carried out with funds apportioned under section 104 or 144 or allocated under the Federal scenic byways program if the project will provide access to, or be carried out within, Federal or Indian lands.".

(b) ALLOCATIONS.—Section 202 is amended—

(1) by striking subsection (b) and inserting the following:

"(b) ALLOCATION OF SUMS AUTHORIZED FOR PUBLIC LANDS HIGHWAYS.—

"(1) IN GENERAL.—On October 1 of each fiscal year and after making the transfer provided for in

section 204(i), the Secretary shall allocate the sums authorized to be appropriated for such fiscal year for public lands highways for transportation projects within the boundaries of those States having unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations, on the basis of need in such States, respectively, as determined by the Secretary from applications for such funds by Federal land managing agencies, Indian tribal governments, and States.

"(2) PREFERENCE.—In allocating sums under paragraph (1), the Secretary shall give preference to those projects that are significantly impacted by Federal land, recreation, or resource management activities that are proposed within the boundaries of a State in which at least 3 percent of the total public lands in the United States are located."; and

(2) by adding at the end the following:

"(e) FOREST HIGHWAYS.—

"(1) ALLOCATION OF FUNDS.—On October 1 of each fiscal year and after making the transfer provided for in section 204(g), the Secretary shall allocate the sums authorized to be appropriated for such fiscal year for forest highways as provided in section 134 of the Federal-Aid Highway Act of 1987.

"(2) PROJECT SELECTION.—With respect to allocations under this subsection, the Secretary shall give priority to projects that provide access to and within the National Forest System, as identified by the Secretary of Agriculture through renewable resources and land use planning and the impact of such planning on existing transportation facilities.".

(c) AVAILABILITY OF FUNDS.—Section 203 is amended—

(1) by striking "Funds authorized for," and inserting "(a) IN GENERAL.—Funds authorized for forest highways,";

(2) in the fourth sentence by inserting "forest highways" after "any fiscal year for"; and

(3) by adding at the end the following:

"(b) TIME OF OBLIGATION.—Notwithstanding any other provision of law, the Secretary's authorization of engineering and related work for a Federal lands highways program project or the Secretary's approval of plans, specifications, and estimates for construction of a Federal lands highways program project shall be deemed to constitute a contractual obligation of the Federal Government for the payment of its contribution to such project.".

(d) AWARD OF CONTRACTS; TRANSFERS—Section 204 is amended—

(1) in subsection (a) to read as follows:

"(a) Recognizing the need for all Federal roads that are public roads to be treated under uniform policies similar to those that apply to Federal-aid highways, there is established a coordinated Federal Lands Highways Program which shall consist of forest highways, public lands highways, park roads and parkways, and Indian reservation roads and bridges. The Secretary, in cooperation with the Secretary of the appropriate Federal land managing agency, shall develop transportation planning procedures which are consistent with the metropolitan and Statewide planning processes in sections 134 and 135 of this title. The transportation improvement program developed as a part of the transportation planning process under this section shall be approved by the Secretary. All regionally significant Federal Lands Highway Program projects shall be developed in cooperation with States and metropolitan planning organizations and be included in appropriate Federal Lands Highways Program, State, and metropolitan plans and transportation improvement programs. The approved Federal Lands Highways Program transportation improvement program shall be included in appropriate State and metropolitan planning organization plans and programs without further action thereon. The Secretary and the Secretary of the appropriate Federal land managing agency

shall develop appropriate safety, bridge, and pavement management systems for roads funded under the Federal Lands Highways Program.";

(2) by striking the first three sentences of subsection (b) and inserting "Funds available for forest highways, public lands highways, park roads and parkways, and Indian reservation roads shall be used by the Secretary and the Secretary of the appropriate Federal land managing agency to pay for the cost of transportation planning, research, engineering, and construction thereof. The Secretary and the Secretary of the appropriate Federal land managing agency, as appropriate, may enter into construction contracts and such other contracts with a State or civil subdivision thereof or Indian tribe to carry out this subsection.";

(3) in the first sentence of subsection (e) by striking "Secretary of the Interior" and inserting "Secretary of the appropriate Federal land managing agency"; and

(4) by striking subsection (i) and inserting the following:

"(i) TRANSFERS TO SECRETARIES OF FEDERAL LAND MANAGING AGENCIES.—The Secretary shall transfer to the appropriate Federal land managing agency from the appro-

priation for public lands highways such amounts as may be needed to cover—

"(1) necessary administrative costs of such agency in connection with public lands highways; and

"(2) the cost to such agency of conducting necessary transportation planning serving Federal lands if funding for such planning is otherwise not provided in this section.".

(e) ACCESS TO JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS.—

(1) STUDY.—The Secretary, in cooperation with the District of Columbia, the John F. Kennedy Center for the Performing Arts, and the Department of the Interior and in consultation with other interested persons, shall conduct a study of methods to improve pedestrian and vehicular access to the John F. Kennedy Center for the Performing Arts.

(2) REPORT.—Not later than September 30, 1999, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report containing the results of the study, together with an assessment of the impacts (including environmental, aesthetic, economic, and historic impacts) associated with the

implementation of each of the methods examined under the study.

(3) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) $500,000 for fiscal year 1998 to carry out this subsection.

(4) APPLICABILITY OF TITLE 23, UNITED STATES CODE.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of activities conducted using such funds shall be 100 percent and such funds shall remain available until expended.

(f) SMITHSONIAN INSTITUTION TRANSPORTATION PROGRAM.—

(1) IN GENERAL.—The Secretary shall allocate amounts made available by this subsection for obligation at the discretion of the Secretary of the Smithsonian Institution, in consultation with the Secretary, to carry out projects and activities described in paragraph (2).

(2) ELIGIBLE USES.—Amounts allocated under paragraph (1) may be obligated only—

(A) for transportation-related exhibitions, exhibits, and educational outreach programs;

(B) to enhance the care and protection of the Nation's collection of transportation-related artifacts;

(C) to acquire historically significant transportation-related artifacts; and

(D) to support research programs within the Smithsonian Institution that document the history and evolution of transportation, in cooperation with other museums in the United States.

(3) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) $5,000,000 for each of fiscal years 1998 through 2003 to carry out this subsection.

(4) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project or activity under this subsection shall be 100 percent and such funds shall remain available until expended.

(g) NEW RIVER PARKWAY.—Of amounts available under section 102(a)(11)(C) of this Act, the Secretary shall allocate $1,300,000 for fiscal year 1998, $1,200,000 for fiscal year 1999, and $9,900,000 for fiscal year 2000 to the Secretary of the Interior for the planning, design, and construction of a visitors center, and such other related facilities as may be necessary, to facilitate visitor understanding and enjoyment of the scenic, historic, cultural, and recreational resources accessible by the New River Parkway in the State of West Virginia. The center and related facilities shall be located at a site for which title is held by the United States in the vicinity of the intersection of the New River Parkway and I–64. Such funds shall remain available until expended.

(h) GETTYSBURG, PENNSYLVANIA.—

(1) RESTORATION OF TRAIN STATION.—The Secretary shall allocate amounts made available by this subsection for the restoration of the Gettysburg, Pennsylvania, train station.

(2) FUNDING.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) $400,000 for each of fiscal years 1998 and 1999 to carry out this subsection.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be avail-

able for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of restoration of the train station under this subsection shall be 80 percent and such funds shall remain available until expended.

SEC. 118. NATIONAL SCENIC BYWAYS PROGRAM.

(a) IN GENERAL.—Chapter 1 is amended by adding at the end the following:

"§ 162. National scenic byways program

"(a) DESIGNATION OF ROADS.—The Secretary shall carry out a national scenic byways program that recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by designating them as 'National Scenic Byways' or 'All-American Roads'. The Secretary shall designate roads to be recognized under the national scenic byways program in accordance with criteria developed by the Secretary. To be considered for such designation, a road must be nominated by a State or Federal land management agency and must first be designated as a State scenic byway or, for roads on Federal lands, as a Federal land management agency byway.

"(b) ALLOCATIONS AND TECHNICAL ASSISTANCE.—

"(1) GENERAL AUTHORITY.—The Secretary shall make allocations and provide technical assistance to States to—

"(A) implement projects on highways designated as National Scenic Byways or All-American Roads, or as State scenic byways; and

"(B) plan, design, and develop a State scenic byways program.

"(2) PRIORITY PROJECTS.—In making allocations under this subsection, the Secretary shall give priority to—

"(A) eligible projects along highways that are designated as National Scenic Byways or All-American Roads;

"(B) eligible projects on State-designated scenic byways that are undertaken to make them eligible for designation as National Scenic Byways or All-American Roads; and

"(C) eligible projects that will assist the development of State scenic byways programs.

"(c) ELIGIBLE PROJECTS.—The following are projects that are eligible for Federal assistance under this section:

"(1) Activities related to planning, design, or development of State scenic byway programs.

"(2) Development of corridor management plans for scenic byways.

"(3) Safety improvements to a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway due to such designation.

"(4) Construction along a scenic byway of facilities for pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.

"(5) Improvements to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.

"(6) Protection of historical, archaeological, and cultural resources in areas adjacent to scenic byways.

"(7) Development and provision of tourist information to the public, including interpretive information about scenic byways.

"(8) development and implementation of scenic byways marketing programs.

"(d) FEDERAL SHARE.—The Federal share payable on account of any project carried out under this section shall be determined in accordance with section 120(b) of this title. For any scenic byways project along a public road that provides access to or within Federal or Indian lands,

a Federal land management agency may use funds authorized for its use as the non-Federal share of the costs of the project.

"(e) PROTECTION OF SCENIC INTEGRITY.—

"(1) SCENIC INTEGRITY.—The Secretary shall not make an allocation under this section for any project that would not protect the scenic, historic, recreational, cultural, natural, and archaeological integrity of a highway and adjacent areas.

"(2) SAVINGS CLAUSE.—The Secretary shall not make any grant, provide technical assistance, or impose any requirement on a State under this section that is inconsistent with the authority of the State provided in this chapter.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 1 is amended by adding at the end the following new item:

"162. National scenic byways program.".

(c) CENTER.—

(1) ESTABLISHMENT.—The Secretary shall allocate funds made available to carry out this subsection to establish a center for national scenic byways in Duluth, Minnesota, to provide technical communications and network support for nationally designated scenic byway routes in accordance with paragraph (2).

(2) COMMUNICATIONS SYSTEMS.—The center for national scenic byways shall develop and implement communications systems for the support of the national scenic byways program. Such communications systems shall provide local officials and planning groups associated with designated National Scenic Byways or All-American Roads with proactive, technical, and customized assistance through the latest technology which allows scenic byway officials to develop and sustain their National Scenic Byways or All-American Roads.

(3) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection $1,500,000 for each of fiscal years 1998 through 2003.

(4) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project under this subsection shall be 100 percent and such funds shall remain available until expended.

SEC. 119. VARIABLE PRICING PILOT PROGRAM.

(a) ESTABLISHMENT.—The Secretary shall establish and implement a variable pricing program. In implementing such program, the Secretary shall solicit the participation of State and local governments and public authorities for 1 or more variable pricing pilot programs. The Secretary may enter into cooperative agreements with as many as 15 of such governments and public authorities to conduct and monitor the pilot programs.

(b) FEDERAL SHARE PAYABLE.—The Federal share payable for a pilot program under this section shall be 80 percent of the aggregate cost of the program and the Federal share payable for any portion of a project conducted under the program may not exceed 100 percent.

(c) IMPLEMENTATION COSTS.—The Secretary may fund all pre-implementation costs, including public education and project design, and all of the development and startup costs of a pilot project under this section, including salaries and expenses, until such time that sufficient revenues are being generated by the program to fund its operating costs without Federal participation; except that the Secretary may not fund the pre-implementation, development, and startup costs of a pilot project for more than 3 years.

(d) USE OF REVENUES.—Revenues generated by any pilot project under this section must be applied to projects eligible for assistance under title 23, United States Code.

(e) COLLECTION OF TOLLS.—Notwithstanding sections 129 and 301 of title 23, United States Code, the Secretary shall allow the use of tolls on the Interstate System as part of a pilot program under this section, but not as part of more than 3 of such programs.

(f) FINANCIAL EFFECTS ON LOW-INCOME DRIVERS.—Any pilot program conducted under this section shall include an analysis of the potential effects of the pilot program on low income drivers and may include mitigation measures to deal with any potential adverse financial effects on low-income drivers.

(g) REPORTS TO CONGRESS.—The Secretary shall monitor the effect of the pilot programs conducted for a period of at least 10 years and shall report to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives biennially on the effects such programs are having on driver behavior, traffic volume, transit ridership, air quality, drivers of all income levels, and availability of funds for transportation programs.

(h) HOV PASSENGER REQUIREMENTS.—Notwithstanding section 102 of title 23, United States Code, a State may permit vehicles with fewer than 2 occupants to operate in high-occupancy vehicle lanes if such vehicles are part of a pilot program being conducted under this section.

(i) PERIOD OF AVAILABILITY.—Funds allocated by the Secretary under this section shall remain available for obligation by the State for a period of 3 years after the last day of the fiscal year for which such funds are authorized. Any amounts allocated under this section that remain unobligated at the end of such period and any amounts authorized under subsection (i) that remain unallocated by the end of such period shall be transferred to a State's apportionment under section 104(b)(3) of title 23, United States Code, and shall be treated in the same manner as other funds apportioned under such section.

(j) APPLICABILITY OF TITLE 23.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project under this section and the availability of such funds shall be determined in accordance with this section.

(k) REPEAL.—Section 1012(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 149 note; 105 Stat. 1938) is repealed.

SEC. 120. TOLL ROADS, BRIDGES, AND TUNNELS.

(a) FEDERAL SHARE PAYABLE.—Section 120 is amended by adding at the end the following:

"(l) CREDIT FOR NON-FEDERAL SHARE.—

"(1) ELIGIBILITY.—A State may use as a credit toward the non-Federal matching share requirement for any funds made available to carry out this title (other than the emergency relief program authorized in section 125) or chapter 53 of title 49 toll revenues that are generated and used by public, quasi-public, and private agencies to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce. Such public, quasi-public, or private agencies shall have built, improved, or maintained such facilities without Federal funds.

"(2) MAINTENANCE OF EFFORT.—

"(A) IN GENERAL.—The credit for any non-Federal share provided under this subsection shall not reduce nor replace State funds required to match Federal funds for any program under this title.

"(B) AGREEMENTS.—In receiving a credit for non-Federal capital expenditures under this subsection, a State shall enter into such agreements as the Secretary may require to ensure that the State will maintain its non-Federal transportation capital expenditures at or above the average level of such expenditures for the preceding 3 fiscal years.

"(3) TREATMENT.—

"(A) LIMITATION ON LIABILITY.—Use of a credit for a non-Federal share under this subsection that is received from a public, quasi-public, or private agency—

"(i) shall not expose the agency to additional liability, additional regulation, or additional administrative oversight; and

"(ii) shall not subject the agency to any additional Federal design standards, laws, or regulations as a result of providing the non-Federal match other than those to which the agency is already subject.

"(B) CHARTERED MULTISTATE AGENCIES.—When a credit that is received from a chartered multistate agency is applied for a non-Federal share under this subsection, such credit shall be applied equally to all charter States.".

(b) INTERSTATE SYSTEM RECONSTRUCTION AND REHABILITATION PILOT PROGRAM.—

(1) ESTABLISHMENT.—The Secretary shall establish and implement an Interstate System reconstruction and rehabilitation pilot program under which the Secretary, notwithstanding sections 129 and 301 of title 23, United States Code, may permit a State

to collect tolls on a highway, bridge, or tunnel on the Interstate System for the purpose of reconstructing and rehabilitating Interstate highway corridors that could not otherwise be adequately maintained or functionally improved without the collection of tolls.

(2) LIMITATION ON NUMBER OF FACILITIES.—The Secretary may permit the collection of tolls under this subsection on 3 facilities on the Interstate System. Each of such facilities shall be located in a different State.

(3) ELIGIBILITY.—In order to be eligible to participate in the pilot program, a State shall submit to the Secretary an application that contains, at a minimum, the following:

(A) An identification of the facility on the Interstate System proposed to be a toll facility, including the age, condition, and intensity of use of such facility.

(B) In the case of a facility that affects a metropolitan area, an assurance that the metropolitan planning organization established under section 134 of title 23, United States Code, for the area has been consulted concerning the placement and amount of tolls on the facility.

(C) An analysis demonstrating that such facility could not be maintained or improved to meet current or future needs from the State's apportionments and allocations made available by this Act (including amendments made by this Act) and from revenues for highways from any other source without toll revenues.

(D) A facility management plan that includes—

(i) a plan for implementing the imposition of tolls on the facility;

(ii) a schedule and finance plan for the reconstruction or rehabilitation of the facility using toll revenues;

(iii) a description of the public transportation agency which will be responsible for implementation and administration of the pilot toll reconstruction and rehabilitation program; and

(iv) a description of whether consideration will be given to privatizing the maintenance and operational aspects of the converted facility, while retaining legal and administrative control of the Interstate route section.

(E) Such other information as the Secretary may require.

(4) SELECTION CRITERIA.—The Secretary may approve the application of a State under paragraph (3) only if the Secretary determines the following:

(A) The State is unable to reconstruct or rehabilitate the proposed toll facility using existing apportionments.

(B) The facility has a sufficient intensity of use, age, or condition to warrant the collection of tolls.

(C) The State plan for implementing tolls on the facility takes into account the interests of local, regional, and interstate travelers.

(D) The State plan for reconstruction or rehabilitation of the facility using toll revenues is reasonable.

(E) The State has given preference to the use of an existing public toll agency with demonstrated capability to build, operate, and maintain a toll expressway system meeting criteria for the Interstate System.

(5) LIMITATIONS ON USE OF REVENUES; AUDITS.—Before the Secretary may permit a State to participate in the pilot program, the State must enter

into an agreement with the Secretary that provides that—

(A) all toll revenues received from operation of the toll facility will be used only for debt service, for reasonable return on investment of any private person financing the project, and for any costs necessary for the improvement of and the proper operation and maintenance of the toll facility, including reconstruction, resurfacing, restoration, and rehabilitation of the toll facility; and

(B) regular audits will be conducted to ensure compliance with subparagraph (A) and the results of such audits will be transmitted to the Secretary.

(6) LIMITATION ON USE OF INTERSTATE MAINTENANCE FUNDS.—During the term of the pilot program, funds apportioned for Interstate maintenance under section 104(b)(5) of title 23, United States Code, may not be used on a facility for which tolls are being collected under the program.

(7) PROGRAM TERM.—The Secretary shall conduct the pilot program under this section for a term to be determined by the Secretary but not less than 10 years.

(8) INTERSTATE SYSTEM DEFINED.—In this subsection, the term "Interstate System" has the same meaning such term has under section 101(a) of title 23, United States Code.

(c) BRIDGE RECONSTRUCTION OR REPLACEMENT.—Section 129(a)(1)(C) is amended by striking "toll-free bridge or tunnel" and inserting "toll-free major bridge or toll-free tunnel".

SEC. 121. CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.

(a) OBLIGATION OF AMOUNTS.—Section 1064(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 129 note; 105 Stat. 2005) is amended to read as follows:

"(c) OBLIGATION OF AMOUNTS.—Amounts made available out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section may be obligated at the discretion of the Secretary. Such sums shall remain available until expended.".

(b) STUDY.—

(1) IN GENERAL.—The Secretary shall conduct a study of ferry transportation in the United States and its possessions—

(A) to identify existing ferry operations, including—

(i) the locations and routes served; and

(ii) the source and amount, if any, of funds derived from Federal, State, or local government sources supporting ferry operations; and

(B) to identify potential domestic ferry routes in the United States and its possessions and to develop information on those routes.

(2) REPORT.—The Secretary shall submit a report on the results of the study required under paragraph (1) to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(c) FERRY OPERATING AND LEASING AMENDMENTS.—Section 129(c) is amended—

(1) in paragraph (3) by striking "owned." and inserting "owned or operated."; and

(2) in paragraph (6) by striking "sold, leased, or" and inserting "sold or".

SEC. 122. HIGHWAY USE TAX EVASION PROJECTS.

(a) APPLICABILITY OF TITLE 23.—Section 1040(f) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 101 note; 105 Stat. 1992) is amended to read as follows:

"(f) APPLICABILITY OF TITLE 23.—Funds made available out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section shall be available for obligation in the same manner and to the same extent as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project carried out under this section shall be 100 percent and such funds shall remain available for obligation for a period of 1 year after the last day of the fiscal year for which the funds are authorized.".

(b) AUTOMATED FUEL REPORTING SYSTEM.—Section 1040 of such Act (23 U.S.C. 101 note; 105 Stat. 1992) is amended by redesignating subsection (g) as subsection (h) and by inserting after subsection (f) the following:

"(g) AUTOMATED FUEL REPORTING SYSTEM.—Of the amounts made available to carry out this section for each of fiscal years 1998 through 2003, the Secretary shall make available sufficient funds to the Internal Revenue Service to establish and operate an automated fuel reporting system.".

(c) TECHNICAL AMENDMENT.—Section 1040(a) of such Act (23 U.S.C. 101 note; 105 Stat. 1992) is amended by striking "by subsection (e)".

SEC. 123. PERFORMANCE BONUS PROGRAM.

(a) STUDY.—The Secretary shall develop performance-based criteria for the distribution of not to exceed 5 percent of the funds from each of the following programs:

(1) The Interstate maintenance program under section 119 of title 23, United States Code.

(2) The bridge program under section 144 of such title.

(3) The high risk road safety improvement program under section 154 of such title.

(4) The surface transportation program under section 133 of such title.

(5) The congestion mitigation and air quality improvement program under section 149 of such title.

(b) REQUIREMENTS FOR DEVELOPMENT OF CRITERIA.—Performance-based criteria developed by the Secretary under subsection (a) shall assess on a statewide basis the following:

(1) For the Interstate maintenance program, whether pavement conditions on routes on the Interstate System in the State have consistently been of a high quality or have recently improved.

(2) For the bridge program, whether the percentage of deficient bridges in the State has consistently been low or has recently decreased.

(3) For the high risk road safety improvement program, whether the level of safety on highways in the State has consistently been high or has recently improved.

(4) For the surface transportation program, whether the level of financial effort in State funding for highway and transit investments has been high or has recently increased.

(5) For the congestion mitigation and air quality improvement program, whether the environmental performance of the transportation system has been consistently high or has improved.

(c) REQUIRED SUBMISSION.—Not later than 18 months after the date of the enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate the performance-based criteria developed under subsection (a).

SEC. 124. METROPOLITAN PLANNING.

(a) GENERAL REQUIREMENTS.—Section 134(a) is amended by inserting after "and goods" the following: "and foster economic growth and development".

(b) COORDINATION OF MPOS.—Section 134(e) is amended—

(1) in the subsection heading by striking "MPO'S" and inserting "MPOS";

(2) by inserting before "If" the following: "(1) NONATTAINMENT AREAS.—";

(3) by adding at the end the following:

"(2) PROJECT LOCATED IN MULTIPLE MPOS.—If a project is located within the boundaries of more than one metropolitan planning organization, the metropolitan planning organizations shall coordinate plans regarding the project."; and

(4) by indenting paragraph (1), as designated by paragraph (2) of this subsection, and aligning such paragraph (1) with paragraph (2), as added by paragraph (3) of this subsection.

(c) GOALS AND OBJECTIVES OF PLANNING PROCESS.—Section 134(f) is amended to read as follows:

"(f) GOALS AND OBJECTIVES OF PLANNING PROCESS.—To the extent that the metropolitan planning organization determines appropriate, the metropolitan transportation planning process may include consideration of goals and objectives that—

"(1) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

"(2) increase the safety and security of the transportation system for all users;

"(3) increase the accessibility and mobility for people and freight;

"(4) protect and enhance the environment, conserve energy, and enhance quality of life;

"(5) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

"(6) promote efficient system utilization and operation; and

"(7) preserve and optimize the existing transportation system.

This subsection shall apply to the development of long-range transportation plans and transportation improvement programs.".

(d) LONG-RANGE PLAN.—Section 134(g) is amended—

(1) in paragraph (1) by inserting "transportation" after "long-range";

(2) in paragraph (2) by striking ", at a minimum" and inserting "contain, at a minimum, the following";

(3) in paragraph (2)(A)—

(A) by striking "Identify" and inserting "An identification of"; and

(B) by striking "shall consider" and inserting "may consider";

(4) by striking paragraph (2)(B) and inserting the following:

"(B) A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation.";

(5) in paragraph (4) by inserting after "employees," the following: "freight shippers and providers of freight transportation services,"; and

(6) in paragraph (5) by inserting "transportation" before "plan prepared".

(e) TRANSPORTATION IMPROVEMENT PROGRAM.—Section 134(h) is amended—

(1) in paragraph (1), by striking "2 years" and inserting "3 years"; and

(2) by adding at the end of paragraph (2)(B) the following: "The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.".

(f) TRANSPORTATION MANAGEMENT AREAS.—Section 134(i) is amended—

(1) in paragraph (4) by inserting after "System" each place it appears the following: ", under the high risk road safety program,"; and

(2) in paragraph (5)—

(A) by striking "(1)" and inserting "(A)"; and

(B) by striking "(2)" and inserting "(B)".

SEC. 125. STATEWIDE PLANNING.

(a) SCOPE OF PLANNING PROCESS.—Section 135(c) is amended to read as follows:

"(c) SCOPE OF THE PLANNING PROCESS.—To the extent that a State determines appropriate, the State may consider goals and objectives in the transportation planning process that—

"(1) support the economic vitality of the Nation, its States and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;

"(2) increase the safety and security of the transportation system for all users;

"(3) increase the accessibility and mobility for people and freight;

"(4) protect and enhance the environment, conserve energy, and enhance the quality of life;

"(5) enhance the integration and connectivity of the transportation system, across and between modes throughout the State for people and freight;

"(6) promote efficient system utilization and operation; and

"(7) preserve and optimize the existing transportation system.".

(b) ADDITIONAL CONSIDERATIONS.—Section 135(d) is amended—

(1) in the subsection heading by striking "REQUIREMENTS" and inserting "CONSIDERATIONS"; and

(2) by striking "shall, at a minimum," and inserting "may".

(c) LONG-RANGE PLAN.—Section 135(e) is amended by inserting after "representatives," the following: "freight shippers and providers of freight transportation services,".

(d) TRANSPORTATION IMPROVEMENT PROGRAM.—Section 135(f) is amended—

(1) by inserting after the second sentence of paragraph (1) the following: "With respect to nonmetropolitan areas of the State (areas with less than 50,000 population), the program shall be developed by the State, in cooperation with elected officials of affected local governments and elected officials of subdivisions of affected local governments which have jurisdiction over transportation planning, through a process developed by the State which ensures participation by such elected officials.";

(2) in paragraph (1) by inserting after "representatives," the following: "freight shippers and providers of freight transportation services,";

(3) in paragraph (2) by inserting before the last sentence the following: "The program may include, for illustrative purposes, additional projects that would be included in the program if reasonable additional resources were available.";

(4) in paragraph (3) by inserting after "System" each place it appears the following: ", under the high risk road safety program,";

(5) in the heading to paragraph (4) by striking "BIENNIAL" and inserting "TRIENNIAL"; and

(6) in paragraph (4) by striking "biennially" and inserting "triennially".

(e) PARTICIPATION OF LOCAL ELECTED OFFICIALS.—

(1) STUDY.—The Secretary shall conduct a study on the effectiveness of the participation of local elected officials in transportation planning and programming. In conducting the study, the Secretary shall consider the degree of cooperation between State, local rural officials, and regional planning and development organizations in different States.

(2) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall transmit to Congress a report containing the results of the study with any recommendations the Secretary determines appropriate as a result of the study.

SEC. 126. ROADSIDE SAFETY TECHNOLOGIES.

(a) CRASH CUSHIONS.—

(1) GUIDANCE.—Not later than 1 year after the date of the enactment of this Act, the Secretary shall initiate and issue a guidance regarding the benefits

and safety performance of redirective and nonredirective crash cushions in different road applications, taking into consideration roadway conditions, operating speed limits, the location of the crash cushion in the right-of-way, and any other relevant factors. The guidance shall include recommendations on the most appropriate circumstances for utilization of redirective and nonredirective crash cushions.

(2) USE OF GUIDANCE.—States shall use the guidance issued under this subsection in evaluating the safety and cost-effectiveness of utilizing different crash cushion designs and determining whether directive or nonredirective crash cushions or other safety appurtenances should be installed at specific highway locations.

(b) TRAFFIC FLOW AND SAFETY APPLICATIONS OF ROAD BARRIERS.—

(1) STUDY.—The Secretary shall conduct a study on the technologies and methods to enhance safety, streamline construction, and improve capacity by providing positive separation at all times between traffic, equipment, and workers on highway construction projects. The study shall also address how such technologies can be used to improve capacity and safety at those specific highway, bridge, and other ap-

propriate locations where reversible lane, contraflow, and high occupancy vehicle lane operations are implemented during peak traffic periods.

(2) FACTORS TO CONSIDER.—In conducting the study, the Secretary shall consider, at a minimum, uses of positive separation technologies related to—

(A) separating workers from traffic flow when work is in progress;

(B) providing additional safe work space by utilizing adjacent and available traffic lanes during off-peak hours;

(C) rapid deployment to allow for daily or periodic restoring lanes for use by traffic during peak hours as needed;

(D) mitigating congestion caused by construction by—

(i) opening all adjacent and available lanes to traffic during peak traffic hours; or

(ii) use of reversible lanes to optimize capacity of the highway by adjusting to directional traffic flow; and

(E) permanent use of positive separation technologies to create contraflow or reversible lanes to increase the capacity of congested highways, bridges, and tunnels.

(3) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Secreary shall submit a report to Congress on the results of the study. The report shall include findings and recommendations for the use of the identified technologies to provide positive separation on appropriate projects and locations. The Secretary shall provide the report to the States for their use on appropriate projects on the National Highway System and other Federal-aid highways.

SEC. 127. DISCRETIONARY PROGRAM AUTHORIZATIONS.

(a) EXECUTIVE BRANCH DISCRETIONARY PROGRAMS.—

(1) BRIDGE DISCRETIONARY PROGRAM.—The amount set aside by the Secretary under section 144(g)(2) of title 23, United States Code, shall be $100,000,000 for each of fiscal years 1998 through 2003.

(2) HIGH COST INTERSTATE SYSTEM RECONSTRUCTION AND IMPROVEMENT PROGRAM.—The amount the Secretary shall allocate for the high cost Interstate System reconstruction and improvement program under section 160(c)(2) of title 23, United States Code, shall not be more than $100,000,000 for fiscal year 1998, $100,000,000 for fiscal year 1999,

$250,000,000 for fiscal year 2000, $252,000,000 for fiscal year 2001, $252,000,000 for fiscal year 2002, and $397,000,000 for fiscal year 2003.

(3) ADDITIONAL EXECUTIVE BRANCH DISCRETIONARY PROGRAMS.—Of amounts made available by section 102(a)(8) of this Act, the following sums shall be available:

(A) COORDINATED BORDER INFRASTRUCTURE AND SAFETY PROGRAM.—For the coordinated border infrastructure and safety program under section 116 of this Act $70,000,000 for fiscal year 1998, $100,000,000 for fiscal year 1999, and $100,000,000 for each of fiscal years 2000 through 2003.

(B) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT PROGRAM.—For the national corridor planning and development program under section 115 of this Act $50,000,000 for fiscal year 1998, $200,000,000 for fiscal year 1999, and $250,000,000 for each of fiscal years 2000 through 2003.

(C) CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.—For construction of ferry boats and ferry terminal facilities under

section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 129 note; 105 Stat. 2005) $18,000,000 for each of fiscal years 1998 through 2003.

(D) NATIONAL SCENIC BYWAYS PROGRAM.—For the national scenic byway program under section 162 of title 23, United States Code, $30,000,000 for each of fiscal years 1998 through 2003.

(E) VARIABLE PRICING PILOT PROGRAM.—For the variable pricing pilot program under section 119 of this Act $10,000,000 for fiscal year 1998 and $14,000,000 for each of fiscal years 1999 through 2003.

(F) HIGHWAY RESEARCH.—For highway research under sections 307, 308, and 325 of title 23, United States Code, $150,000,000 for fiscal year 1998, $185,000,000 for fiscal year 1999, and $195,000,000 for each of fiscal years 2000 through 2003.

(G) TRANSPORTATION EDUCATION, PROFESSIONAL TRAINING, AND TECHNOLOGY DEPLOYMENT.—For transportation education, professional training, and technology deployment under sections 321, 322, and 326 of title 23,

United States Code, and section 5505 of title 49, United States Code, $50,000,000 for each of fiscal years 1998 and 1999 and $55,000,000 for each of fiscal years 2000 through 2003.

(H) TRANSPORTATION TECHNOLOGY INNOVATION AND DEMONSTRATION PROGRAM.—For Transportation technology innovation and demonstration program under section 632 of this Act $43,667,000 for fiscal year 1998, $44,667,000 for fiscal year 1999, $48,167,000 for fiscal year 2000, $47,717,000 for fiscal year 2001, $47,967,000 for fiscal year 2002, and $48,217,000 for fiscal year 2003.

(I) INTELLIGENCE TRANSPORTATION SYSTEMS PROGRAMS.—For intelligence transportation systems programs under subtitle B of title VI of this Act $175,000,000 for each of fiscal years 1998 through 2003.

(4) TRANSPORTATION ASSISTANCE FOR OLYMPIC CITIES.—There is authorized to be appropriated to carry out section 130 of this Act, relating to transportation assistance for Olympic cities, such sums as may be necessary for fiscal years 1998 through 2003.

(b) LEGISLATIVE BRANCH DISCRETIONARY PROGRAMS.—Section 104 is amended by redesignating sub-

section (j) as subsection (k) and by inserting after subsection (i) the following:

"(j) HIGH PRIORITY PROJECTS PROGRAM.—

"(1) IN GENERAL.—Of amounts made available by section 102(a)(8) of the Building Efficient Surface Transportation and Equity Act of 1998, $1,025,695,000 for fiscal year 1998, $1,398,675,000 for fiscal year 1999, $1,678,410,000 for fiscal year 2000, $1,678,410,000 for fiscal year 2001, $1,771,655,000 for fiscal year 2002, and $1,771,655,000 for fiscal year 2003 shall be available for high priority projects in accordance with this subsection. Such funds shall remain available until expended.

"(2) AUTHORIZATION OF HIGH PRIORITY PROJECTS.—The Secretary is authorized to carry out high priority projects with funds made available by paragraph (1). Of amounts made available by paragraph (1), the Secretary, subject to paragraph (3), shall make available to carry out each project described in section 127(c) of such Act the amount listed for such project in such section. Any amounts made available by this subsection that are not allocated for projects described in section 127(c) shall be available to the Secretary, subject to paragraph (3), to carry

out such other high priority projects as the Secretary determines appropriate.

"(3) ALLOCATION PERCENTAGES.—For each project to be carried out with funds made available by paragraph (1)—

"(A) 11 percent of the amount allocated by such section shall be available for obligation beginning in fiscal year 1998;

"(B) 15 percent of such amount shall be available for obligation beginning in fiscal year 1999;

"(C) 18 percent of such amount shall be available for obligation beginning in fiscal year 2000;

"(D) 18 percent of such amount shall be available for obligation beginning in fiscal year 2001;

"(E) 19 percent of such amount shall be available for obligation beginning in fiscal year 2002; and

"(F) 19 percent of such amount shall be available for obligation beginning in fiscal year 2003.

"(4) FEDERAL SHARE.—The Federal share payable on account of any project carried out with funds

made available by paragraph (1) shall be 80 percent of the total cost thereof.

"(5) DELEGATION TO STATES.—Subject to the provisions of title 23, United States Code, the Secretary shall delegate responsibility for carrying out a project or projects, with funds made available by paragraph (1), to the State in which such project or projects are located upon request of such State.

"(6) ADVANCE CONSTRUCTION.—When a State which has been delegated responsibility for a project under this subsection—

"(A) has obligated all funds allocated under this subsection of such Act for such project; and

"(B) proceeds to construct such project without the aid of Federal funds in accordance with all procedures and all requirements applicable to such project, except insofar as such procedures and requirements limit the State to the construction of projects with the aid of Federal funds previously allocated to it;

the Secretary, upon the approval of the application of a State, shall pay to the State the Federal share of the cost of construction of the project when additional funds are allocated for such project under this subsection and such section 127(c).

1 *"(7) NONAPPLICABILITY OF OBLIGATION LIMITA-*
2 *TION.—Funds made available by paragraph (1) shall*
3 *not be subject to any obligation limitation.".*
4 *(c) HIGH PRIORITY PROJECTS.—Subject to section*
5 *104(j)(3) of title 23, United States Code, the amount listed*
6 *for each high priority project in the following table shall*
7 *be available (from amounts made available by section*
8 *104(j) of such title) for fiscal years 1998 through 2003 to*
9 *carry out each such project:*

			[Dollars in Millions]
1.	*Dist. of Col.*	*Implement traffic signalization, freeway management and motor vehicle information systems, Washington, D.C.*	*8.000*
2.	*West Virginia*	*Upgrade US 340 between West Virginia/Virginia State line and the Charles Town Bypass*	*6.500*
3.	*New York*	*Construct bridge deck over the Metro North right-of-way along Park Ave. between E. 188th and 189th Streets*	*0.750*
4.	*Oregon*	*Upgrade access road and related facilities to Port Orford, Port Orford*	*1.500*
5.	*Minnesota*	*Upgrade Perpich Memorial from 2 miles south of Biwabik to CSAH 111*	*2.800*
6.	*Indiana*	*Upgrade Route 31 and other roads, St. Joseph and Elkhart Counties*	*7.000*
7.	*Illinois*	*Upgrade Western Ave., Park Forest*	*0.126*
8.	*Washington*	*Undertake FAST Corridor improvements with the amounts provided as follows: $16,000,000 to construct the North Duwamish Intermodal Project, $4,500,000 for the Port of Tacoma Road project, $3,000,000 for the SW Third St./BSNF project in Auburn, $2,000,000*	*32.000*
9.	*Dist. of Col.*	*Implement Geographical Information System, Washington, D.C.*	*10.000*
10.	*New York*	*Reconstruct Niagara St., Quay St., and 8th St. including realignment of Qual St. and 8th Ave. in Niagara Falls*	*3.500*
11.	*California*	*Construct the San Fernando Valley Regional Transportation Hub in Los*	*0.500*
12.	*Washington*	*Construct Cross Base Corridor, Fort Lewis-McChord AFB*	*0.500*
13.	*Illinois*	*Rehabilitate 95th Street between 54th Place and 50th Avenue, Oak Lawn*	*0.600*
14.	*Virginia*	*Reconstruct SR 168 (Battlefield Blvd.) in Chesapeake*	*8.000*
15.	*New York*	*Construct interchange and connector road using ITS testbed capabilities at I–90 Exit 8*	*13.000*
16.	*Minnesota*	*Trunk Highway 53 DWP railroad bridge replacement, St. Louis Co.*	*4.800*
17.	*Illinois*	*Resurface Cicero Ave. between 127th St. and 143rd St., Chicago*	*0.610*

			[Dollars in Millions]
18.	Illinois	Undertake improvements to 127th Street, Cicero Avenue and Route 83 to improve safety and facilitate traffic flow, Crestwood	1.000
19.	Illinois	Construct I–57 interchange, Coles Co.	15.000
20.	Connecticut	Construct Harford Riverwalk South, Hartford	3.520
21.	Virgin Islands	Upgrade West-East corridor through Charlotte Amalie	8.000
22.	Connecticut	Improve pedestrian and bicycle connections between Union Station and downtown New London	4.520
23.	North Carolina	Upgrade US 13 (including Ahoskie bypass) in Bertie and Hertford Counties	1.000
24.	Wisconsin	Construct Chippewa Falls Bypass	6.000
25.	Mississippi	Upgrade Brister Rd. between Tutwiler and Coahoma County line, Tallahatchie Co.	0.510
26.	Florida	Construct improvements to JFK Boulevard, Eatonville	1.000
27.	Illinois	Reconstruct Greenbriar Rd. with construction of new turn lanes in vicinity of John A. Logan College in Carterville	1.400
28.	Connecticut	Construct overlook and access to Niantic Bay	3.080
29.	California	Construct sound walls along SR23 in Thousand Oaks	2.532
30.	Mississippi	Construct I–20 /Norrell Road interchange, Hinds County	5.000
31.	North Carolina	Upgrade I–85, Mecklenburg and Cabarrus Counties	26.000
32.	New Jersey	Construct, reconstruct and integrate multi-transportation modes to establish intermodal transportation corridor and center between Elizabeth and Newark	4.000
33.	Texas	Road improvements along historic mission trails in San Antonio.	2.500
34.	Mississippi	Construct Lincoln Road extension, Lamar Co.	1.500
35.	Texas	Upgrade JFK Causeway, Corpus Christi	3.000
36.	Florida	Enhance access to Gateway Marketplace through improvements to access roads, Jacksonville	1.200
37.	California	Implement traffic management improvements, Grover Beach	0.500
38.	California	Construct Chatsworth Depot Bicycle and Pedestrian Access project, Los	0.492
39.	California	Reconstruct Palos Verdes Drive, Palos Verdes Estates	0.450
40.	Wisconsin	Construct freeway conversion project on Highway 41 between Kaukauna and Brown County Highway F	20.000
41.	California	Upgrade Price Canyon Road including construction of bikeway between San Luis Obispo and Pismo Beach	1.100
42.	Arkansas	Upgrade US Rt. 67, Newport to Missouri State line	2.000
43.	Missouri	Construct extension of bike path between Soulard market area and Riverfront bike trail in St. Louis	1.200
44.	Massachusetts	Construct Greenfield-Montague Bikeways, Franklin Co.	0.900
45.	Vermont	Replace Missisquoi Bay Bridge	16.000
46.	California	Upgrade Route 4 East in Contra Costa Co.	10.000
47.	Minnesota	Construct Phalen Blvd. between I–35E and I94	13.000
48.	Ohio	Upgrade North Road between US 422 and East Market St., Trumbull Co.	1.200
49.	Michigan	Construct bike path between Mount Clemens and New Baltimore	5.000

			[Dollars in Millions]
50.	Maryland	Upgrade US 29 interchange with Randolph Road, Montgomery Co.	12.000
51.	Texas	Construct Texas State Highway 49 between FM 1735 to Titus/Morris Co. line	6.400
52.	Wisconsin	Upgrade Marshfield Blvd., Marshfield	5.000
53.	California	Reconstruct the I–710/Firestone Blvd. interchange	16.000
54.	Massachusetts	Construct I–495/Route 2 interchange east of existing interchange to provide access to commuter rail station, Littleton	4.200
55.	Maryland	Undertake transportation infrastructure improvements within Baltimore Empowerment Zone	13.300
56.	West Virginia	Preliminary engineering, design and construction of the Orgas to Chelayn Road, Boone Co.	2.000
57.	Minnesota	Upgrade CSAH 1 from CSAH 61 to 0.8 miles north	0.480
58.	South Carolina	Widen North Main Street, Columbia	9.750
59.	Texas	Construct circumferential freeway loop around Texarkana	9.900
60.	Texas	Upgrade FM517 between Owens and FM 3346, Galveston	3.856
61.	Michigan	Reconstruct Co.Rd. 612 and Co.Rd. 491, Montmorency Co.	0.910
62.	Ohio	Construct Chesapeake Bypass, Lawrence Co.	5.000
63.	California	Construct I–10/Pepper Ave. Interchange	8.800
64.	Pennsylvania	Construct safety and capacity improvements to Rt. 309 and Old Packhouse Road including widening of Old Packhouse Road between KidsPeace National Hospital to Rt. 309	8.200
65.	Iowa	Relocate US 61 to bypass Fort Madison	3.000
66.	Rhode Island	Install directional signs in Newport and surrounding communities	0.300
67.	Pennsylvania	Construct access to Tioga Marine Terminal, Ports of Philadelphia and Camden	1.600
68.	New York	Construct bikeway and pedestrian trail improvements, Rochester	2.400
69.	Ohio	Upgrade U.S. Route 422 through Girard	4.720
70.	Tennessee	State Highway 109 upgrade planning and engineering	1.840
71.	Virginia	Construct transportation demonstration project utilizing magnetic levitation technology along route of 'Smart Road' between Blacksburg and Roanoke	2.000
72.	Massachusetts	Construct Nowottuck-Manhan Bike Trail connections, Easthampton, Amherst, Holyoke, Williamsburg and Northampton	4.000
73.	New Jersey	Reconstruct Essex Street Bridge, Bergen Co.	2.500
74.	Illinois	Undertake traffic mitigation and circulation enhancements, 57th and Lake Shore Drive	1.520
75.	Alabama	Upgrade County Road 39 between Highway 84 and Silver Creek Park, Clarke Co.	1.000
76.	Virginia	Construct road improvements, trailhead and related facilities for Birch Knob Trail on Cumberland Mountain	0.125
77.	Washington	Construct SR 167 Corridor, Tacoma	1.500
78.	Pennsylvania	Construct Johnstown-Cambria County Airport Relocation Road	1.600
79.	Mississippi	Construct connector between US–90 and I–10 in Biloxi	8.500
80.	Alabama	Upgrade SR 5 in Bibb Co.	1.700
81.	Maryland	Upgrade roads within Leakin Park Intermodal Corridor, Baltimore	3.200
82.	Illinois	Construct US Route 67 bypass project around Roseville	11.700

			[Dollars in Millions]
83.	Pennsylvania ..	Construct California University of Pennsylvania intermodal facility	1.000
84.	Virginia	Planning and design for Coalfields Expressway, Buchanan, Dickenson and Wise Counties	1.200
85.	Oregon	Design and engineering for Tualatin-Sherwood Bypass	0.500
86.	California	Upgrade Route 4 West in Contra Costa Co.	10.000
87.	Connecticut	Construct I–95 interchange, New Haven	26.000
88.	Illinois	Replace Lebanon Ave. Bridge and approaches, Belleville	1.000
89.	Minnesota	Upgrade Highway 73 from 4.5 miles north of Floodwood to 22.5 miles north of Floodwood	3.700
90.	Illinois	Reconstruct Mt. Erie Blacktop in Mt. Erie	5.290
91.	Michigan	Construct grade separation on Sheldon Road, Plymouth	7.000
92.	Connecticut	Construct the US Rt. 7 bypass project, Brookfield to New Milford town line	5.000
93.	Mississippi	Upgrade Cowan-Lorraine Rd. between I–10 and U.S. 90, Harrison Co.	10.000
94.	Alabama	Construct repairs to Pratt Highway Bridge, Birmingham	0.600
95.	Alabama	Initiate work on controlled access highway between I–65 and Mississippi State line	8.000
96.	Michigan	Upgrade Walton Blvd. between Opdyke and Squirrel, Oakland Co.	2.000
97.	Michigan	Construct Monroe Rail Consolidation Project, Monroe	6.000
98.	Massachusetts	Renovate Union Station Intermodal Transportation Center in Worcester	7.000
99.	Oregon	Construct bike path paralleling 42nd Street to link with existing bike path, Springfield	0.750
100.	California	Improve streets and related bicycle lane in Oak Park, Ventura Co.	0.907
101.	California	Construct Arbor Vitae Street improvements, Inglewood	3.500
102.	Mississippi	Refurbish Satartia Bridge, Yazoo City	0.500
103.	Missouri	Upgrade Route 169 between Smithville and north of I–435, Clay Co.	14.000
104.	Illinois	Upgrade U.S. 45 between Eldorado and Harrisburg	5.000
105.	Michigan	Replace Chevrolet Ave. bridge in Genesee Co.	1.800
106.	Connecticut	Reconstruct I–84, Hartford	9.470
107.	Massachusetts	Improve safety and traffic operations on Main and Green Streets, Mellrose	2.600
108.	Michigan	Design and ROW acquisition for "Intertown South" route of US 31 bypass,	1.500
109.	Illinois	Undertake improvements to Campus Transportation System	1.000
110.	California	Improve streets in Canoga Park and Reseda areas, Los Angeles	1.100
111.	Texas	Construct US Rt. 67 Corridor through San Angelo	7.000
112.	Illinois	Upgrade Bishop Ford Expressway/142nd St. interchange	1.500
113.	Texas	Construct Galveston Island Causeway Expansion project, Galveston	0.730
114.	California	Reconstruct Harbor Blvd./SR22 Interchange, City of Garden Grove	2.000
115.	Michigan	Undertake capital improvements to facilitate traffic between Lansing and	10.000
116.	Virginia	Construct Main Street Station in Richmond	8.000
117.	New York	Reconstruct Houston Street between Avenue B to the West Side Highway, New York City	2.000

			[Dollars in Millions]
118.	North Carolina	Upgrade US 158 (including bypasses of Norlina, Macon and Littleton) in Halifax and Warren Counties	3.000
119.	New York	Construct access road and entranceway improvments to airport in Niagara Falls	3.000
120.	New Jersey	Upgrade Baldwin Ave. intersection to facilitate access to waterfront and ferry, Weehawken	4.000
121.	Massachusetts	Undertake vehicular and pedestrian movement improvments within Central Business District of Foxborough	2.080
122.	California	Construct I–680HOV lanes between Marina Vista toll plaza to North Main Street, Martinez to Walnut Creek	7.000
123.	Michigan	Improvements to Card Road between 21 mile road and 23 mile road in Macomb Co.	1.300
124.	Michigan	Upgrade (all weather) on US 2, US 41, and M 35	1.700
125.	Oregon	Relocate and rebuild intersection of Highway 101 and Highway 105, Clatsop Co.	1.600
126.	New York	Undertake Linden Place reconstruction project, Queens	7.000
127.	Texas	Construct Houston Street Viaduck project in Dallas	5.500
128.	Iowa	Improve US 65/IA 5 interchange, Polk Co.	5.000
129.	Texas	Construct segment located south of U.S. 209 in Travis County of a bypass to I–35 known as SH–130 only on a route running east of Decker Lake	16.000
130.	Illinois	Rehabilitate Timber Bridge over Little Muddy River and approach roadway, Perry Co.	0.140
131.	Connecticut	Reconstruct cross road over I–95, Waterford	2.000
132.	Minnesota	Construct pedestrian overpass on Highway 169, Mille Lacs Reservation	0.600
133.	Hawaii	Upgrade Kaumualili Highway	10.000
134.	Massachusetts	Undertake improvements to South Station Intermodal Station	3.000
135.	Illinois	Construct Marina Access Road, East Chicago	1.000
136.	Massachusetts	Reconstruct North Street, Fitchburg	1.000
137.	Virginia	Replace Shore Drive Bridge over Petty Lake, Norfolk	4.000
138.	New Jersey	Upgrade Urban University Heights Connector, Newark	9.700
139.	California	Implement City of Compton traffic signal systems improvements	5.800
140.	California	Undertake San Pedro Bridge project at SR 1, Pacifica	1.500
141.	Texas	Construct grade separations in Manchester	16.000
142.	Minnesota	Upgrade TH6 between Talmoon to Bowstring River	1.200
143.	North Carolina	Construct US Route 17, Elizabeth City Bypass	0.500
144.	Pennsylvania	Undertake transportation enhancement activities within the Lehigh Landing Area of the Delaware and Lehigh Canal National Heritage Corridor	7.000
145.	Texas	Upgrade State Highway 24 from Commerce to State Highway 19 north of Cooper	5.000
146.	California	Reconstruct I–215 and construct HOV lanes between 2nd Street and 9th Street, San Bernardino	2.750
147.	California	Undertake safety enhancements along Monterey County Railroad highway grade, Monterey Co.	2.800
148.	Michigan	Upgrade I–94 between M–39 and I–69	8.000
149.	Michigan	Widen and make improvements to Baldwin and Joslyn Roads, Oakland Co.	5.000

			[Dollars in Millions]
150.	Arkansas	Construct Geyer Springs RR grade separation, Little Rock	1.000
151.	New Jersey	Construct Route 4/17 interchange in Paramus	8.500
152.	West Virginia	Upgrade US Rt. 35 between I–64 and South Buffalo Bridge	35.000
153.	Alabama	Construct enhancements along 12th Street between State Highway 11 and Baptist Princeton Hospital, Birmingham	0.800
154.	Pennsylvania	Construct Independence Gateway Transportation Center project, Philadelphia	6.000
155.	Minnesota	Implement Trunk Highway 8 Corridor projects, Chisago Co.	15.300
156.	Missouri	Construct extension of bike path between Soulard market area and Riverfront bike trail in St. Louis	0.800
157.	Mississippi	Upgrade Goose Pond Subdivision Roads, Tallahatchie Co.	0.200
158.	Iowa	Construct controlled access four-lane highway between Des Moines and Burlington	14.925
159.	Maryland	Construct improvements to Route 50 interchange with Columbia Pike, Prince Georges Co.	3.200
160.	Tennessee	Construct Landport regional transportation hub, Nashville	8.000
161.	California	Construct San Francisco Regional Intermodal Terminal	12.500
162.	Texas	Relocate railroad tracks to eliminate road crossings, and provide for the rehabilitation of secondary roads providing access to various parts of the Port and the construction of new connecting roads to access new infrastructure safely and efficiently, Bro	6.000
163.	Massachusetts	Replace Brightman Street bridge in Fall River	13.640
164.	California	Construct Alameda Corridor East project	12.750
165.	Georgia	Upgrade US Rt. 27	10.000
166.	Michigan	Upgrade Davison Rd. between Belsay and Irish Roads, Genessee Co.	4.500
167.	Pennsylvania	Upgrade PA 228 (Crows Run Corridor)	7.200
168.	Maine	Replace Singing Bridge across Taunton Bay	1.000
169.	California	Roadway improvements to provide access to Hansen Dam Recreation Area in Los Angeles	1.000
170.	Pennsylvania	Construct Rt. 819/Rt. 119 interchange between Mt. Pleasant and Scottdale	14.400
171.	Massachusetts	Reconstruct Huntington Ave. in Boston	4.000
172.	Ohio	Replace McCuffey Road Bridge, Mahoning Co.	3.360
173.	Michigan	Upgrade Rochester Road between I–75 and Torpsey St.	12.300
174.	California	Rehabilitate Artesia Blvd.	4.000
175.	Illinois	Construct improvements to McKinley Bridge over Mississippi River with terminus points in Venice, Illinois, and St. Louis, Missouri	5.200
176.	Maine	Construct I–295 connector, Portland	4.500
177.	Maine	Studies and planning for reconstruction of East-West Highway	4.000
178.	Illinois	Reconstruct Claire Blvd., Robbins	0.330
179.	Pennsylvania	Upgrade PA Route 21, Fayette and Greene Counties	7.000
180.	California	Construct VC Campus Parkway Loop System in Merced	8.000
181.	Massachusetts	Replace deck of Chain Bridge over Merrimack River	1.012
182.	New York	Construct Edgewater Road Dedicated Truck Route	12.000
183.	Illinois	Construct Raney Street Overpass in Effingham	4.400
184.	Pennsylvania	Replace Masontown bridge, Fayette and Greene Counties	7.000

			[Dollars in Millions]
185.	Pennsylvania ..	Upgrade US Rt. 22, Chickory Mountain section ...	10.200
186.	Michigan	Upgrade Lalie St., Frenchtown Rd., and Penshee Rd., Ironwood	0.360
187.	South Carolina	Upgrade US Highway 301 within Bamberg	2.950
188.	Arizona	Construct Veterans' Memorial overpass in Pima Co.	15.000
189.	Michigan	Replace Chalk Hills Bridge over Menominee River	0.400
190.	Michigan	Construct intermodal freight terminal in Wayne Co.	24.000
191.	Oregon	Replace grade crossing with separated crossing and related improvements, Linn Co.	6.710
192.	California	Reconstruct State Route 81 (Sierra Ave.) and I–10 Interchange in Fontana	10.000
193.	California	Construct four-lane highway facility (Hollister Bypass), San Benito Co.	3.000
194.	Maine	Construct new bridge over Kennebee River (Carlton Bridge replacement)	8.000
195.	Oregon	Upgrade I–5/Highway 217 interchange, Portland	7.000
196.	American Samoa.	Upgrade village roads on Tutilla Island, American Samoa	11.000
197.	New Jersey	Eliminate Berlin Circle and signalize intersection in Camden	8.000
198.	New York	Implement Melrose Commons geographic information system	1.000
199.	Pennsylvania ..	Reconstruct Lover Interchange on I–70, Washington Co.	5.000
200.	Virginia	Aquire land and construct segment of Daniel Boone Heritage Trail (Kane Gap section), Jefferson National Forest	0.200
201.	California	Construct Sacramento Intermodal Station	4.000
202.	New York	Construct intermodal facility in New Rochelle, Westchester Co.	7.250
203.	New York	Reconstruct 79th Street Traffic Circle, New York City	9.000
204.	Pennsylvania ..	Extend North Delaware Ave. between Lewis St. and Orthodox St., Philadelphia	5.200
205.	Missouri	Upgrade Route MO291 Connector	2.000
206.	Pennsylvania ..	Upgrade US Rt. 119 between Homer City and Blairsville	6.400
207.	West Virginia	Relocate segment of Route 33 (Scott Miller Bypass), Roane Co.	8.000
208.	Missouri	Construct on intermodal center at Missouri Botanical Garden	1.600
209.	Maine	Rehabilitate Piscataqua River bridges, Kittery	5.250
210.	Wisconsin	Upgrade STH 29 between IH 94 and Chippewa Falls	6.000
211.	Illinois	Extend and reconstruct roadways through industrial corridor in Alton	5.690
212.	New Jersey	Construct road from the Military Ocean Terminal to the Port Jersey Pier, Bayonne	3.000
213.	Missouri	Relocate and reconstruct Route 21 between Schenk Rd. to Town of DeSoto	40.000
214.	Michigan	Improve drainage on 6th Street in Menominee	0.150
215.	Pennsylvania ..	Reconstruct and widen US Rt. 222 to four-lane expressway between Lancaster/Berks County line and Grings Mill Rd. and construction of Warren Street extenstion in Reading	25.000
216.	New Jersey	Relocate and complete construction of new multimodal facility, Weehawken	8.000
217.	Arkansas	Construct North Belt Freeway	7.000
218.	California	Rehabilitate pavement throughout Santa Barbara Co.	1.500

			[Dollars in Millions]
219.	Virginia	Repair historic wooden bridges along portion of Virginia Creeper Trail maintained by Town of Abingdon	2.050
220.	Arizona	Reconstruct I–19, East Side Frontage Road, Ruby Road to Rio Rico Drive, Nogales	10.000
221.	Massachusetts	Conduct planning and engineering for connector route between I–95 and industrial/business park, Attleboro	0.800
222.	Georgia	Undertake Perimeter Central Parkway Overpass project and Ashford Dunwoody interchange improvements at I–285, DeKalb Co.	0.100
223.	Ohio	Construct Wilmington Bypass, Wilmington	5.000
224.	Illinois	Construct Western Springs Pedestrian and Tunnel project, Cook Co.	0.925
225.	Minnesota	Upgrade Cass County Road 105 and Crow Wing County Road 125, East Gull Lake	0.960
226.	Michigan	Upgrade H-58 within Pictured Rocks National Lakeshore	5.600
227.	California	Reconstruct and widen Mission Road, Alhambra	3.250
228.	Texas	Reconstruct and widen I–35 between North of Georgetown at Loop 418 to US Rt. 190	8.000
229.	Florida	Construct access road to St. Johns Ave. Industrial Park	1.000
230.	Illinois	Intersection improvements at 79th and Stoney Island Blvd., Chicago	1.740
231.	Michigan	Construct Tawas Beach Road/US 23 interchange improvements, East Tawas	2.200
232.	Pennsylvania	Construct Lawrenceville Industrial Access Road	10.000
233.	Maryland	Construct intersection improvements to facilitate access to NSA facility, Anne Arundel Co.	3.000
234.	California	Upgrade Del Almo Boulevard at I–405	5.000
235.	Minnesota	Reconstruct and replace I–494 Wakota Bridge from South St. Paul to Newport, and approaches	13.000
236.	Tennessee	Construct separated grade crossing at US 41 and US 231, Murfreesboro	0.323
237.	Michigan	Construct four-lane boulevard from Dixie Highway to Walton Blvd., Oakland Co.	3.700
238.	New York	Reconstruct Mamaroneck Ave., White Plains, Harrison and Mamaroneck	4.500
239.	Texas	Upgrade FM 1764 between FM 646 to State Highway 6	3.000
240.	Texas	Construct ramp connection between Hammet St. to Highway 54 ramp to provide access to I–10 in El Paso	8.000
241.	New York	Undertake studies, planning, engineering, design and construction of a tunnel alternative to reconstruction of existing elvated expressway (Gowanus tunnel project)	32.000
242.	New York	Rehabilitate segment of Henry Hudson Parkway between Washington Bridge and Dyckman St., New York City	1.470
243.	Illinois	Construct bicycle/pedestrian trail parallel to light rail transit system in St. Clair Co.	6.000
244.	Indiana	Extend SR 149 between SR 130 to US Rt. 30, Valparaiso	5.900
245.	Connecticut	Construct Greenmanville Ave. streetscape extension, including feasibility study, in towns of Groton, Stonington and Mystic	8.400
246.	Illinois	Reconstruct Broad Street between Maple St. to Sixth St., Evansville	0.350
247.	New York	Construct Mineola and Hicksville Intermodal Centers in Nassau Co.	16.000

			[Dollars in Millions]
248.	Colorado	Construct intermodal center at Stapleton, Denver	3.000
249.	New Jersey	Undertake improvements associated with the South Amboy Regional Intermodal Center	16.000
250.	Michigan	Extend Trowbridge Road from Harrison Rd. to Red Cedar Rd.	2.500
251.	Massachusetts	Construct improvements to North Main St. in Worcester	2.400
252.	Tennessee	Upgrade SR 96 between Arno Rd. and SR 252, Williamson Co.	3.600
253.	Louisiana	Extend Howard Avenue to Union Passenger Terminal, New Orleans	8.000
254.	California	Construct bike path between Sepulveda Basin Recreation Area and Warner Center/Canoga Park, Los Angeles	3.000
255.	New York	Upgrade Route 17 between Five Mile Point and Occanum, Broome Co.	16.800
256.	Ohio	Upgrade US Rt. 33 between vicinity of Haydenville to Floodwood (Nelsonville Bypass)	5.000
257.	Oregon	Construct passing lande on Highway 58 between Kitson Ridge Road and Mile Post 47, Lane Co.	6.800
258.	Michigan	Upgrade East Jordon Road, Boyne City	0.170
259.	California	Reconstruct Tennessee Valley Bridge, Marin Co.	1.000
260.	Illinois	Improve access to 93rd Street Station, Chicago	3.000
261.	California	Construct I–580 interchange, Livermore	13.200
262.	California	Construct San Diego and Arizona Eastern Intermodal Yard	10.000
263.	Michigan	Apply ITS technologies relating to traffic control, Lansing	3.700
264.	California	Construct Palisades Bluff Stabilization project, Santa Monica	8.000
265.	Rhode Island	Upgrade pedestrian traffic facilities, Bristol	0.100
266.	Rhode Island	Implement transportation alternative relating to Court Street Bridge, Woonsocket	0.200
267.	California	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	0.600
268.	Missouri	Replace bridge on Route 92, Platte Co.	1.000
269.	Ohio	Upgrade Western Reserve Road, Mahoning Co.	5.600
270.	Ohio	Upgrade SR 124 between Five Points and Ravenswood Bridge, Meigs Co.	5.000
271.	Illinois	Undertake streetscaping between Damden and Halsted	1.150
272.	Illinois	Construct improvements to New Era Road, Carbondale	3.500
273.	New York	Construct access improvements to Port of Rochester Harbor, Rochester	12.000
274.	Rhode Island	Reconstruct interchanges on Rt. 116 between Rt. 146 and Ashton Viaduct, Lincoln	0.445
275.	West Virginia	Preliminary engineering and design for access road to proposed location of regional airport, Lincoln Co.	1.000
276.	Massachusetts	Upgrade Route 2 between Philipston and Greenfield	4.000
277.	Ohio	Construct grade separations at Front Street and Bagley Road, Berea	14.000
278.	Pennsylvania	Relocate PA 18 between 9th Ave. and 32nd St., Beaver Falls	1.400
279.	California	Construct bike paths, Thousand Oaks	0.625
280.	Oregon	Construct right-of-way improvements to provide improved pedestrian access to MAX light rail, Gresham	1.282
281.	Louisiana	Reconstruct I–10 and Ryan Street access ramps and frontage street improvements, Lake Charles	8.000

			[Dollars in Millions]
282.	California	Upgrade SR 92/El Camino interchange, San Mateo	3.700
283.	Massachusetts	Construct Housatonic-Hoosic bicycle network	4.000
284.	Texas	Upgrade SH 30, Huntsville	2.500
285.	Connecticut	Replace bridges over Harbor Brook, Meriden	6.550
286.	Indiana	Extend SR 149 between SR 130 to US Rt. 30	1.000
287.	West Virginia	Construct improvements on WV 9 including turning lane and signalization, Berkely Co.	0.200
288.	Arkansas	Upgrade Highway 63, Marked Tree to Lake David	12.000
289.	Dist. of Col.	Conduct studies and related activities pertaining to proposed intermodal transportation Center, D.C.	1.000
290.	Ohio	Undertake improvements to Valley Street, Dayton	0.900
291.	Texas	Construct US Expressway 77/83 interchange, Harlingen	7.500
292.	Texas	Construct Loop 197, Galveston	4.290
293.	Minnesota	Upgrade Highway 53 between Virginia and Cook	2.000
294.	California	Upgrade intersection of Folsom Blvd. and Power Inn Rd., Sacramento	10.000
295.	California	Reconstruct Grand Avenue between Elm Street and Halcyon Road, Arroyo Grande	0.500
296.	New York	Construct intermodal facility in Yonkers, Westchester Co.	10.250
297.	Massachusetts	Construct bike path between Rt. 16 (Everett) to Lynn Oceanside	1.700
298.	Oregon	Design and engineering for intermodal transportation center, Astoria	0.300
299.	California	Construct Port of Oakland intermodal terminal	8.000
300.	Indiana	Upgrade County roads in LaPorte County	7.000
301.	Alabama	Replace bridge over Tombigbee River, Naheola	3.000
302.	Virginia	Construct access road and related facilities for Fisher Peak Mountain Music Interpretive Center on Blue Ridge Parkway	1.700
303.	Colorado	Reconstruct and upgrade I–70/I–25 Interchange, Denver	13.000
304.	Alabama	Construct improvements to 41st Street between 1st Ave. South and Airport Highway, Birmingham	1.000
305.	New York	Replace Route 28 bridge over NY State Thruway, Ulster Co.	3.200
306.	Minnesota	Reconstruct SE Main Ave./I–94 interchange, Moorhead	4.000
307.	Indiana	Construct Gary Marina access road (Buffington Harbor)	10.000
308.	Washington	Undertake SR 166 slide repair	6.500
309.	Oregon	Construct bike path between Main Street/Highway 99 in Cottage Grove to Row River Trail, Cottage Grove	0.230
310.	Minnesota	Upgrade 10th Street South, St. Cloud	1.500
311.	Missouri	Construct Grand Ave. viaduct over Mill Creek Valley in St. Louis	2.200
312.	Missouri	Construct Strother Rd./I–470 interchange, Jackson Co.	8.000
313.	Wisconsin	Upgrade U.S. 51 between I–90/94 to northern Wisconsin	5.000
314.	Virginia	Construct trailhead and related facilities and restore old Whitetop Train Station at terminus of Virginia Creeper Trail adjacent to Mount Rogers National Recreation Area	0.250
315.	Oregon	Reconstruct Lovejoy ramp, Portland	7.718
316.	Michigan	Rehabilitate Lincoln St., Negaunee	0.170
317.	New York	Construct full access controlled expressway along NY Route 17 at Parkville, Sullivan Co.	6.000
318.	Texas	Construct extension of Bay Area Blvd.	1.000

			[Dollars in Millions]
319.	California	Construct pedestrian boardwalk between terminus of Pismo Promenade at Pismo Creek and Grande Avenue in Gover Beach	0.500
320.	Michigan	Construct deceleration lane in front of 4427 Wilder Road, Bay City	0.020
321.	Massachusetts	Construct Arlington to Boston Bike Path	1.000
322.	Virginia	Undertake access improvements for Freemason Harbor Development Initiative, Norfolk	2.000
323.	Oregon	Construct bike path along Willamette River, Corvallis	0.808
324.	California	Upgrade Highway 99 between State Highway 70 and Lincoln Rd., Sutter Co.	14.300
325.	Texas	Construct US 77/83 Expressway extension, Brownsville	3.000
326.	Ohio	Undertake improvements to open Federal Street to traffic, Youngstown	2.080
327.	Massachusetts	Upgrade I–495 interchange 17 and related improvements including along Route 140	14.480
328.	Indiana	Undertake safety and mobility improvements involving street and street crossings and Conrail line, Elkhart	2.000
329.	Illinois	Reconstruct interchange at I–294, 127th St. and Cicero Ave. with new ramps to the Tri-State Tollway, Alsip	34.265
330.	Minnesota	Construct TH 1 east of Northome including bicycle/pedestrian trail	0.240
331.	Missouri	Construct Jefferson Ave. viaduct over Mill Creek Valley in St. Louis	11.000
332.	Ohio	Construct connector road between North Road and SR46, Trumbull Co.	5.680
333.	Oregon	Repair bridge over Rogue River, Gold Beach	10.000
334.	Tennessee	Construct I–40/SR 155 interchange, Davidson	9.000
335.	Pennsylvania	Upgrade I–95 between Lehigh Ave. and Columbia Ave. and improvements to Girard Ave./I–95 interchange, Philadelphia	29.000
336.	Massachusetts	Construct Hyannis Intermodal Transportation Center, Hyannis	3.200
337.	New York	Reconstruct 127th Street viaduct, New York City	1.470
338.	California	Construct bicycle path, Westlake Village	0.136
339.	California	Upgrade Osgood Road between Washington Blvd. and South Grimmer Blvd., Freemont	2.000
340.	Tennessee	Upgrade Briley Parkway between I–40 and Opreyland	9.000
341.	Minnesota	Construct Gunflint Realignment project, Grand Marais	0.800
342.	Maryland	Construct Baltimore Washington Parkway to Route 197, Prince Georges Co.	8.000
343.	Virgin Islands	Construct bypass around Christiansted	8.000
344.	Dist. of Col.	Rehabilitate Theodore Roosevelt Memorial Bridge	10.000
345.	California	Construct Los Angeles County Gateway Cities NHS Access	8.750
346.	South Carolina	Construct pedestrian walkway and safety improvements along SC 277, Richland Co.	0.800
347.	Ohio	Upgrade US Rt. 35 between vicinity of Chillicothe to Village of Richmond Dale	5.000
348.	California	Extend 7th St. between F St. and North 7th St., Sacramento	2.000
349.	Illinois	Construct I–64/North Greenmount Rd. interchange, St. Clair Co.	4.800
350.	Texas	Construct 6th and 7th Street overpass over railroad yard, Brownsville	0.500
351.	Iowa	Construct four-lane expressway between Des Moines and Marshalltown	11.100

			[Dollars in Millions]
352.	Michigan	Construct route improvements along Washington Ave. between Janes Ave. to Johnson St. and East Genesee Ave. between Saginaw River and Janes Ave., Saginaw	3.600
353.	Minnesota	Construct pedestrian bridge over TH 169 in Elk River	0.707
354.	Michigan	Reconstruct I–75/M-57 interchange	14.000
355.	Virginia	Upgrade Danville Bypass in Pittsylvania	4.000
356.	Massachusetts	Reconstruct Route 126 and replace bridge spanning Route 9, Town of Framingham	4.700
357.	Alabama	Construct improvements to 19th Street between I–59 and Tuxedo Junction, Birmingham	0.900
358.	Ohio	Restore Main and First Streets to two-way traffic, Miamisburg	0.450
359.	Texas	Upgrade FM225, Nacogdoches	4.000
360.	California	Construct railroad at-grade crossings, San Leandro	0.500
361.	Pennsylvania	Improve walking and biking trails between Easton and Lehigh Gorge State Park within the Delaware and Lehigh Canal National Heritage Corridor	2.800
362.	Massachusetts	Environmental studies, preliminary engineering and design of North-South Connector in Pittsfield to improve access to I–90	2.000
363.	Oregon	Upgrade Naito Parkway, Portland	1.500
364.	Pennsylvania	Make safety improvements on PA Rt. 61 (Dusselfink Safety Project) between Rt. 183 in Cressona and SR 0215 in Mount Carbon	7.000
365.	New York	Capital improvements for the car float operations in Brooklyn, New York, for the New York City Economic Development Corp.	14.000
366.	California	Construct Backbone Trail through Santa Monica National Recreation Area	0.200
367.	Massachusetts	Reconstruct Greenfield Road, Montague	2.500
368.	North Dakota	Upgrade U.S. Route 52 between Donnybrook and US Route 2	2.400
369.	Pennsylvania	Construct Philadelphia Intermodal Gateway Project at 30th St. Station	8.000
370.	Hawaii	Construct Kapaa Bypass	10.000
371.	Missouri	Construct bike/pedestrian path between Delmar Metrolink Station and University City loop business district in St. Louis	0.800
372.	Hawaii	Replace Sand Island tunnel with bridge	1.000
373.	Missouri	Improve safety and traffic flow on Rt. 13 through Clinton	8.000
374.	California	Construct improvements to Moorpark/Highway 101 interchange, Bouchard/Highway 101 interchange and associated street improvements, Thousand Oaks	0.368
375.	Texas	Construct extension of West Austin Street (FM 2609) between Old Tyler Road and Loop 224, Nacogdoches	1.800
376.	Washington	Construct passenger ferry to serve Southworth-Seattle	5.000
377.	Hawaii	Construct interchange at junction of proposed North-South road and H–1	20.000
378.	South Carolina	Construct I–95/I–26 interchange, Orangeburg Co.	12.000
379.	Ohio	Upgrade SR 46 between Mahoning Ave. and Salt Springs Rd., Mahoning and Trumbull Counties	3.520
380.	California	Rehabilitate Highway 1 in Guadalupe	0.500
381.	Massachusetts	Construct Great River Bridge improvements, Westfield	2.000
382.	Maine	Studies and planning for extension of I–95	1.500
383.	Michigan	Widen Arch St., Negaunee	0.080

			[Dollars in Millions]
384.	Texas	Construct Concord Road Widening project, Beaumont	8.500
385.	Massachusetts	Construct accessibility improvments to Charles Street T Station, Boston	4.000
386.	Oregon	Purchase and install emitters and receiving equipment to facilitate movement of emergency and transit vehicles at key arterial intersections, Portland	4.500
387.	Pennsylvania	Construct bicycle and pedestrian facility between Boston Bridge and McKee Point Park, Allegheny Co.	0.180
388.	Oregon	Restore transportation connection between Wauna, Astoria and Port of Astoria	0.700
389.	Pennsylvania	Construct Wexford I–79/SR 910 Interchange, Allegheny Co.	1.100
390.	Minnesota	Undertake improvements to Hennepin County Bikeway	5.200
391.	New Jersey	Construct New Jersey Exit 13A Flyover (extension of Kapkowsk Rd. to Trumbull St.)	3.000
392.	Texas	Implement 'Hike and Bike' trail program, Houston	8.000
393.	Puerto Rico	Upgrade PR 30 between PR 203 in Gurabo to PR 31 in Juncos	8.000
394.	Illinois	Planning, engineering and first phase construction of beltway connector, Decatur	10.310
395.	Texas	Extend Texas State Highway 154 between US 80W and State Highway 43S	4.900
396.	Illinois	Construct bypass of historic stone bridge, Maeystown	0.820
397.	Ohio	Rehabilitate Martin Luther King, Jr. Bridge, Toledo	2.000
398.	Missouri	Upgrade Little Blue Expressway, Jackson Co.	3.000
399.	Puerto Rico	Upgrade PR 3 between Rio Grande and Fajardo	8.000
400.	Illinois	Reconstruct Cossitt Ave. in LaGrange	1.485
401.	Pennsylvania	Facilitate coordination of transportation systems at intersection of 46th and Market, and enhance access and related measures to area facilities including purchase of vans for reverse commutes, Philadelphia	4.000
402.	Connecticut	Upgrade bridge over Naugatuck River, Ansonia	0.450
403.	Pennsylvania	Construct access road to Hastings Industrial Park, Cambria Co.	6.400
404.	Pennsylvania	Construct Mon-Fayette Expressway between Union Town and Brownsville	20.000
405.	Washington	Reconstruct I–5 interchange, City of Lacy	1.500
406.	Dist. of Col.	Construct bicycle and pedestrian walkway (Metropolitan Branch Trail), Union Station to Silver Spring	10.000
407.	New Jersey	Upgrade I–78 interchange and West Peddie St. ramps, Newark	6.300
408.	Tennessee	Implement ITS technologies, Nashville	2.800
409.	Connecticut	Construct bicycle and pedestrian walkway, Town of East Hartford	1.200
410.	North Carolina	Upgrade Highway 55 between US 64 and State Route 1121, Wake and Durham Counties	23.000
411.	Virginia	Upgrade Route 501 in Bedford County	1.000
412.	Georgia	Construct multi-modal passenger terminal, Atlanta	16.000
413.	Virginia	Renovate Greater Richmond Transit transportation facility, Richmond	5.000
414.	Michigan	Upgrade Van Dyke Road between M–59 and Utica City limits	3.700

			[Dollars in Millions]
415.	Pennsylvania ..	Design, engineer, ROW acquisition and construct the Luzerne County Community College Road between S.R. 2002 and S.R. 3004 one-mile west of Center Street through S.R. 2008 in the vicinity of Prospect Street and the Luzerne County Community College	14.000
416.	Texas	Construct two-lane parallel bridge, State Highway 146, FM 517 to vicinity of Dickinson Bayou	4.850
417.	North Dakota	Upgrade US Rt. 52, Kenmare to Donnybrook	2.800
418.	Minnesota	Improve roads, Edge of Wilderness, Grand Rapids to Effie	6.000
419.	Virginia	Construct access road, walking trail and related facilities for the Nicholsville Center, Scott Co.	0.225
420.	Maryland	Construct pedestrian and bicycle path between Druid Hill Park and Penn Station, Baltimore	1.800
421.	Illinois	Construct access road to Melvin Price Locks and Dam Visitors Center, Madison Co.	1.500
422.	New York	Install advance traffic management system along Cross County Parkway between Saw Mill River Parkway and Hutchinson River Parkway	4.000
423.	South Carolina	Construct I–77/SC #S–20–30 interchange, Fairfield Co.	7.000
424.	Pennsylvania ..	Rehabilitate Jefferson Heights Bridge, Penn Hills	1.500
425.	Oregon	Construct I–205/Sunnyside/Sunnybrook interchange and related extrension road, Clackamas Co.	20.000
426.	New York	Conduct Trans-Hudson Freight Improvement MIS, New York City	5.000
427.	Illinois	Construct Marion Street multi-modal project in Village of Oak Park	2.000
428.	Pennsylvania ..	Upgrade roadway in the Princeton/Cottman I–95 interchange and related improvements, Philadelphia	20.200
429.	California	Extend I–10 HOV lanes, Los Angeles	2.940
430.	Massachusetts	Rehabilitate Union Station in Springfield	16.000
431.	California	Upgrade Greenville Rd. and construct railroad underpass, Livermore	6.800
432.	Pennsylvania ..	Extend Martin Luther King, Jr. East Busway to link with Mon-Fayette	6.000
433.	Michigan	Construct improvements to Linden Rd. between Maple Ave. and Pierson Rd., Genessee Co.	1.200
434.	Texas	Construct Titus County West Loop, Mount Pleasant	2.500
435.	New York	Upgrade Riverside Drive between 97th St. and Tiemann, New York City	1.470
436.	Florida	Construct interchange at 21st Street to provide access to Talleyrand Marine Terminal	11.300
437.	Minnesota	Upgrade CSAH 116 north of SCAH 88 in Ely	1.600
438.	New York	Rehabilitate Queens Blvd./Sunnyside Yard Bridge, New York City	8.000
439.	Oregon	Upgrade I–5, Salem	6.592
440.	California	Install call boxes along Highway 166 between intersection with Highway 101 and junction with Highway 33	0.288
441.	Arkansas	Construct US 63 interchange with Washington Ave. and Highway 63B	2.000
442.	Virginia	Upgrade Rt. 600 to facilitate access between I–81 and Mount Rogers National Recreation Area	8.000
443.	Pennsylvania ..	Construct bicycle and pedestrian facility between Washington's Landing and Millvale Borough, Allegheny Co.	0.620

			[Dollars in Millions]
444.	New Jersey	Conduct Route 46 Corridor Improvement Project with of the amount provided, $11,500,000 for the Route 46/Riverview Drive Interchange reconstruction project, $16,900,000 for the Route 46/Van Houton Avenue reconstruction project, and $4,100,000 for the Route	32.500
445.	Virginia	Construct Southeastern Parkway and Greenbelt in Virginia Beach	4.000
446.	Michigan	Upgrade Hill Road corridor between I–75 to Dort Highway, Genesee Co.	3.000
447.	Louisiana	Upgrade Lapalco Blvd. between Destrehan Ave. and Lapalco Blvd., Jefferson Parish	8.000
448.	California	Upgrade South Higuera Street, San Luis Obispo	0.900
449.	Rhode Island	Reconstruct Harris Ave., Woonsocket	2.000
450.	California	Construct Olympic Training Center Access Road, Chula Vista	5.000
451.	Alabama	Construct bridge over Tennessee River connecting Muscle Shoals and Florence	10.000
452.	North Carolina	Construct I–540 from east of NC Rt. 50 to east of US Rt. 1 in Wake Co.	13.000
453.	Oregon	Upgrade Murray Blvd. including overpass bridge, Millikan to Terman	5.000
454.	California	Planning, preliminary engineering and design for Etiwanda Ave./I–10 interchange, San Bernardino Co.	2.000
455.	Arkansas	Upgrade US Rt. 412, Mountain Home to Missouri State line	10.000
456.	California	Upgrade access road to Mare Island	1.000
457.	California	Construct Prunedale Bypass segment of U.S. 101, Monterey Co.	2.200
458.	Illinois	Rehabilitate and upgrade 87th Street Station to improve intermodal access	2.362
459.	Wisconsin	Upgrade US Rt. 10 between Waupaca to US Rt. 41	8.000
460.	Minnesota	Construct railroad crossing connecting University of MN with City of Crookston	0.200
461.	Wisconsin	Construct Eau Claire Bypass project	8.000
462.	Illinois	Resurface 63rd Street from Western Avenue to Wallace, Chicago	0.750
463.	New York	Reconstruct Chili Ave. between W. City Line and West Ave., Rochester	1.600
464.	West Virginia	Construct I–81 interchange, Martinsburg	5.300
465.	Texas	Construct transportation improvements as part of redevelopment of Kelly AFB, San Antonio	5.000
466.	Oregon	Construct roundabout at intersection of Highway 101 and Highway 202, Clatsop Co.	0.400
467.	Oregon	Construct bike path improvements between W.D. Street to south parking lot in Island Park and bicycle/pedestrian facility between Island Park path to the Willamalane Senior Center, Springfield	0.100
468.	Ohio	Undertake multimodal transportation improvements, Dayton	2.750
469.	Massachusetts	Upgrade Rt. 3 between Rt. 128/I–95 to Massachusetts and New Hampshire State Line	8.200
470.	Texas	Conduct MIS for Multimodal Downtown Improvement Project, San Antonio	1.000
471.	California	Construct improvements to Route 101/Lost Hills Road interchange, Calabasas	5.790
472.	Florida	Construct John Young Parkway/I–4 interchange	8.000
473.	Texas	Reconstruct FM 364 between Humble Road and I–10, Beaumont	4.800
474.	Texas	Construct Austin to San Antonio Corridor	9.500
475.	Texas	Construct East Loop, Brownsville	1.000

			[Dollars in Millions]
476.	Illinois	Upgrade South Lake Shore Drive between 47th and Hayes, Chicago	7.800
477.	Alabama	Construct Finley Ave. Extension East project	3.900
478.	Tennessee	Implement middle Tennessee alternative transportation system along the Stones River	9.500
479.	Hawaii	Construct improvements to H–1 between the Waiawa interchange and the Halawa interchange	2.000
480.	New Jersey	Upgrade Industrial Road between Carteret and Woodbridge Township	3.000
481.	Minnesota	Restore MN Transportation facility, Jackson Street Roundhouse, St. Paul	1.000
482.	Hawaii	Construct Kawahihee Bypass	1.000
483.	Georgia	Upgrade U.S. Rt. 19 between Albany and Thomaston	5.000
484.	Michigan	Upgrade M–15 from I–75 north to the Genesee County line	0.500
485.	Georgia	Upgrade Lithonia Industrial Boulevard, DeKalb Co.	0.500
486.	Michigan	Upgrade Walton Blvd. between Dixie and Sashabaw, Oakland Co.	2.000
487.	Kentucky	Reconstruct Liberty and Todd Roads, Lexington	8.000
488.	North Carolina	Construct Charlotte Western Outer Loop freeway, Mecklenburg Co.	16.000
489.	Tennessee	Construct Crosstown Greenway/Bikeway, Springfield	3.200
490.	North Carolina	Construct segment of I–74 between Maxton Bypass and NC 710, Robeson Co.	2.000
491.	Pennsylvania	Construct enhancements and related measures, including purchase of vans for reverse commutes, to intermodal facility located at intersection of 52nd and Lancaster Ave., Philadelphia	4.000
492.	Illinois	Undertake Industrial Transportation Improvement Program in Chicago	4.350
493.	Illinois	Resurface S. Chicago Ave. From 71st to 95th Streets, Chicago	1.060
494.	Texas	Upgrade US Rt. 59 between US 281 to I–37	16.000
495.	Tennessee	Construct Stones River Greenway, Davidson	7.200
496.	South Carolina	Construct Calhoun/Clarendon Causeway	10.000
497.	Tennessee	Construct U.S. 40 bypass, Madison Co.	2.000
498.	Mississippi	Upgrade Land Fill Road, Panola Co.	1.000
499.	Illinois	Construct elevated walkway between Centre Station and arena	1.200
500.	New Jersey	Construct interchange improvements and flyover ramps at I–80W to Route D23N in Passaic Co.	10.000
501.	Illinois	Construct new entrance to Midway Airport Terminal	6.500
502.	North Dakota	Construct Jamestown bypass	4.800
503.	Illinois	Resurface 95th St. between Western Ave. and Stony Island Blvd., Chicago	3.120
504.	Massachusetts	Upgrade Rt. 9/Calvin Coolidge Bridge, Hadley	10.000
505.	Oregon	Acquire and rennovate facility to serve as multimodal transportation center, Eugene	3.590
506.	Tennessee	Upgrade SR 386 between US 31 to the Gallatin Bypass, Sumner Co.	3.440
507.	American Samoa.	Construct drainage system improvements associated with highway construction on Tutilla Island, American Samoa	5.000
508.	Ohio	Replace I–280 bridge over Maumee River, Toledo area	24.000
509.	Pennsylvania	Improve access to McKeesport-Duquesne Bridge	2.268
510.	Wisconsin	Upgrade State Highway 29 between Green Bay and Wausau	12.000

			[Dollars in Millions]
511.	California	Construct State Route 905 between I–805 and the Otay Mesa Border Crossing, San Diego Co.	25.000
512.	California	Undertake median improvements along E. 14th St., San Leandro	1.000
513.	Virginia	Conduct preliminary engineering on I–73 between Roanoke and Virginia/North Carolina State line	4.000
514.	Illinois	Upgrade industrial park road in Village of Sauget	4.500
515.	Massachusetts	Construct TeleCom Boulevard with access via Commercial Street and Corporation Way to the west of Malden River and with access via Santilli Highway to the east of the river in Everett, Medord and Malden	7.000
516.	Rhode Island	Construct Blackstone River Bikeway	3.455
517.	Oregon	Construct intermodal station, Clackamas Co.	0.600
518.	Illinois	Rehabilitate Western Springs Arterial Roadway, Cook Co.	0.825
519.	California	Implement enhanced traffic access between I–10, area hospitals and southern portion of Loma Linda	2.000
520.	Maine	Replace Ridlonville Bridge across Androscoggin River	1.500
521.	New York	Capital improvements for the Red Hook Barge in NY/NJ for the Port Authority of NY/NJ	5.000
522.	Oregon	Construct bike path between Terry Street and Greenhill Road, Eugene	1.500
523.	Texas	Conduct pipeline express study through Texas Transportation Institute (A&M University)	1.500
524.	North Carolina	Construct segment of Raleigh Outer Loop, Wake Co.	2.700
525.	North Carolina	Construct segment of new freeway, including right-of-way acquisition, between East of US 401 to I–95, and bridge over Cape Fear River	16.000
526.	Kentucky	Construct Newton Pike Extension between West Main St. to South Limestone in Lexington	8.000
527.	Indiana	Extend SR 149 between SR 130 to US Rt. 30, Valparaiso	4.000
528.	California	Implement safety and congestion mitigation improvements along Pacific Coast Highway, Malibu	0.650
529.	Maryland	Upgrade I–95/I–495 interchange at Ritchie Marlboro Rd., Prince Georges	4.800
530.	Michigan	Construct arterial connector between US41/M28 and Co. Rd. 480, Marquette	0.500
531.	Ohio	Construct SR 711 connector four-lane limited access highway in Mahoning Co.	25.000
532.	Illinois	Study for new bridge over Mississippi River with terminus points in St. Clair County and St. Louis, MO.	1.400
533.	Michigan	Upgrade Three Mile Road, Grand Traverse	1.000
534.	Wisconsin	Construct Abbotsford Bypass	6.000
535.	North Carolina	Upgrade US 13/NC11 (including Bethel bypass) in Pitt and Edgecombe	2.000
536.	New Jersey	Construct highway connector between Interstate Route 1&9 (Tonelle Ave.) and the New Jersey Turnpike at Secaucus Intermodal Transfer Rail Station	5.000
537.	Iowa	Reconstruct US Highway 218 between 7th and 20th Streets including center turn lane from Hubenthal Place to Carbide Lane, Keokuk	2.500
538.	Minnesota	Construct grade crossing improvments, Morrison County	1.800
539.	California	Upgrade Bristol St., Santa Ana	7.000

			[Dollars in Millions]
540.	Illinois	Undertake access improvements to U.S. Rt. 41, Chicago	3.750
541.	Illinois	Reconstruct Dixie Highway, Harvey	0.494
542.	Minnesota	Upgrade CSAH between TH324 and Snake River	1.200
543.	California	Rehabilitate B Street between Foothill Blvd. and Kelly St., Hayward	0.700
544.	Illinois	Construct improvements to Pleasant Hill Road, Carbondale	3.500
545.	Mississippi	Construct access improvments to various roads, Humphreys Co.	1.000
546.	Michigan	Construct safety enhancements at rail crossings, Linden, Fenton, Swartz Creek and Gaines	1.000
547.	Maryland	Implement city-wide signal control system replacements and improvements in Baltimore	17.700
548.	Michigan	Construct road drainage improvements, Suttons Bay Village	0.240
549.	West Virginia	Upgrade Route 10 between Logan and Man	50.000
550.	California	Construct Gene Autry Way/I–5 Access project, Anaheim	9.000
551.	Tennessee	Reconstruct US 79 between Milan and McKenzie	4.000
552.	Illinois	Reconstruct Midlothian Turnpike, Robbins	0.288
553.	California	Construct connector between I–5 and SR 113 and reconstruct I–5 interchange with Road 102, Woodland	11.500
554.	Massachusetts	Reconstruct Route 2/Jackson Road interchange, Lancaster	3.600
555.	California	Construct Airport Blvd. interchange in Salinas	8.000
556.	California	Construct Third Street South Bay Basin Bridge, San Francisco	12.500
557.	Minnesota	Reconstruct CSAH 48 extension, Brainerd/Baxter	0.320
558.	Florida	Upgrade U.S. 319 between Four Points and Oak Ridge Road, Tallahasee	4.000
559.	Connecticut	Reconstruct I–84 between vicinity of Route 69 in Waterbury and Marion Avenue in Southington	6.000
560.	California	Upgrade Riverside Avenue/I–10 interchange, Rialto	0.925
561.	Illinois	Consolidate rail tracks and eliminate grade crossings as part of Gateway Intermodal Terminal access project	1.500
562.	Pennsylvania	Construct Robinson Town Centre intermodal facility	2.700
563.	North Carolina	Construct bridge over Chockoyotte Creek in Halifex Co.	1.800
564.	Texas	Investigate strategies to reduce congestion and facilitate access at the international border crossing in Roma	0.250
565.	Hawaii	Construct Waimea Bypass	1.000
566.	Oregon	Reconstruct I–5/Beltline Road interchange	3.000
567.	Ohio	Construct Intermodal Industrial Park in Wellsville	2.040
568.	Ohio	Upgrade Route 82, Strongsville	7.000
569.	California	Construct pedestrian promenade, Pismo Beach	0.200
570.	Dist. of Col.	Conduct MIS of light rail corridors, D.C.	1.000
571.	California	Upgrade I–680 Corridor, Alameda Co.	10.000
572.	Ohio	Construct new bridge over Muskingum River and highway approaches, Washington County	2.000
573.	Massachusetts	Construct improvements along Route 18 to provide for access to waterfront and downtown areas, New Bedford	12.000
574.	Minnesota	Upgrade Cross-Range Expressway between Coleraine to CSAH 7	6.000
575.	Illinois	Construct transportation improvements to Industrial Viaduct, Chicago	1.500

			[Dollars in Millions]
576.	Pennsylvania ..	Construct American Parkway Bridge project in Allentown	4.000
577.	Pennsylvania ..	Replace Grant Street Bridge, New Castle	2.400
578.	Illinois	Extend South 74th Street, Belleville	0.500
579.	California	Construct Phase 3 of Alameda Street project, Los Angeles	6.000
580.	New York	Rehabilitate Third Avenue Bridge over Harlem River, New York City	1.470
581.	West Virginia	Upgrade Route 2 in Cabell Co., including the relocation of Route 2 to provide for a connection to I–64 (Merrick Creek Connector)	25.000
582.	Minnesota	Construct Shepard Road/Upper Landing interceptor, St. Paul	3.000
583.	Illinois	Construct improvements to segment of Town Creek Road, Jackson Co.	1.300
584.	Minnesota	Complete construction of Forest Highway 11, Lake Co.	5.000
585.	Ohio	Construct access and related improvements to Downtown Riverfront Area, Dayton	4.900
586.	Minnesota	Replace Sauk Rapids Bridge over Mississippi River, Stearns and Benton Counties	10.300
587.	Ohio	Replace Jacobs Road Bridge, Mahoning Co.	2.000
588.	North Carolina	Make improvements to I–95/SR–1162 interchange in Johnston Co.	3.200
589.	Oregon	Rehabilitate Broadway Bridge in Portland	10.000
590.	Minnesota	Construct Trunk Highway 169 Causeway, Itasca Co.	8.100
591.	Minnesota	Construct Cass County Public Trails Corridors	0.240
592.	Tennessee	Construct park and ride intermodal centers for Nashville/Middle Tennessee Commuter Rail	8.000
593.	California	Construct bicycle path, Calabasas	0.500
594.	Mississippi	Upgrade Hampton Lake Road, Tallahatchie Co.	0.880
595.	Michigan	Upgrade M.L. King Drive. Genesee Co.	2.000
596.	Michigan	Facilitate access between I–75 and Soo Locks through road reconstruction, bikepath construction and related improvements, Sault Ste. Marie	1.000
597.	New York	Construct Midtown West Intermodal Ferry Terminal, New York City	5.000
598.	Michigan	Construct Jackson Road project (demonstrating performance of paper and plastic reinforced concrete), Scio Township	4.600
599.	Alabama	Upgrade Opoto-Madrid Blvd., Birmingham	1.400
600.	Michigan	Reconstruct Bagley Street and improve Genschaw Road, Alpena	0.600
601.	Texas	Reconstruct State Highway 87 between Sabine Pass and Bolivar Penninsula, McFadden Beach	1.294
602.	Arkansas	Construct Baseline Road RR grade separation, Little Rock	5.000
603.	Louisiana	Construct I–10/Louisiana Ave. interchange	8.000
604.	Oregon	Construct regional multimodal transportation center in Albany	10.320
605.	Oregon	Repair Coos Bay rail bridge, Port of Coos Bay	5.500
606.	Illinois	Upgrade Illinois 336 between Illinois 61 to south of Loraine	5.100
607.	Illinois	Right-of-way acquisition for segment of Alton Bypass between Illinois 143 to Illinois 140 near Alton	4.000
608.	Oregon	Restore the Historic Columbia River Highway including construction of a pedestrian and bicycle path under I–84 at Tanner Creek and restoration of the Tanner Creek and Moffett Creek bridges	2.000

			[Dollars in Millions]
609.	New Jersey	Reconstruct intermodal transportation facility on Bergenline Ave., Union City	4.000
610.	Tennessee	Upgrade US 231 between SR 268 and Walter Hill, Rutherford	5.100
611.	Minnesota	Extend County State Highway 61 extension into Two Harbors	0.800
612.	Mississippi	Upgrade roads, Washington Co.	4.410
613.	Michigan	Upgrade M–24 from I–75 to the northern Oakland Co. border	0.500
614.	Washington	Construct Sequim/Dungeness Valley trail project	1.000
615.	California	Construct HOV lane and bicycle lane within the Glendale Blvd. corridor in Los Angeles	16.000
616.	Michigan	Upgrade Groveland Mine Road, Dickinson	0.500
617.	Pennsylvania	Upgrade Route 219 between Meyersdale and Somerset	5.000
618.	Texas	Upgrade IH–30 between Dallas and Ft. Worth	29.000
619.	Florida	Upgrade U.S. 319 between I–10 and the Florida/George State line	4.000
620.	Rhode Island	Construct Rhode Island Greenways and Bikeways projects with of the amount provided $5,700,000 for the Washington Secondary Bikepath, and $2,100,000 for the South County Bikepath Phase 2	7.800
621.	Texas	Conduct feasability study on upgrading SH 16 in South Texas.	0.250
622.	Virginia	Construct road improvement, trailhead development and related facilities for Haysi to Breaks Interstate Bicycle and Pedestrian Trail between Haysi and Garden Hole area of Breaks Interstate Park	0.250
623.	Minnesota	Upgrade CSAH 16 between TH 53 and CSAH 4	5.400
624.	Minnesota	Construct bicycle and pedestrian facility (Mesabi Trail), St. Louis County	3.000
625.	Ohio	Construct Black River Intermodal Center, Lorain	2.400
626.	Pennsylvania	Reconstruct structures and adjacent roadway, Etna and Aspenwall (design and right-of-way acquisition phases), Allegheny Co.	3.700
627.	Florida	Construct safety improvements and beautification along U.S. 92, Daytona Beach	3.000
628.	Georgia	Undertake major arterial enhancements in DeKalb Co. with the amount provides as follows: $7,000,000 for Candler Rd., $7,500,000 for Memorial Highway and $900,000 for Bufford Highway	15.400
629.	Minnesota	Construct highway construction between Highway 494 and Carver Co. Rd. 147	4.000
630.	California	Construct improvements to Harry Bridges Blvd., Los Angeles	9.100
631.	California	Extend Route 46 expressway in San Luis Obispo Co.	8.000
632.	Michigan	Upgrade M–84 connector between Tittabawasee Rd. and M–13, Bay and Saginaw Counties	16.180
633.	California	Construct I–380 connector between Sneath Lane and San Bruno Ave., San Bruno	2.800
634.	Maryland	Reconstruct segment of Baltimore Beltway between U.S. 1 and I–70	9.000
635.	Ohio	Construct interchange at SR 11 and King Graves Rd. in Trumball Co.	4.800
636.	Tennessee	Construct Franklin Road interchange and bypass	2.000
637.	Arkansas	Construct access routes between interstate highway, industrial park and Slackwater Harbor, Little Rock	1.000
638.	California	Upgrade I–880, Alameda	10.000
639.	Maine	Upgrade Route 11	4.000

			[Dollars in Millions]
640.	Minnesota	Upgrade 77th St. between I–35W and 24th Ave. to four lanes in Richfield	22.800
641.	Rhode Island	Reconstruct Pawtucket Ave. and Wilcott St., Pawtucket	1.500
642.	Ohio	Construct grade separations at Fitch Road in Olmsted Falls	5.000
643.	New Jersey	Upgrade Market St./Essex St. and Rochelle Ave./Main St. to facilitate access to Routes 17 and 80, Bergen Co.	5.000
644.	Alabama	Construct improvements to Ensley Avenue between 20th St. and Warrior Rd., Birmingham	1.000
645.	California	Seismic retrofit of Golden Gate Bridge	2.000
646.	Illinois	Extend Rogers Street to mitigate congestion, Waterloo	1.900
647.	Massachusetts	Construct I–95/I–93 interchange, Boston	5.000
648.	Minnesota	Upgrade TH 13 between TH 77 and I–494	2.000
649.	Indiana	Upgrade Ridge Road between Griffith and Highland	4.400
650.	California	Construct bikeways, Santa Maria	0.512
651.	Pennsylvania	Upgrade PA 61 between PA 895 and SR 2014, Schuylkill Co.	8.000
652.	Pennsylvania	Construct road connector and bridge over Allegheny River to link New Kensington with Allegheny Valley Expressway	5.000
653.	Alabama	Replace pedestrian bridges at Village Creek and Valley Creek, Birmingham	0.100
654.	Arkansas	Upgrade U.S. 65 in Faulkner and Van Buren Counties	4.000
655.	Illinois	Reconstruct U.S. 6, Harvey	1.660
656.	Texas	Construct improvements along US 69 including frontage roads, Jefferson Co.	7.680
657.	North Carolina	Relocate US 1 from north of Lakeview to SR 1180, Moore and Lee Counties	7.300
658.	Massachusetts	Reconstruct Bates Bridge over Merrimack River	4.000
659.	Oregon	Design and engineering for Newberg-Dundee Bypass	0.500
660.	Massachusetts	Construct Packets Landing Enhancement and Restoration Project, Town of Yarmouth	1.000
661.	Massachusetts	Construct roadway improvements on Crosby Drive and Middlesex Turnpike, Beford, Burlington and Billerica	7.717
662.	Tennessee	Construct SR22 Bypass, Obion Co.	10.000
663.	Indiana	Reconstruct US Rt. 231 between junction of State Road 66 to Dubois Co. line	4.500
664.	Massachusetts	Upgrade Lowell Street between Woburn Street and Route 38, Town of Wilmington	1.440
665.	New York	Redesign Grand Concourse to enhance traffic flow and related enhancements between E. 161st St. and Fordham Rd., New York City	13.000
666.	Massachusetts	Upgrade Spring St. between Bank and Latham Streets, Williamstown	2.000
667.	Massachusetts	Construct bikeway between Blackstone and Worcester	8.000
668.	Indiana	Repair signal wires, grade-crossing warning devices and other safety protections along South Shore Railroad between Gary and Michigan City	0.700
669.	Hawaii	Upgrade Puuloa Road between Kamehameha Highway and Salt Lake Blvd.	9.000
670.	California	Upgrade call boxes throughout Santa Barbara County	1.500
671.	Missouri	Upgrade Route 6 between I–29 and Route AC, St. Joseph	5.000

			[Dollars in Millions]
672.	Tennessee	Upgrade Briley Parkway between McGavock Pike and I–65	9.000
673.	Wisconsin	Upgrade Highway 151 between Platteville and Dubuque	8.000
674.	Michigan	Construct Detroit Metropolitan/Wayne County South Access Road	20.000
675.	Missouri	Upgrade Route 36 between Hamilton and Chillicothe	20.000
676.	Pennsylvania	Extend Martin Luther King Busway, Alleghany Co.	2.200
677.	Illinois	Study upgrading Illinois 13/127 between Murphysboro and Pinckneyville	2.100
678.	Pennsylvania	Construct access to site of former Philadelphia Naval Shipyard and Base, Philadelphia	2.000
679.	California	Construct extension of State Route 180 between Rt. 99 and the Hughes/West Diagonal	8.000
680.	Iowa	Construct overpass to eliminate railroad crossing in Burlington	3.475
681.	West Virginia	Construct Riverside Expressway, Fairmont	36.000
682.	Massachusetts	Construct South Weymouth Naval Air Station Connectivity Improvements	16.300
683.	Ohio	Construct Eastern US Rt. 23 bypass of Portsmouth	5.000
684.	Texas	Construct highway-rail-marine intermodal project, Corpus Christi	11.000
685.	Illinois	Construct Central Ave.-Narragansett Ave. connector, Chicago	8.700
686.	Massachusetts	Preliminary design of Route 2 connector to downtown Fitchburg	2.000
687.	Connecticut	Implement Trinity College Area road improvements, Hartford	6.810
688.	New Jersey	Construct Collingswood Circle eliminator, Camen	8.000
689.	Virginia	Upgrade Virginia Route 10, Surrey Co.	1.000
690.	Alabama	Construct repairs to viaducts connecting downtown and midtown areas, Birmingham	0.600
691.	Connecticut	Replace Windham Road bridge, Windham	2.000
692.	Maine	Implement rural ITS	0.250
693.	Tennessee	Construct SR22 Bypass, Obion Co.	10.000
694.	Ohio	Construct Black River intermodal transportation center	5.600
695.	California	Construct the South Central Los Angeles Exposition Park Intermodal Urban Access Project in Los Angeles	26.000
696.	Georgia	Upgrade I–75 between the Crisp/Dooly Co. line to the Florida State line	11.000
697.	California	Construct bicycle paths as part of regional system, Agoura Hills	0.100
698.	Massachusetts	Construct bicycle and pedestrian facility (The Riverwalk), Peabody	1.440
699.	California	Construct I–5 rail grade crossings between I–605 and State Route 91, Los Angeles and Orange Counties	20.120
700.	California	Construct tunnel with approaches as part of Devils Slide project in San Mateo Co.	8.000
701.	Texas	Construct US Highway 59 railroad crossing overpass in Texarkana	3.500
702.	South Carolina	Construct improvements to I–95/SC 38 interchange	9.000
703.	Texas	Construct Cleveland Bypass	13.500
704.	Illinois	Rehabilitate WPA Streets in Chicago	4.700
705.	California	Implement ITS technologies in Employment Center area of City of El Segundo	3.550

			[Dollars in Millions]
706.	California	Construct grade-separated bicycle path along Los Angeles River between Fulton Ave. to the vicinity of Sepulveda Blvd. and the Sepulveda Basin Recreation Area, Los Angeles	1.600
707.	Michigan	Replace Barton Rd./M–14 interchange, Ann Arbor	1.000
708.	Missouri	Upgrade Mo. Rt. 150, Jackson Co.	3.000
709.	Michigan	Construct M–24 Corridor from I–69 to southern Lapeer County	4.000
710.	Virginia	Upgrade Route 58 from Stuart up Lovers' Leap Mountain towards Carroll Co.	7.000
711.	Massachusetts	Implement Cape and Islands Rural Roads Initiative, Cape Cod	0.500
712.	New York	Rehabilitate Broadway Bridge, New York City	1.470
713.	Massachusetts	Implement Phase II of unified signage system, Essex Co.	0.391
714.	Arizona	Design, engineering and ROW acquisition for Area Service Highway, Yuma	1.000
715.	Alabama	Construct Decatur Southern Bypass	2.000
716.	California	Construct new I–95 interchange with Highway 99W, Tehama Co.	2.200
717.	New York	Study transportation improvements for segments of Hutchinson River Parkway and New England Thruway which pass through the Northeast Bronx	0.750
718.	California	Construct Alameda Corridor East, San Gabriel Valley	2.940
719.	Massachusetts	Reconstruct Pleasant Street-River Terrace, Holyoke	1.600
720.	Mississippi	Upgrade Alva-Stage Rd., Montgomery Co.	1.500
721.	New York	Upgrade Frederick Douglas Circle, New York City	14.650
722.	West Virginia	Construct New River Parkway	6.000
723.	Illinois	Upgrade Wood Street between Little Calumet River to 171st St., Dixmore, Harvey, Markham, Hazel Crest	0.990
724.	Michigan	Improve Hoban Road and Grand Avenue, City of Mackinac Island	1.120
725.	Oregon	Construct South Rivergate rail overcrossing in Portland	13.000
726.	Mississippi	Upgrade West County Line Road, City of Jackson	11.000
727.	Massachusetts	Implement directional signage program between Worcester CBD and regional airport	0.600
728.	California	Upgrade D Street between Grand and Second Streets, Hayward	1.200
729.	Pennsylvania	Construction of noise barriers along State Route 28, Aspinwall	0.800
730.	Michigan	Upgrade Tittabawasee Road between Mackinaw Road and Midland Road, Saginaw Co.	4.000
731.	South Carolina	Construct North Charleston Regional Intermodal Center	4.500
732.	Ohio	Upgrade SR 7 (Eastern Ave.) to improve traffic flow into Gallipolis, Gallia Co.	2.000
733.	California	Modify HOV lanes, Marin Co.	7.000
734.	Minnesota	Construct Highway 210 trail/underpass, Brainerd/Baxter	0.640
735.	Pennsylvania	Design, engineer, ROW acquisition and construct the Wilkes-Barre/Scranton International Airport Access Road between Route 315 and the airport	2.000
736.	Tennessee	Construct greenway and bicycle path corridor, City of White House	3.800
737.	Texas	Upgrade Highway 271 between Paris and Pattonville	2.000
738.	North Carolina	Upgrade NC 48 in Halifax and Northampton Counties	1.500

			[Dollars in Millions]
739.	Connecticut	Revise interchange ramp on to Route 72 northbound from I–84 East in Plainville, Connecticut	3.750
740.	California	Improve Mission Boulevard in San Bernardino, California	8.500
741.	Ohio	Widen and reconstruct State Route 82 from Lorain/Cuyahoga County line to l.R. 77.	8.000
742.	Tennessee	Widen US–321 from Kinzel Springs to Wean Valley Road	9.100
743.	New Hampshire.	Construct Orford Bridge	3.400
744.	Oklahoma	Reconstruct US–70 in Marshall and Bryan Counties	0.200
745.	Washington	Widen SR522 from SR–9 to Paradise Lake Road	4.000
746.	New York	Improve Cross Westchester Expressway	1.000
747.	Pennsylvania	Improve US 22/Canoe Creek Blair County	2.000
748.	Missouri	Upgrade US–60 in Carter County, Missouri.	27.000
749.	Ohio	Relocate State Route 60 from Zanesville to Dresden, Muskingum County	1.500
750.	Pennsylvania	Construct PA 16 Truck climbing lane in Franklin County	1.000
751.	Indiana	Conduct railroad relocation study in Muncie	0.060
752.	Pennsylvania	Construct highway-transit transfer facility in Lemoyne	2.000
753.	Georgia	Construct surface transportation facilities along Atlanta-Griffin-Macon corridor	39.000
754.	Louisiana	Improve US–165 from Alexandria to Monroe	40.000
755.	Ohio	Upgrade US–30 from Wooster to Riceland	15.000
756.	Washington	Construct Edmonds Crossing Multi-modal transportation project in Edmonds, Washington.	5.000
757.	Indiana	Remove and replace Walnut Street in Muncie	2.140
758.	Pennsylvania	Improve South Central Business Park in Fulton County	1.000
759.	Pennsylvania	Construct exit ramp on I–180 at State Route 2049 in Williamsport	10.500
760.	Washington	Construct pedestrian access and safety on Deception Pass Bridge, Deception Pass State Park, Washington	1.000
761.	Illinois	Improve and construct grade separation on Cockrell Lane in Springfield	2.400
762.	Virginia	Construct the Kemper Street Station connector road in Lynchburg	2.000
763.	Oklahoma	Reconstruct and widen I–40 Crosstown Bridge and Realignment in downtown Oklahoma City, including demolition of the existing bridge, vehicle approach roads, interchanges, intersections, signalization and supporting structures between I–35 and I–44.	97.050
764.	New Mexico	Improve I–25 at Raton Pass	10.000
765.	California	Reconstruct La Loma Bridge in Pasadena	3.000
766.	New York	Conduct traffic calming study on National Scenic Byway Route 5 in Hamburg	0.100
767.	Pennsylvania	Improve PA–8 between Cherry Tree and Rynd Farm	6.400
768.	Alabama	Construct Historic Whistler Bike Trail in Prichard, Alabama	0.670
770.	Alaska	Construct capital improvement to the Alaska Marine Highway and related facilities: $6,000,000 for Seward, $3,000,000 for Ketchikan and $3,000,000 for Hollis	12.000
771.	Connecticut	Rehabilitate Route 202 bridge in New Milford, Connecticut	2.700
772.	Wisconsin	Construct U.S. Highway 10, Freemont to Appleton	4.000

			[Dollars in Millions]
773.	Texas	Conduct major investment study for Outer Loop freeway extension between I–35 West at State Highway 170 and State Highway 199 in Tarrant County	0.500
774.	Pennsylvania	Reconfigure US–13/Pennsylvania Turnpike interchange	2.230
775.	Washington	Construct Washington Pass visitor facilities on North Cascades Highway	1.200
776.	Washington	Improve Huntington Avenue South in Castle Rock	0.750
777.	California	Construct Centennial Transportation Corridor	21.000
778.	Kentucky	Extend Hurstbourne Parkway from Bardstown Road to Fern Valley Road	8.560
779.	Pennsylvania	Eliminate 16 at-grade rail crossings through Erie	8.000
780.	California	Construct Cabot-Camino Capistrano Bridge project in Southern Orange County	2.000
781.	Utah	Widen 106th South from I–15 to Bangerter Highway in South Jordan	5.000
782.	Ohio	Upgrade 11 warning devices on the rail north/south line from Toledo to Deshler	1.100
783.	Washington	Construct Port of Kalama River Bridge	0.900
784.	California	Improve Folsom Boulevard—Highway 50 in the city of Folsom	4.000
785.	New Hampshire.	Construct the Broad Street Parkway in Nashua	16.300
786.	New York	Construct County Road 93 between NYS 27 and NYS 454.	0.515
787.	Washington	Improve Clinton Ferry Terminal in Clinton	7.750
788.	Illinois	Construct Riverfront pedestrian walkway in Peoria	0.050
789.	Colorado	Construct alternative truck route in Montrose	5.600
790.	New York	I–87 Noise Abatement Program	10.000
791.	New Jersey	Construct Toms River bridge project connecting Dover and South Toms River Borough	3.000
792.	California	Install SiliconValley Smart Corridor project along the I–880 corridor	4.860
793.	Illinois	Construct Veterans Parkway from Eastland Drive to Commerce Parkway in Bloomington	11.040
794.	Pennsylvania	Construct Drexel University Infrastructure Research Facility roadway improvements	1.000
795.	New Jersey	Widen Route 1 from Pierson Avenue to Inman Avenue in Middlesex County	7.000
796.	Michigan	Construct US–131 Cadillac Bypass project	5.000
797.	New Hampshire.	Reconstruct US–3 Carroll town line 2.1 miles north	2.000
798.	Texas	Upgrade State Highway 35 Houston District Brazoria County	12.000
799.	Tennessee	Construct US–27 from State Road 61 to Morgan County line	5.500
800.	Pennsylvania	Install citywide signalization (SAMI) project in Lebanon	1.000
801.	Maryland	Upgrade US–113 north of US–50 to MD–589 in Worcester County, Maryland	24.000
802.	Louisiana	Construct Florida Expressway in St. Bernard and Orleans Parishes	0.200
803.	Colorado	Construct I–25 truck lane from Lincoln Avenue to Castle Pines Parkway in Douglas County	3.000
804.	Oklahoma	Conduct study of Highway 3 in McCurtain, Pushmataha and Atoka Counties.	0.300
805.	Texas	Reconstruct intermodal connectors on Highway 78 and Highway 544 in Wylie	10.000
806.	Georgia	Construct noise barriers on the westside of I–185 between Macon Road and Airport Thruway and on I–75 between Mt. Zion Road and Old Dixie Highway in the Atlanta area	1.000

			[Dollars in Millions]
807.	Arkansas	Construct the Ashdown Bypass/Overpass in Ashdown	5.000
808.	Illinois	Constuct Peoria City River Center parking facility in Peoria	4.000
809.	Arkansas	Study and construct a multi-modal facility Russellville, Arkansas.	1.000
810.	Washington	Design and implement report and environmental study of the I–5 corridor in Everett, Washington	1.000
811.	Pennsylvania	Construct Newton Hamilton SR 3021 over Juniata River in Mifflin County	2.000
812.	Texas	Widen State Highway 6 from from Senior Road to FM521	12.100
813.	South Dakota	Construct Eastern Dakota Expressway (Phase I)	15.790
814.	Kentucky	Construct necessary connections for the Taylor Southgate Bridge in Newport and the Clay Wade Bailey Bridge in Covington	9.500
815.	Washington	Construct traffic signals on US–2 at Olds Owens Road and 5th Street in Sultan, Washington.	0.257
816.	Minnesota	Widen Trunk Highway 14/52 from 75th Street, NW to Trunk Highway 63 in Rochester	13.000
817.	New Jersey	Improve Old York Road/Rising Run Road intersection in Burlington	6.640
818.	Pennsylvania	Construct I–81 noise abatement program in Dauphin County	0.640
819.	Alabama	Construct Crepe Myrtle Trail near Mobile, Alabama	1.600
820.	California	Construct SR–78/Rancho Del Oro interchange in Oceanside	5.000
821.	New Jersey	Improve grade separations on the Garden State Parkway in Cape May County, New Jersey.	14.000
822.	Pennsylvania	Construct Western Innerloop from PA–26 to State Route 3014	3.600
823.	Kansas	Widen US–169 in Miami County	13.500
824.	New Hampshire.	Construct Hindsale Bridge	3.000
825.	Washington	Construct I–5 interchanges in Lewis County	6.650
826.	Georgia	Widen Georgia Route 6/US–278 in Polk County	10.888
827.	Pennsylvania	Improve access and interchange from I–95 to the international terminal at Philadelphia International Airport	5.000
828.	Pennsylvania	Construct rail mitigation and improvement projects from Philadelphia to New Jersey Line	12.800
829.	Nevada	Extend I–580 in Washie and Douglas Counties	5.000
830.	Georgia	Resurface Davis Drive, Green Street, and North Houston Road in Warner Robins	0.400
831.	Oregon	Repair Port of Hood River Bridge Lift Span project	23.500
832.	New York	Improve access to I–84/Dutchess intermodal facility in Dutchess County	3.000
833.	Georgia	Conduct a study of an interstate multimodal transportation corridor from Atlanta to Chattanooga	5.000
834.	Nebraska	Corridor study for Louisville South bypass from State Highway 66 to State Highway 50	0.100
835.	Michigan	Conduct feasibility study on widening US–12 to three lanes between US–127 and Michigan Highway 50.	0.250
836.	Kentucky	Correct rock hazard on US–127 in Russell County	0.035
837.	New York	Construct new exit 46A on I–90 at Route 170 in North Chili	10.000
838.	California	Construct parking lot, pedestrian bridge and related improvements to improve intermodal transportation in Yorba Linda	3.800

			[Dollars in Millions]
839.	Missouri	Construct US–412 corridor from Kennett to Hayti, Missouri.	8.000
840.	Florida	ITS improvements on US–19 in Pasco County	2.000
841.	Florida	Construct I–4 reversible safety lane in Orlando	14.000
842.	Connecticut	Improve and realign Route 8 in Winchester	2.020
843.	Louisiana	Construct State Highway 3241/State Highway 1088/I–12 interchange in St. Tammany Parish, Louisiana.	10.000
844.	Nebraska	Corridor study for Plattsmouth Bridge area to US–75 and Horning Road	0.350
845.	Michigan	Construct US–131 Business route/industrial connector in Kalamazoo	2.000
846.	Michigan	Reconstruct I–94 between Michigan Route 14 and US–23	14.750
847.	California	Ontario International Airport ground access program	10.500
848.	Texas	Construct the George H.W. Bush Presidential Corridor from Bryan to east to I–45	10.000
849.	Virginia	Construct I–73 from Roanoke to the North Carolina border	8.500
850.	Louisiana	Kerner's Ferry Bridge Replacement project	1.000
851.	Washington	Widen SR–522 in Snohomish County: $3,650,000 for phase 1 from SR–9 to Lake Road; $1,500,000 to construct segment from Paradise Lake Road to Snohomish River Bridge	5.200
852.	California	Plan and design interchange between I–15 and Sante Fe Road in Barstow, California.	4.000
853.	California	Upgrade Ft. Irwin Road from I–15 to Fort Irwin	1.500
854.	Nebraska	Construct bridge in Newcastle	4.000
855.	Indiana	Conduct rail-highway feasibility project study in Muncie	0.100
856.	New Jersey	Replace the Ocean City-Longport bridge in Cape May County, New Jersey.	26.000
857.	Kentucky	Construct a segment of the I–66 corridor from Somerset to I–75	10.000
858.	Ohio	Improve and widen SR–45 from North of the I–90 interchange to North Bend Road in Ashtabula County, Ohio	7.920
859.	Illinois	Construct I–88 interchange at Peace Road in Dekalb	4.300
860.	Virginia	Widen Route 123 from Prince William County line to State Route 645 in Fairfax County, Virginia.	10.000
861.	Pennsylvania	Widen and improve Route 449 in Potter County	1.000
862.	Ohio	Conduct feasibility study for inclusion of US–22 as part of the Interstate System	0.100
863.	New Hampshire.	Improve the Bridge Street bridge in Plymouth	1.000
864.	Louisiana	Conduct a feasibility and design study of Louisiana Highway 30 between Louisiana Highway 44 and I–10	2.000
865.	Louisiana	Construct I–610 noise and safety barrier in the Lake View section of New Orleans, Louisiana.	1.000
866.	New York	Conduct North Road Corridor study in Oswego County	1.500
867.	Kansas	Construct Diamond interchange at Antioch and I–435	8.400
868.	Iowa	Reconstruct I–235 in Polk County	6.900
869.	Florida	Construct Port of Palm Beach road access improvements, Palm Beach County, Florida.	21.000
870.	Tennessee	Improve the Elizabethon Connector from US–312 to US–19 East	8.450
871.	California	Stabilize US–101 at Wilson Creek	1.000

			[Dollars in Millions]
872.	Michigan	Improve the I–73 corridor in Jackson and Lenawee Counties	5.000
873.	Arkansas	Improve Arkansas State Highway 59 from Rena Road to Old Uniontown Road in Van Buren	2.500
874.	Illinois	Construct Richton Road, Crete	2.000
875.	Ohio	Widen Licking-SR–79–06.65 (PID 8314) in Licking County	9.400
876.	New York	Improve and reconstruct Commerce Street in York Town	0.280
877.	Arkansas	Construct Highway 371 from Magnolia to Prescott	3.000
878.	Arkansas	Construct Highway 82 from Hamburg to Montrose	7.000
879.	California	Improve SR–91/Green River Road interchange	6.500
880.	California	Widen and improve I–5/State Route 126 interchange in Valencia	13.900
881.	Pennsylvania	Construct US–30 Bypass from Exton Bypass to PA–10	4.400
882.	Illinois	Replace State Route 47 Bridge in Morris	19.000
883.	New York	Construct County Road 67 at Long Island Expressway Exit 57 between County Road 17 and	0.700
884.	California	Construct I–15/Barton Road West/Anderson Street connection	5.000
885.	New York	Reconstruct Route 9 in Plattsburgh	3.354
886.	Illinois	Engineering for Peoria to Chicago expressway	5.000
887.	Louisiana	Construct Hourma-Thibodaux to I–10 connector from Gramercy to Hourma	3.100
888.	Washington	Construct Peace Arch Crossing of Entry (PACE) lane in Blaine	4.900
889.	Florida	Purchase and install I–275 traffic management system in Pinellas County, Florida.	1.000
890.	Mississippi	Construct I–55 connectors to US–51 in Madison, Mississippi.	3.000
891.	Alabama	Construct Anniston Eastern Bypass from I–20 to Fort McClellan in Calhoun County	44.600
892.	Connecticut	Realign and extend Hart Street in New Britain	4.000
893.	Texas	Construct Spur 10 from SH–36 to US–59	4.000
894.	Wisconsin	Construct U.S. Highway 151 Fond du Lac Bypass	30.000
895.	Ohio	Grade separation project at Snow Road Brook Park	3.000
896.	Nebraska	Conduct corridor study from Wayne to Vermillion-Newcastle bridge	0.550
897.	Pennsylvania	Construct Erie Eastside Connector	21.600
898.	New York	Reconstruct County Route 24 in Franklin County	2.473
899.	Pennsylvania	Construct SR–3019 over Great Trough Creek in Huntingdon County	0.500
900.	California	Construct Tulare County roads in Tulare County	9.000
901.	Pennsylvania	Widen PA–228 from Criders Corners to State Route 3015	1.200
902.	South Carolina	Three River Greenway Project to and from Gervals Street in Columbia	5.000
903.	Washington	Construct State Route 305 corridor improvements in Poulsbo, Washington.	3.500
904.	Pennsylvania	Improve Lewistown Narrows US–322 in Mifflin and Juniata County	1.000
905.	Nevada	Construct the US–395 Carson City Bypass	5.000
906.	Illinois	Reconstruct I–74 through Peoria	12.865
907.	Florida	Widen Gunn Highway between Erlich Road and South Mobley Road in Hillsborough County	2.000
908.	New York	Construct intermodal transportation hub in Patchogue	2.500
909.	New York	Upgrade and relocate Utica-Rome Expressway in Oneida, County New York.	20.000

			[Dollars in Millions]
910.	Georgia	Conduct a study of a multimodal transportation corridor from Lawrenceville to Marietta	2.400
911.	Georgia	I–75 advanced transportation management system in Cobb County	1.700
912.	New Hampshire.	Berlin Heritage Project from the Everett turnpike to Hudson in Berlin County	0.050
913.	Alabama	Engineering, right-of-way acquisition and construction of the Birmingham Northern Beltline in Jefferson County	20.000
914.	Florida	Replace St. Johns River Bridge in Volusia and Seminole Counties	14.000
915.	Maryland	Improve Halfway Boulevard east and west of Exit 5, I–81 in Washington County	4.000
916.	Georgia	Construct Harry S. Truman Parkway	3.550
917.	Pennsylvania	Reconstruct the I–81 Davis Street interchange in Lackawanna	8.000
918.	Illinois	Widen 143rd Street in Orland Park	8.000
919.	Pennsylvania	Conduct study of Ft. Washington transportation improvements, Upper Dublin, PA.	0.500
920.	Kansas	Construct grade separations on US–36 and US–77 in Marysville, Kansas.	4.200
921.	Ohio	Relocate Harrison/Belmont US–250	6.000
922.	Arkansas	Widen 28th Street and related improvements in Van Buren, Arkansas	1.000
923.	Tennessee	Improve County Road 374 in Montgomery County	5.000
924.	Virginia	Conduct feasibility study for the construction I–66 from Lynchburg to the West Virginia border	0.500
925.	Florida	Expand Palm Valley Bridge in St. Johns County	3.100
926.	Michigan	Construct M–6 Grand Rapids South Beltline in Grand Rapids, Michigan.	28.720
927.	Pennsylvania	Reconstruct PA–309 in Eastern Montgomery with $4,000,000 for noise abatement	17.400
928.	Colorado	Reconstruct I–225/Iliff Avenue interchange in Aurora	5.500
929.	California	Widen US–101 from Windsor to Arata Interchange	1.600
930.	New Jersey	Design and construction Belford Ferry Terminal in Belford, New Jersey.	4.600
931.	Louisiana	Construct East-West Corridor project in Southwest Louisiana	1.000
932.	Kentucky	Construct US–127 Jamestown Bypass	5.800
933.	Kentucky	Conduct feasibility study for Northern Kentucky High Priority Corridor (I–74)	0.500
934.	Utah	Improve 5600 West Highway from 2100 South to 4100 South in West Valley City	5.000
935.	Arkansas	Construct US–270 East-West Arterial in Hot Springs	9.000
936.	New York	Improve Route 31 from Baldwinsville to County Route 57	11.750
937.	Arkansas	Widen West Phoenix Avenue and related improvements in Fort Smith, Arkansas.	8.000
938.	Arkansas	Improve Arkansas State Highway 12 from US–71 at Rainbow Curve to Northwest Arkansas Regional Airport	0.500
939.	Texas	Widen State Highway 35 from SH288 in Angleton to FM521	6.900
940.	Louisiana	Congestion mitigation and safety improvements to the Central thruway in Baton Rouge	3.000
941.	North Carolina	Widen North Carolina Route 24 from Swansboro to US–70 in Onslow and Carteret Counties	4.000
942.	North Carolina	Construct US–13 from the Wilson the US–264 Bypass to Goldsboro in Wayne and Wilson Counties	4.500

			[Dollars in Millions]
943.	Michigan	Construct Bridge Street bridge project in Southfield	4.200
944.	Connecticut	Improve Route 7 utility and landscaping in New Milford	7.200
945.	Pennsylvania	Construct access improvements between exits 56 and 57 off I–81 in Lackawanna	1.700
946.	New Jersey	Construct grade separation of Route 35 and Tinton falls and extend Shrewsbury Avenue in Monmouth	5.000
947.	Washington	Improve I–5/196th Street, Southwest Freeway interchange in Lynnwood, Washington.	4.500
948.	Tennessee	Extend Pellissippi Parkway from State Route 33 to State Route 321 in Blount County	11.800
949.	New York	Improve Route 281 in Cortland	9.000
950.	California	Construct I–15 Galinas interchange in Riverside County	8.500
951.	New Hampshire.	Construct the Keene bypass	6.150
952.	Illinois	Design and construct US–67 corridor from Jacksonville to Beardstown	10.000
953.	Virginia	Conduct Williamsburg 2007 transportation study	0.325
954.	Mississippi	Widen US–84 from I–55 at Brookhaven to US–49 at Collins	1.250
955.	New York	Reconstruct Jackson Avenue in New Windsor, Orange County	2.624
956.	Texas	Widen State Highway 6 from FM521 to Brazoria County line and construct railroad overpass	12.200
957.	Tennessee	Reconstruct road and causeway in Shiloh Military Park in Hardin County	15.000
958.	Florida	Pedestrian safety initiative on US–19 in Pinellas County	6.800
959.	Washington	Improve primary truck access route on East Marine View Drive, FAST corridor in Washington	4.900
960.	Florida	Construct Wonderwood Connector from Mayport to Arlington, Duval County, Florida.	38.000
961.	California	Improve the Avenue H overpass in Lancaster County	6.100
962.	Pennsylvania	Improve safety on PA–41 from US–30 to PA–926	6.000
963.	New Jersey	Consrtuct Route 29/129 bicycle, pedestrian and landscape improvement plan	5.500
964.	Idaho	Construct critical interchanges and grade-crossings on US–20 between Idaho Falls and Chester	10.000
965.	Louisiana	Expand Perkins Road in Baton Rouge	10.000
966.	Pennsylvania	Widen US 30 from Walker Rd to Fayetteville in Franklin County	2.000
967.	Wyoming	Construct Jackson-Teton Pathway in Teton County	1.830
968.	Utah	Widen 7200 South in Midvale	1.100
969.	Washington	Conduct feasibility study of State Route 35 Hood River bridge in White Salmon	1.000
970.	Arkansas	Upgrade US Route 412, Harrison to Mountain Home, Arkansas	3.550
971.	Nevada	Canamex Corridor Innovative Urban Renovation project in Henderson	12.000
972.	Georgia	Construct Athens to Atlanta Transportation Corridor	8.000
973.	California	Widen State Route 29 between Route 281 and Route 175	0.500
974.	California	Upgrade US–101 from Eureka to Arcata	1.000
975.	Louisiana	Expand Harding Road from Scenic Highway to the Mississippi River and construct an information center	3.600
976.	Indiana	Improve Southwest Highway from Bloomington to Evansville	30.000

			[Dollars in Millions]
977.	Pennsylvania ..	Construct Route 72 overpass at Conrail in Lebanon	8.810
978.	Indiana	Construct Hazel Dell Parkway from 96th Street to 146th Street in Carmel	5.500
979.	New Jersey	Replace Calhoun Street Bridge in Trenton	1.300
980.	Utah	Reconstruct US–89 and interchange at 200 North in Kaysville	7.000
981.	California	Construct Nogales Street at Railroad Street grade separation in Los Angeles County, California.	4.500
982.	Pennsylvania ..	Improve Bedford County Business Park Rd in Bedford County	2.000
983.	Utah	Extend Main Street from 5600 South to Vine Street in Murray	11.500
984.	Pennsylvania ..	Construct US–30 at PA–772 and PA–41	6.000
985.	Illinois	Improve Sugar Grove US30	2.500
986.	California	Improve Route 99/Route 120 interchange in Manteca County	8.000
987.	Pennsylvania ..	Widen US–11/15 between Mt. Patrick and McKees Half Falls in Perry County	5.000
988.	Ohio	Add lanes and improve intersections on Route 20 in Lake County, Ohio	2.000
989.	Pennsylvania ..	Construct PA–283 North Union Street ramps in Dauphin County	2.450
990.	California	Improve and construct I–80 reliever route project; Walters Road and Walters Road Extension Segments	7.400
991.	Alabama	Expand US–278 in Cullman County	6.000
992.	Ohio	Construct Chagrin River/Gulley Brook corridor scenic greenway along I–90 in Lake County	1.545
993.	Oregon	Construct phase I: highway 99 to Biddle Road of the highway 62 corridor solutions project.	1.500
994.	New York	Renovate State Route 9 in Phillipstown	3.840
995.	Arkansas	Enhance area in the vicinity of Dickson Street in Fayetteville	1.500
996.	Missouri	Construction US–67/Route 60 interchange in Poplar Bluff, Missouri.	8.000
997.	Kansas	Widen US–81 from Minneapolis, Kansas to Nebraska.	27.800
998.	California	Widen US–101 from Petaluma Bridge to Novato	33.000
999.	Alabama	Construct new I–10 bridge over the Mobile River in Mobile, Alabama.	14.375
1000.	Mississippi	Upgrade and widen US–49 in Rankin, Simpson, and Covington Counties	1.250
1001.	California	Realign and improve California Route 79 in Riverside County	6.000
1002.	New Jersey	Construct East Windsor Bear Brook pathway system	0.360
1003.	New York	Construct Hutton Bridge Project	3.000
1004.	Ohio	Improve State Route 800 in Monroe County	0.500
1005.	Pennsylvania ..	Improve PA–41 between Delaware State line and PA–926	7.600
1006.	New York	Improve Hiawatha Boulevard and Harrison Street corridors in Syracuse	2.250
1007.	Pennsylvania ..	Replace Dellville Bridge in Wheatfield	1.000
1008.	Florida	Construct I–4/John Young Parkway interchange project in Orlando	13.659
1009.	Connecticut	Reconstruct Broad Street in New Britain	3.200
1010.	Washington	Widen US–395 in the vicinity of mile post 170 north of Spokane	10.000
1011.	New York	Construct NYS Route 27 at intersection of North Monroe Avenue	4.700
1012.	New York	Reconstruct Route 23/Route 205 intersection in Oneonta	0.850
1013.	Alaska	Construct Pt. Mackenzie Intermodal Facility	9.000

			[Dollars in Millions]
1014.	Maryland	Construct phase 1A of the I–70/I–270/US–340 interchange in Frederick County	15.000
1015.	Illinois	Widen and improve US–34 intechange in Aurora	8.000
1016.	Florida	A–1–A Beautification project in Daytona, Florida	4.400
1017.	Louisiana	Construct I–49 interchange at Caddo Port Road in Shreveport	5.600
1018.	Tennessee	Construct Kingsport Highway in Washington County	2.000
1019.	New Hampshire.	Improve 3 Pisquataqua River Bridges on the New Hampshire—Maine border	2.200
1020.	Nebraska	Construct the Antelope Valley Overpass in Lincoln	7.500
1021.	Pennsylvania	Install traffic signal upgrade in Clearfield Borough in Clearfield County	0.500
1022.	North Carolina	Construct US–311(I–74) from NC–68 to US–29A–70A	30.500
1023.	California	Design and initiation of long term improvements along Highway 199 in Del Norte County, California	0.500
1024.	Virginia	Improve Lee Highway Corridor in Fairfax, Virginia.	1.800
1025.	Illinois	Improve roads in the Peoria Park District	0.810
1026.	California	Construct Overland Drive overcrossing in Temecula	5.000
1027.	Iowa	Construct the Julien Dubuque Bridge over the Mississippi River at Dubuque	28.000
1028.	Kentucky	Construct highway-rail grade separations along the City Lead in Paducah	1.100
1029.	Indiana	Safety improvements to McKinley and Riverside Avenues in Muncie	9.100
1030.	Pennsylvania	Gettysburg comprehensive road improvement study	4.000
1031.	Indiana	Reconstruct Wheeling Avenue in Muncie	1.600
1032.	Indiana	Construct Hoosier Heartland from Lafayette to Ft. Wayne	25.000
1033.	Louisiana	Upgrade and widen I–10 between Williams Boulevard and Tulane Avenue in Jefferson and Orleans Parishes	12.000
1034.	Louisiana	Construct Metairie Rail Improvements and Relocation project in Jefferson and Orleans Parishes, Louisiana.	7.000
1035.	Wisconsin	Construct STH–26/US–41 Interchange in Oshkosh	3.000
1036.	Pennsylvania	Improve Sidling Hill Curve and Truck Escape in Fulton County	0.500
1037.	New York	Construct Wellwood Avenue from Freemont Street to Montauk Highway in Lindenhurst	1.200
1038.	New York	Improve ferry infrastructure in Greenport	1.000
1039.	Alaska	Construct Spruce Creek Bridge in Soldotna	0.350
1040.	Alabama	Construct East Foley corridor project from Baldwin County Highway 20 to State Highway 59 in Alabama.	7.000
1041.	Louisiana	Construct North/South Road/I–10–US–61 connection in the Kenner, Louisiana.	7.000
1042.	Texas	Construct FM2234(McHard Road) from SH–35 to Beltway 8 at Monroe Boulevard	6.400
1043.	Michigan	Construct M–5 Haggerty Connector	3.200
1044.	Kentucky	Ohio River Major Investment Study Project, Kentucky and Indiana	40.100
1045.	Ohio	Construct Muskingum–SR–16	8.000
1046.	Ohio	Relocate SR–30 for final design of south alternative in Carroll County, Ohio	1.000
1047.	Missouri	Upgrade US–63 in Howell County, Missouri.	8.000
1048.	California	Widen SR–23 between Moorpark and Thousand Oaks	14.000

			[Dollars in Millions]
1049.	Connecticut	Reconstruct Post Office Town Farm Road in Enfield, Connecticut	1.500
1050.	Washington	Improve I–90/Sunset Way interchange in Issaquah, WA	19.800
1051.	New York	Construct Elmira Arterial from Miller to Cedar	3.000
1052.	California	Construct Imperial Highway grade separation and sound walls at Esperanza Road/Orangethorpe Avenue in Yorba Linda, California.	14.500
1053.	Wyoming	Widen and improve Cody—Yellowstone Highway from the entrance to Yellowstone National Park to Cody	10.170
1054.	Florida	West Palm Beach Traffic Calming Project on US–1 and Flagur Drive	15.000
1055.	Missouri	Construction and upgrade of US–71/I–49 in Newton and McDonald County, Missouri.	33.303
1056.	Virginia	Commuter and freight rail congestion and mitigation project over Quantico Creek	10.000
1057.	California	Complete Citraeado Parkway project in San Diego County	3.000
1058.	Tennessee	Improve State Route 92 from I–40 to South of Jefferson City	4.550
1059.	Washington	Redevelop Port of Anacortes waterfront	0.077
1060.	Mississippi	Widen US–98 from Pike County to Foxworth	1.250
1061.	New York	Construct US–219 from Route 39 to Route 17	20.000
1062.	Michigan	Construct US–27 between St. Johns and Ithaca	8.500
1063.	California	Construct highway-rail grade separation for Fairway Drive and Union Pacific track	4.215
1064.	Tennessee	Reconstruct Old Walland Highway bridge over Little River in Townsend	1.680
1065.	California	Construct I–10 Tippecanoe/Anderson interchange project in Loma Linda and San Bernardino County, California.	2.000
1066.	California	Construct State Route 76 in Northern San Diego.	10.000
1067.	Nebraska	Construct NE–35 alternative and modified route expressway in Norfolk and Wayne	4.500
1068.	Arkansas	Construct Highway 425 from Pine Bluff to the Louisiana State line	7.000
1069.	Tennessee	Construct bridge and approaches on State Route 33 over the Tennessee River (Henley Street Bridge)	13.200
1070.	Mississippi	Construct Jackson International Airport Parkway and connectors from High Street to the Jackson International Airport in Jackson, Mississippi.	10.000
1071.	Wisconsin	Reconstruct U.S. Highway 10, Waupaca County	12.000
1072.	Ohio	Construct highway-rail grade separations on Heisley Road between Hendricks Road and Jackson Street in Mentor	8.205
1073.	Virginia	Widen I–64 Bland Boulevard interchange	30.675
1074.	Illinois	Improve IL–159 in Edwardsville	4.275
1075.	Iowa	Extend NW 86th Street from NW 70th Street to Beaver Drive in Polk County	7.000
1076.	New York	Construct County Route 21, Peeksill Hollow Road renovation project	7.577
1077.	Iowa	IA–192 relation and Avenue G viaduct in Council Bluffs	6.000
1078.	Ohio	Upgrade and widen US–24 from I–469 to I–475	23.000
1079.	Illinois	Construct crossings over Fox River in Kane County	10.200
1080.	Florida	Construct North East Dade Bike Path in North Miami Beach, Florida.	1.600
1081.	Pennsylvania	Improve Oxford Valley Road/US–1 interchange in Bucks County	4.000

			[Dollars in Millions]
1082.	California	Improve highway access to Humboldt Bay and Harbor Port	0.500
1083.	North Carolina	Construct I–85 Greensboro Bypass in Greensboro, North Carolina.	29.500
1084.	Pennsylvania	Reconfigure I–81 Exit 2 Ramp in Franklin County	0.700
1085.	Indiana	Feasibility study of State Road 37 improvements in Noblesville, Elwood and Marion	0.600
1086.	New Jersey	Revitalize Route 130 from Cinnaminson to Willingboro	4.000
1087.	Ohio	Upgrade I–77/US–250/SR–39 interchange in Tuscarawas County	1.000
1088.	Virginia	Enhance Maple Avenue streetscape in Vienna, Virginia	2.700
1089.	Arkansas	Widen Highway 65/82 from Pine Bluff to the Mississippi State line	7.000
1090.	New Jersey	Construct Route 31 Fleming Bypass in Hunterdon County, New Jersey.	15.400
1091.	New York	Conduct safety study and improve I–90 in Downtown Buffalo	0.400
1092.	Utah	Widen SR–36 from I–80 to Mills Junction	3.000
1093.	Alabama	Construct the Montgomery Outer Loop from US–80 to I–85 via I–65	17.650
1094.	Tennessee	Construct Foothills Parkway from Walland to Weans Valley	11.500
1095.	California	Upgrade and synchronize traffic lights in the Alameda Corridor East in Los Angeles County	23.000
1096.	New York	Conduct feasibility study of new International bridges on the NY/Canada border	0.500
1097.	Colorado	Construct C–470/I–70 ramps in Jefferson Co.	6.250
1098.	Virginia	Improve Route 123 from Route 1 to Fairfax County line in Prince William County, Virginia.	15.000
1099.	Washington	Construct Interstate 405/NE 8th Street interchange project in Bellevue, WA	23.500
1100.	New Hampshire.	Widen I–93 from Salem north	12.100
1101.	South Dakota	Replace Meridan Bridge	3.250
1102.	Washington	Extend Mill Plain Boulevard in Vancouver	4.000
1103.	Colorado	Improve SH–74/JC–73 interchange in Evergreen County	6.250
1104.	Tennessee	Improve US–64 in Hardeman and McNairy Counties	5.000
1105.	Illinois	Design and construct I–72/MacArthur Boulevard interchange in Springfield	5.500
1106.	Pennsylvania	Replace bridge over Shermans Creek in Carroll	1.000
1107.	Illinois	Improve IL–113 in Kankakee	7.700
1108.	Pennsylvania	Realign PA29 in the Borough of Collegeville, Montgomery County, Pennsylvania	0.550
1109.	Louisiana	Construct Causeway Boulevard/Earhart Expressway interchange in Jefferson, Parish, Louisiana	5.000
1110.	Pennsylvania	Improve PA 26 in Huntingdon County	1.000
1111.	New York	Construct Furrows Road from Patchogue/Holbrook Road to Waverly Avenue in Islip	1.500
1112.	Tennessee	Reconstruction of US–414 In Henderson County	5.000
1113.	Indiana	Widen 116th Street in Carmel	1.500
1114.	Louisiana	Reconstruct Jefferson Lakefront bikepath in Jefferson Parish, Louisiana.	1.000
1115.	Utah	Construct 7800 South from 1300 West to Bangerter Highway in West Jordan	6.500
1116.	Mississippi	Construct segment 2 and 3 of the Bryam-Clinton Corridor in Hinds County	1.250

			[Dollars in Millions]
1117.	Kentucky	Construct Route 259–101 from Brownsville to I–65	1.000
1118.	New Jersey	Replace Kinnaman Avenue bridge over Pohatcong Creek in Warren County	1.600
1119.	Louisiana	Widen Lapalco Boulevard from Barataria Boulevard to Destrehan Avenue in Jefferson Parish, Louisiana.	5.000
1120.	Florida	Restore and rehabilitate Miami Beach Bridge and waterfront in Miami Beach, Florida.	1.800
1121.	Texas	Widen Highway 287 from Creek Bend Drive to Waxahacie bypass	13.500
1122.	Utah	Widen and improve 123rd/126th South from Jordan River to Bangerter Highway in Riverton	5.000
1123.	Ohio	Construct a new interchange at County Road 80 and I–77 in Dover with $100,000 to preserve or reconstruct the Tourism Information Center	7.100
1124.	Pennsylvania	Realign Route 501 in Lebanon County	1.600
1125.	Pennsylvania	Construct Williamsport-Lycoming County Airport Access road from I–80 to the airport	7.000
1126.	New York	Construct the Mineola intermodal facility and Hicksville intermodal facility in Nassau County	14.000
1127.	Arkansas	Construct Highway 15 from Connector Road to Railroad Overpass in Pine Bluff	1.000
1128.	Kentucky	Redevelop and improve ground access to Louisville Waterfront District in Louisville, Kentucky.	2.840
1129.	Ohio	Improve and widen SR–91 from SR–43 south to county line/city line in Solon	5.000
1130.	Louisiana	Extend I–49 from I–220 to Arkansas State line	4.400
1131.	Pennsylvania	West Philadelphia congestion mitigation initiative	0.410
1132.	New York	Judd Road Connector in New Hartford and Whitestown, New York	37.300
1133.	South Dakota	Construct Eastern Dakota Expressway (Phase II)	31.438
1134.	Virginia	Conduct historic restoration of Roanoke Passange Station in Roanoke	0.500
1135.	Louisiana	Construct Port of St. Bernard Intermodal facility	2.100
1136.	Mississippi	Construct segment 2 of the Jackson University Parkway in Jackson	1.250
1137.	Indiana	Extend East 56th Street in Lawrence	6.500
1138.	Ohio	Improve and construct SR–44/Jackson Street Interchange in Painesville	4.000
1139.	Pennsylvania	Widen US–30 from US–222 to PA–340 and from PA–283 to PA–741	12.000
1140.	Ohio	Construct State Route 209 from Cambridge and Byesville to the Guernsey County Industrial Park	2.200
1141.	California	Construct I–5/Avenida Vista Hermosa interchange in San Clemente	3.000
1142.	Pennsylvania	Improve PA 17 from PA 274 to PA 850 in Perry County	1.000
1143.	Georgia	Improve GA–316 in Gwinnett County	40.900
1144.	New York	Construct congestion mitigation project for Brookhaven	5.000
1145.	New Hampshire.	Construct Chestersfield Bridge	3.000
1146.	California	Improve the interchange at Cabo and Nason Street in Moreno Valley	6.000
1147.	Missouri	Widen US–63 in Randolph and Boone Counties, Missouri	45.360
1148.	New Jersey	Upgrade Garden State Parkway Exit 142	30.000
1149.	New York	Improve Bedford-Banksville Road from Millbrook to Connecticut State line	2.880
1150.	New York	Upgrade and improve Albany to Saratoga to Adirondack intermodal transportation corridor	14.000

			[Dollars in Millions]
1151.	Oklahoma	Reconstruct US–99/SH377 from Prague to Stroud in Lincoln County	9.000
1152.	Washington	Safety improvements to State Route 14 in Columbia River Gorge National Scenic Area	4.200
1153.	Nevada	Widen I–50 between Fallon and Fernley	4.000
1154.	South Carolina	Widen and relocate SC–6 in Lexington County	8.000
1155.	Kansas	Widen US–54 from Liberal, Kansas southwest to Oklahoma.	8.000
1156.	Virginia	Improve East Eldon Street in Herndon	0.500
1157.	Michigan	Improve US–31 from Holland to Grand Haven	5.000
1158.	Arkansas	Construct turning lanes at US–71/AR–8 intersection in Mena	0.250
1159.	California	Widen LaCosta Avenue in Carlsbad	3.000
1160.	Alaska	Improve roads in Kotzebue	2.350
1161.	New Hampshire.	Construct Manchester Airport access road in Manchester	10.700
1162.	Texas	Upgrade SH 130 in Caldwell amd Williamson Counties	1.000
1163.	South Dakota	Construct Heartland Expressway Phase I	6.505
1164.	New York	Design and construct Outer Harbor Bridge in Buffalo.	16.260
1165.	Pennsylvania	Reconstruct State Route 2001 in Pike County	9.000
1166.	Ohio	Construct interchange at I–480 in Independence, Ohio.	6.000
1167.	New Mexico	Improve US–70 southwest of Portales	10.000
1168.	California	Willits Bypass, Highway 101 in Mendocino County, California	1.000
1169.	Florida	Widen US–192 between County Route 532 and I–95 in Brevard and Osceola Counties	25.000
1170.	Georgia	Widen US–84 South from US–82 to the Ware County Line in Waycross and Ware Counties	3.200
1171.	New Hampshire.	Reconstruct bridge over the Connecticut River between Lebanon, NH and White River Junction, VT	3.000
1172.	Ohio	Conduct feasibility study for the construction of Muskingum County South 93–22–40 connector	0.700
1173.	Georgia	Reconstruct SR–26/US–60 from Bull River to Lazaretto Creek	3.550
1174.	Wisconsin	Improve Janesville transportation	4.000
1175.	Illinois	Reconstruct US–30 in Joliet	9.000
1176.	New Mexico	Complete the Paseo del Norte East Corridor in Bernalillo County	7.500
1177.	Michigan	Construct I–96/Beck Wixom Road interchange	2.600
1178.	Pennsylvania	Construct US–322 Conchester Highway between US–1 and PA–452	25.000
1179.	New Mexico	Extend Unser Boulevard in Albuquerque	1.000
1180.	Arkansas	Conduct planning for highway 278 and rail for the Warren/Monticello Arkansas Intermodal Complex	1.000
1181.	Washington	Widen SR–543 from I–5 to International Boundary, Washington.	3.616
1182.	New York	Construct congestion mitigation project for Smithtown	1.000
1183.	Mississippi	Widen MS–15 from Laurel to Louiseville	10.000
1184.	Pennsylvania	Construct Abbey Trails in Abington Township	0.500
1185.	Mississippi	Construct East Metro Corridor in Rankin County, Mississippi.	3.500
1186.	Utah	Construct I–15 interchange at Atkinville	8.000
1187.	California	Improve SR–70 from Marysville Bypass to Oroville Freeway	15.000
1188.	New Hampshire.	Construct Conway bypass from Madison to Bartlett	7.100
1189.	New York	Improve the Route 31/I–81 Bridge in Watertown	2.473
1190.	Pennsylvania	Relocate PA–113 at Creamery Village in Skippack	3.000

			[Dollars in Millions]
1191.	Indiana	Upgrade 4 warning devices on north/south rail line from Terre Haute to Evansville	0.400
1192.	Pennsylvania	Construct noise abatement barriers along US–581 from I–83 2 miles west in Cumberland County	0.480
1193.	Louisiana	Install computer signal synchronization system in Baton Rouge	6.500
1194.	Alabama	Construct US–231/I–10 Freeway Connector from the Alabama border to Dothan	1.350
1195.	Michigan	Improve I–94 in Kalamazoo County	5.000
1196.	Florida	Construct Englewood Interstate connector from River Road to I–75 in Sarasota and Charlotte Counties	10.000
1197.	New York	Conduct scope and design study of Hamilton Street interchange in Erwin.	16.500
1198.	Alabama	Extend I–759 in Etowah County	15.000
1199.	Pennsylvania	US–209 Marshall's Creek Traffic Relief project in Monroe County	10.000
1200.	Georgia	Construct the Fall Line Freeway from Bibb to Richmond Counties	23.000
1201.	Indiana	Construct SR–9 bypass in Greenfield	3.150
1202.	Illinois	Construct Alton Bypass from IL–40 to Fosterburg Road	2.500
1203.	New York	Replace of Route 92 Limestone Creek Bridge in Manlius	4.000
1204.	Indiana	Upgrade 14 warning devices on east/west rail line from Gary to Auburn	1.400
1205.	New York	Improve 6th and Columbia Street project in Elmira	0.700
1206.	Michigan	Improve Kent County Airport road access in Grand Rapids, Michigan	11.280
1207.	Arkansas	Enhance area around the Paris Courthouse in the vicinity of Arkansas Scenic Highway 22 and Arkansas Scenic Highway 309, Paris Arkansas	0.400
1208.	Virginia	Downtown Staunton Streetscape Plan—Phase I in Staunton	0.500
1209.	New York	Construct CR–85 from Foster Avenue to CR97 in Suffolk County	0.675
1210.	California	Construct interchange between I–15 and Main Street in Hesperia, California	10.000
1211.	Pennsylvania	Construct Ardmore Streetscape project	0.500
1212.	New York	Reconstruct Route 25/Route 27 intersection in St. Lawrence County	1.000
1213.	Connecticut	Relocate and realign Route 72 in Bristol	4.800
1214.	Pennsylvania	Improve Park Avenue/PA 36 in Blair County	0.600
1215.	Virginia	Construct Route 288 in the Richmond Metropolitan Area	22.000
1216.	New York	Construct city of Glen Cove waterfront improvements	5.000
1217.	North Carolina	Upgrade and improve US–19 from Maggie Valley to Cherokee	20.000
1218.	New York	Construct Eastern Long Island Scenic Byway in Suffolk County	15.000
1219.	Pennsylvania	Widen SR–247 and SR–2008 between 84 and Lackawanna Valley Industrial Highway for the Moosic Mountain Business Park	10.900
1220.	Louisiana	Construct and equip Transportation Technology and Emergency Preparedness Center in Baton Rouge, Louisiana	5.400
1221.	Pennsylvania	Reconstruct I–95/Street Road interchange in Bucks County	7.500
1222.	Mississippi	Widen State Route 24 from Liberty to I–55	1.250
1223.	New York	Initiate study and subsequent development and engineering of an international trade corridor in St. Lawrence County	2.000

			[Dollars in Millions]
1224.	Missouri	Construct Highway 36 Hannibal Bridge and approaches in Marion County	3.496
1225.	New York	Reconstruct Ridge Road Bridge in Orange County	0.160
1226.	New Jersey	Reconstruct South Pembrton Road from Route 206 to Hanover Street	8.000
1227.	Ohio	Improve Alum Creek Drive from I–270 to Frebis Avenue in Franklin County	7.000
1228.	Ohio	Construct SR–315 Ohio State University Ramp project in Franklin County	3.000
1229.	North Carolina	Construct US–64/264 in Dare County	2.000
1230.	New Mexico	Improve US–70 from I–25 to Organ in New Mexico.	25.000
1231.	Kentucky	Construct connection between Natcher Bridge and KY–60 east of Owensboro	3.000
1232.	California	Widen 5th Street and replace 5th Street bridge in Highland, California	1.000
1233.	New Mexico	Reconstruct US–84/US–285 from Santa Fe to Espanola	15.000
1234.	Iowa	Improve IA–60 Corridor from LeMar to MN State line	8.800
1235.	Louisiana	Construct Leeville Bridge on LA–1	1.500
1236.	Tennessee	Reconstruct US–27 in Morgan County	3.000
1237.	Texas	Improve US 82, East-West Freeway between Memphis Avenue and University Avenue	16.400
1238.	Alabama	Construction of Eastern Black Warrior River Bridge and right-of-way acquisition and construction of an extension of the Black Warrior Parkway from US–82 to US–43 in Tuscaloosa County	23.000
1239.	North Carolina	Construct US–117, the Elizabeth City Bypass in Pasquotank County	4.500
1240.	Florida	Construct Cross Seminole Trail connection in Seminole County	1.500
1241.	New York	Construct County Road 50 in the vicinity of Windsor Avenue	1.360
1242.	Ohio	Construct greenway enhancements in Madison	2.300
1243.	Nebraska	Conduct corridor study of NE–35 alternative and modified route in Norfolk, Wayne and Dakota City	1.000
1244.	New York	Improve Broadway in North Castle in Westchester County	2.520
1245.	Louisiana	Extend Louisiana Highway 42 between US–61 and I–10 in Ascension Parish	8.000
1246.	Alaska	Extend Kenai Spur Highway-North Road in Kenai Peninsula Borough	8.000
1247.	Utah	Construct underpass at 100th South in Sandy	3.900
1248.	Connecticut	Construct Seaview Avenue Corridor project	10.000
1249.	New Jersey	Replace Maple Grange Road bridge over Pochuck Creek in Sussex County	1.800
1250.	New York	Construct congestion mitigation project for Riverhead	2.500
1251.	Pennsylvania	Improve PA 453 from Water Street to Tyrone in Huntingdon County	1.000
1252.	Oklahoma	Reconstruct County Road 237 from Indiahoma to Wichita Mountains Wildlife Refuge	0.250
1253.	Washington	Construct 192nd Street from Sr–14 to SE 15th	5.000
1254.	Ohio	Construct Licking-Thornwood Connector in Licking County	1.500
1255.	Pennsylvania	Improve I–95/PA–413 Interchange in Bucks County	7.500
1256.	Florida	Construct US–98/Thomas Drive interchange	15.000
1257.	Texas	Widen Meacham Boulevard from I–35W to FM–146 and extend Meacham Boulevard from west of FM–156 to North Main Street	3.500

			[Dollars in Millions]
1258.	Utah	Construct Cache Valley Highway in Logan	7.000
1259.	Texas	Relocation of Indiana Avenue between 19th street to North Loop 289 and Quaker Avenue intersection	9.600
1260.	Kentucky	Reconstruct KY–210 from Hodgenville to Morning Star Road, Larue County	8.000
1261.	Georgia	Construct Rome to Memphis Highway in Floyd and Bartow Counties	4.112
1262.	Pennsylvania	Realign West 38th Street from Shunpike Road to Myrtle Street in Erie County	7.200
1263.	New York	Upgrade Chenango County Route 32 in Norwich	1.600
1264.	California	Rehabilitate historic train depot in San Bernadino	3.500
1265.	Louisiana	Construct the Southern extension of I–49 from Lafayette to the Westbank Expressway	5.500
1266.	New York	Replace Kennedy-class ferries, Staten Island	40.000
1267.	Florida	Construct South Connector Road and Airport Road interchange in Jacksonville, Florida	9.000
1268.	Virginia	Construct the Lynchburg/Madison Heights bypass in Lynchburg	1.500
1269.	California	Widen I–15 from Victorville to Barstow in California	24.000
1270.	New York	Traffic Mitigation Project on William Street and Losson Road in Cheektowaga	3.000
1271.	Pennsylvania	Improve PA 56 from I–99 to Somerset County Line in Bedford County	1.000
1272.	Pennsylvania	Renovate Harrisburg Transportation Center in Dauphin County	2.500
1273.	Washington	Widen Columbia Center Boulevard in Kennewick	1.610
1274.	Indiana	Improve State Road 31 in Columbus	0.500
1275.	New York	Construct pedestrian access bridge from Utica Union Station	0.250
1276.	Pennsylvania	Improve Route 219 in Clearfield County	1.000
1277.	Kentucky	Construct KY–70 from Cave City to Mammoth Cave	2.000
1278.	New Jersey	Replace Groveville-Allentown Road bridge in Hanilton	3.200
1279.	Washington	Construct Mount Vernon multi-modal transportation facility project in Mount Vernon, Washington	3.500
1280.	New Jersey	Construct pedestrian bridge in Washington Township	3.000
1281.	Indiana	Install traffic signalization system in Muncie	0.900
1282.	New Mexico	Improve 84/285 between Espanola and Hernandez	5.000
1283.	Florida	Widen of State Road 44 in Volusia County	2.250
1284.	Maryland	Construct improvements a I–270/MD–187 interchange	10.000
1285.	Louisiana	Increase capacity of Lake Pontchartrain Causeway	2.000
1286.	Pennsylvania	Construct Walnut Street pedestrian bridge in Dauphin County	1.000
1287.	Pennsylvania	Improve US–22/PA–866 Intersection in Blair County	2.000
1288.	Indiana	Expand 126th Street in Carmel	1.000
1289.	Ohio	Upgrade 1 warning device on the rail line from Marion to Ridgeway	0.100
1290.	Illinois	Conduct Midwest Regional intermodal facility feasibility study in Rochelle	0.400
1291.	Minnesota	Construct Trunk Highway 610/10 from Trunk Highway 169 in Brooklyn Park to I–94 in Maple Grove	15.000
1292.	Oklahoma	Improve Battiest-Pickens Road between Battiest and Pickens in McCurtain County	3.000

			[Dollars in Millions]
1293.	Mississippi	Widen US–61 from Louisiana State line to Adams County	1.250
1294.	California	Construct capital improvements along I–680 corridor	5.000
1295.	Arkansas	Study and construct Van Buren intermodal port facility in Van Buren, Arkansas	0.300
1296.	New York	Construct access road from Lake Avenue to Milestrip Road in Blasdell	0.240
1297.	Iowa	Construct I–29 airport interchange overpass in Sioux City	6.200
1298.	Pennsylvania	Construct PA–309 Sumneytown Pike Connector	4.400
1299.	Kentucky	Construct Savage-Cedar Knob Bridge at Koger Creek	0.350
1300.	Washington	Widen SR–527 from 112th SE to 132nd SE in Everett	4.700
1301.	Kentucky	Complete I–65 upgrade from Elizabethtown to Tennessee State line	5.000
1302.	Illinois	Replace Gaumer Bridge near Alvin	0.900
1303.	South Carolina	Construct I–26/US–1 connector in Columbia	12.000
1304.	Illinois	Construct Sullivan Road Bridge over the Fox River	10.000
1305.	California	Extend State Route 7 in Imperial County	10.000
1306.	South Carolina	Construct high priority surface transportation projects eligible for Federal-aid highway funds.	10.000
1307.	New York	Construct Erie Canal Preserve I–90 rest stop in Port Byron	3.000
1308.	Virginia	Improve Harrisonburg East Side roadways in Harrisonburg	0.500
1309.	Texas	Improve I–35 West from Spur 280 to I–820 in Fort Worth	4.000
1310.	Pennsylvania	Construct US–202 Section 600 Phase I Early Action project in Upper Gwynedd and Lower Gwynedd	5.000
1311.	Pennsylvania	PA 26 over Piney Creek 2-bridges in Bedford County	0.800
1312.	Florida	Widen and realign Eller Drive in Port Everglades, Florida	5.600
1313.	Illinois	Improve access to Rantoul Aviation Center in Rantoul	1.600
1314.	Florida	Deploy magnetic lane marking system on I–4	0.500
1315.	Alaska	Construct the a bridge joining the Island of Gravina to the Community of Ketchikan on Revilla Island	20.000
1316.	Louisiana	Conduct feasibility study, design and construction of connector between Louisiana Highway 16 to I–12 in Livingston Parish	5.000
1317.	New York	Improve Hardscrabble Road from Route 22 to June Road in North Salem	2.880
1318.	California	Enhance Fort Bragg and Willitis passenger stations	0.500
1319.	New Mexico	Improve Uptown in Bernalillo County	1.500
1320.	Missouri	Construction of airport ground transportation terminal for the Springfield/Branson Airport intermodal facility in Springfield, Missouri	5.000
1321.	North Carolina	Widen US–421 from North Carolina Route 194 to two miles East of US–221	7.400
1322.	Kentucky	Construct US–127: $800,000 for the segment between the Albany Bypass and KY–90; $10,375,000 for the segment between the Albany Bypass and Clinton County High School; $40,000 for the segment between KY696 and the Tennessee State line	11.215
1323.	Missouri	Upgrade US–71 interchange in Carthage, Missouri	1.000

			[Dollars in Millions]
1324.	Ohio	Reconstruct Morgan County 37 in Morgan County	0.500
1325.	New York	Construct Maybrook Corridor bikeway in Dutchess County	1.404
1326.	New York	Construct Poughkeepsie Intermodal Facility in Poughkeepsie	3.750
1327.	Illinois	Construct Orchard Road Bridge over the Fox River	7.000
1328.	Pennsylvania	Improve PA–23 Corridor from US–30 Bypass between Lancaster County line and Morgantown	4.000
1329.	California	Improve State Route 57 interchange at Lambert Road in Brea	0.985
1330.	Texas	Upgrade State Highway 35 Yoakum District in Matagorda and Buazovia Counties	12.000
1331.	Pennsylvania	Improve T–344 Bridge over Mahantango Creek in Snyder County	0.700
1332.	Ohio	Complete safety/bicycle path in Madison Township	0.030
1333.	New Jersey	Upgrade Montvale/Chestnut Ridge Road and Grand Avenue intersection at Garden State Parkway in Bergan County	0.500
1334.	Kentucky	Widen US–27 from Norwood to Eubank	30.000
1335.	California	Extend Highway 41 in Madera County	10.000
1336.	New York	Improve and reconstruct Stony Street in York Town	0.350
1337.	Pennsylvania	Complete Broad Street ramps at Route 611 bypass in Bucks County	1.770
1338.	Tennessee	Construct State Route 131 from Gill Road to Bishop Road	2.400
1339.	Georgia	Construct the Savannah River Parkway in Bullock, Jenkins, Screven and Effinghaus Counties	10.000
1340.	Illinois	Improve Illinois Route 29 in Sangamon and Christian Counties	2.300
1341.	Mississippi	Widen State Route 6 from Pontotoc to US–45 at Tupelo in Mississippi	15.000
1342.	Kansas	Construct road and rail grade separations in Wichita	35.000
1343.	Illinois	Widen US–20 in Freeport	5.100
1344.	Minnesota	Construct Mankato South Route in Mankato	7.000
1345.	Michigan	Construct interchange at Eastman Avenue/US–10 in Midland	11.000
1346.	California	Highway 65 improvement and mitigation project	4.000
1347.	Pennsylvania	Improve access to Raystown in Huntingdon County	1.500
1348.	Indiana	Construct East 79th from Sunnyside Road to Oaklandon Road in Lawrence	4.000
1349.	Georgia	Widen and reconstruct Corder Road from Pineview Drive to the Russell Parkway	3.400
1350.	New York	Rahabilitate Jay Covered Bridge in Essex County	1.000
1351.	New York	Improve Long Ridge Road from Pound Ridge Road to Connecticut State line	2.800
1352.	Mississippi	Widen MS–45 from Brooksville to US–82 in Mississippi.	4.500
1353.	Ohio	Upgrade US–30 in Hancock	15.000
1354.	Illinois	Construct an interchange at I–90 and Illinois Route 173 in Rockford	7.500
1355.	New York	Construct Route 17-Lowman Crossover in Ashland	4.800
1356.	New Jersey	Rehabilitate East Ridgewood Avenue over Route 17 in Bergan County	3.600
1357.	Pennsylvania	St. Thomas Signals Hade and Jack Rds US–30 in Franklin County	0.200
1358.	New York	Improve Route 9 in Dutchess County	1.560
1359.	Ohio	Rail mitigation and improvement projects from Vermillion to Conneaut	12.000

			[Dollars in Millions]
1360.	Virginia	Complete North Section of Fairfax County Parkway in Fairfax County, Virginia.	10.000
1361.	Arkansas	Conduct design study and acquire right of way on US–71 in the vicinity of Fort Chaffee, Fort Smith	5.000
1362.	Pennsylvania	Realign Moulstown Road/Route 194/Eisenhower Drive York County	2.000
1363.	Florida	Construct Greater Orlando Aviation Authority Consolidated Surface Access in Orlando	1.341
1364.	Florida	Construct US17/92 and SR–436 interchange in Orange/Osceola/Seminole County region	2.750
1365.	Washington	Construct State Route 7—Elbe rest area and interpretive facility in Pierce County, WA.	0.600
1366.	Virginia	Improve the RIC airport connector road in Richmond	3.000
1367.	Tennessee	Improve State Road 60 from Waterville to US–64 in Bradley County	1.600
1368.	Pennsylvania	Relocate US–219 Ridgeway, Pennsylvania, truck bypass connector along Osterhout Street	6.000
1369.	Pennsylvania	Construct PA 36 Convention Center Connector in Blair County	1.000
1370.	New Jersey	Construct US–22/Chimney Rock Road interchange in Somerset County	23.000
1371.	Alaska	Improve Dalton Highway from Fairbanks to Prudhoe Bay	5.000
1372.	Pennsylvania	Allegheny Trail from Pittsburgh, Pennsylvania to Cumberland, Maryland	12.000
1373.	Washington	Reconstruct I–21/Keys Road intersection in Yakima	8.640
1374.	Pennsylvania	Upgrade 2 sections of US–6 in Tioga County	1.500
1375.	Illinois	Congestion mitigation for Illinois Route 31 and Illinois Route 62 intersection in Algonquin	12.000
1376.	Illinois	Construct Towanda-Barnes Road in Mclean County	7.760
1377.	Pennsylvania	Construct Lackawanna River Heritage Trail in Lackawanna	0.500
1378.	Pennsylvania	Reconstruct I–81 Plainfield interchange in Cumberland County	3.520
1379.	Kentucky	Reconstruct US–127: $7,500,000 for the segment between Dry Ridge Road and US–231 and US–31; $4,000,000 for the segment between Allen-Warren County line and Dry Ridge Road	11.500
1380.	Tennessee	Construct State Route 30 from Athens to Etowah in McMinn County	10.320
1381.	Arizona	Replace US–93 Hoover Dam Bridge	20.000
1382.	Iowa	Conduct study of Port of Des Moines, Des Moines	0.100
1383.	Missouri	Bull Shoals Lake Ferry in Taney County, Missouri.	0.697
1384.	Pennsylvania	Widen PA–413 in Bucks County	2.000
1385.	Mississippi	Construct I–20 interchange at Pirate Cove	1.000
1386.	Texas	Complete State Highway 35 in Aransas County	10.000
1387.	California	Construct interchange between I–15 and SR–18 in San Bernardino, California.	8.000
1388.	Pennsylvania	Improve Route 94 Corridor through Hanover to Maryland State Line.	8.000
1389.	Ohio	Upgrade 2 warning devices on the rail north/south line from Columbus to Toledo	0.200
1390.	Pennsylvania	Resurface current 219 bypass at Bradford	6.500
1391.	New Jersey	Construct Route 17 bridge over the Susquehanna and Western Rail line in Rochelle Park	1.500
1392.	Louisiana	Replace ferry in Plaquemines Parish	2.150
1393.	New York	Construct Hudson River scenic overlook from Route 9 to Waterfront in Poughkeepsie	0.455
1394.	California	Complete State Route 56 in San Diego	4.000

			[Dollars in Millions]
1395.	New Jersey	Replace Clove Road bridge over tributary of Mill Brook and Clove Brook in Sussex County	1.000
1396.	California	Construct interchanges for I–10 in Coachella Valley, Riverside County	3.000
1397.	South Dakota	Construct US–16 Hell Canyon Bridge and approaches in Custer County	0.441
1398.	Wisconsin	Reconstruct U.S. Highway 151, Waupun to Fond du Lac	26.000
1399.	Indiana	Construct I–70/Six Points interchange in Marion and Hendricks County	19.950
1400.	Wyoming	Reconstruct Cheyenne Area Norris Viaduct	8.000
1401.	California	Extend State Route 52 in San Diego	5.000
1402.	Kansas	Reconstruct K–7 from Lone Elm Road to Harrison	3.100
1403.	Mississippi	Construct US–84 from Eddiceton to Auburn Road	1.250
1404.	Florida	Construct County Road 470 Interchange in Lake County	8.000
1405.	Virginia	Widen I–81 in Roanoke and Botetourt Counties and in Rockbridge, Augusta and Rockingham Counties	6.000
1406.	California	Improve and modify the Port of Hueneme Intermodal Corridor—Phase II in Ventura County	22.400
1407.	New York	Construct Bay Shore Road SR–231 to SR–27 in Suffolk County	8.000
1408.	Alabama	Complete I–59 interchange in Dekalb County	4.000
1409.	Michigan	Construct interchange at US–10/Bay City Road in Midland	4.000
1410.	Connecticut	Improve Route 4 intersection in Harwinton, Connecticut.	1.800
1411.	Colorado	Construct Wadsworth Boulevard improvement project in Arvada	1.000
1412.	Connecticut	Reconstruct Post Office Town Farm Road in Enfield, Connecticut	1.500
1413.	Pennsylvania	Widen and signalize Sumneytown Pike and Forty Foot Road in Montgomery County, Pennsylvania.	4.300
1414.	Tennessee	Improve State Road 95 from Westover Drive to SR–62 in Roane and Anderson Counties	4.900
1415.	New York	FJ&G Rail/Trail Project in Fulton County	0.700
1416.	Pennsylvania	Construct Towamencin Township multimodal center	2.900
1417.	Michigan	Relocate US–31 from River Road to Naomi Road in Berrian County	18.000
1418.	Alaska	Extend West Douglas Road in Goldbelt and Juneau	3.300
1419.	Illinois	Construct US–67 in Madison and Jersey Counties	6.800
1420.	Idaho	Reconstruct US–95 from Bellgrove to Mica	10.000
1421.	Idaho	Construct US–95: Sandcreek Alternate Route in Sandpoint	15.000
1422.	Ohio	Construct highway-rail grade separations on Snow Road in Brook Park	3.000
1423.	New York	Construct Southern State Parkway ITS between NYS Route 110 and Sagtikos Parkway	4.825
1424.	Florida	Widen US–17/92 in Volusia County	1.800
1425.	Connecticut	Realign Route 4 intersection in Farmington	2.800
1426.	Louisiana	Construct Louisiana Highway 1 from the Gulf of Mexico to US–90	0.750
1427.	Kentucky	Construct Kentucky 31E from Bardstowns to Salt River	1.000
1428.	Virginia	Constuct Third Bridge/Tunnel Crossing of Hampton Road	5.000
1429.	Washington	Widen Cook Road in Skagit County, Washington.	3.100
1430.	Pennsylvania	Construct 25.5 miles of the Perkiomen Trail	0.540

			[Dollars in Millions]
1431.	Louisiana	Construct Port of South Louisiana Connector in Saint John the Baptist Parish	0.700
1432.	New York	Construct CR–96 from Great South Bay to Montauk Highway in Suffolk County	0.275
1433.	Pennsylvania	Construct US–6 Tunkhannock Bypass in Wyoming County	2.400
1434.	Alabama	Construct Eastern Shore Trail project in Fairhope, Alabama.	1.355
1435.	Georgia	Construct North River Causeway and Bridge, St. Mary's County	2.900
1436.	Utah	Construct Phase II of the University Avenue Interchange in Provo	10.000
1437.	California	Widen SR–71 from Riverside County to SR–91	13.000
1438.	Arkansas	Construct access route to Northwest Arkansas Regional Airport in Highfill, Arkansas.	16.000
1439.	California	Construct Ocean Boulevard and Terminal Island Freeway interchange in Long Beach, California.	20.000
1440.	Nebraska	Widen and reconstruct I–680 from Pacific Street to Dodge Street in Douglas County	8.000
1441.	Indiana	Lafayette Railroad relocation project in Lafayette, Indiana.	29.400
1442.	Florida	Construct pedestrian overpass from Florida National Scenic Trail over I–4	2.500
1443.	Michigan	Construct interchange at I–75/North Down River Road	1.500
1444.	New York	Construct CR–96 from Montauk Highway to Sunrise Highway in Suffolk County	0.435
1445.	Connecticut	Widen Route 10 from vicinity of Lazy Lane to River Street in Southington, Connecticut	4.640
1446.	Connecticut	Widen Route 4 in Torrington	2.800
1447.	Washington	Construct Port of Longview Industrial Rail Corridor and Fibre Way Overpass in Longview	2.500
1448.	Virginia	Construct I–95/State Route 627 interchange in Stafford County	4.000
1449.	Colorado	Complete the Powers Boulevard north extension in Colorado Springs	12.000
1450.	Ohio	Construct St. Clairsville Bike Path in Belmont County	0.500
1451.	South Dakota	Construct Aberdeen Truck bypass	2.576
1452.	New York	Conduct extended needs study for the Tappan Zee Bridge	4.000
1453.	Washington	Widen SR–99 between 148th Street and King County Line in Lynnwood	3.000
1454.	Texas	Construct State Highway 121 from I–30 to US–67 in Cleburne	32.000
1455.	Oklahoma	Reconstruct US–70 from Broken Bow to Arkansas State line in McCurtain County	7.500
1456.	Georgia	Conduct study of a multimodal transportation corridor along GA–400	25.000
1457.	New York	Reconstruct and widen Route 78 from I–90 to Route 15	5.500
1458.	Nebraska	Construct South Beltway in Linclon	5.500
1459.	Nebraska	Replace US–81 bridge between Yankton, south Dakota and Cedar County, Nebaska	1.500
1460.	Florida	Construct Alden Road Improvement Project in Orange County	0.700
1461.	California	Improve and widen Forest Hill Road in Placer County	7.000
1462.	Washington	Improve Hillsboro Street/Highway 395 intersection in Pasco	3.550
1463.	Missouri	Construct Hermann Bridge on Highway 19 in Montgomery and Gasconade Counties	1.544

			[Dollars in Millions]
1464.	Utah	Widen and improve 123rd/126th South from 700 East to Jordan River in Draper	7.000
1465.	Illinois	Improve Constitution Avenue in Peoria	3.500
1466.	New York	Reconstruct Washington County covered bridge project	1.700
1467.	New York	Reconstruct Stoneleigh Avenue in Putnam County	3.920

SEC. 128. WOODROW WILSON MEMORIAL BRIDGE.

Section 407(a) of the National Highway System Designation Act of 1995 (109 Stat. 630–631) is amended—

(1) by redesignating paragraph (2) as paragraph (3);

(2) by striking "(a)" and all that follows through the period at the end of paragraph (1) and inserting the following:

"(a) CONVEYANCES.—

"(1) CONVEYANCE TO STATES AND DISTRICT OF COLUMBIA.—

"(A) GENERAL AUTHORITY.—Not later than 60 days after the date of the enactment of this subparagraph, the Secretary shall convey to the State of Virginia, the State of Maryland, and the District of Columbia all right, title, and interest of the United States in and to the Bridge, including such related riparian rights and interests in land underneath the Potomac River as are necessary to carry out the project.

"(B) ACCEPTANCE OF TITLE.—Except as provided in paragraph (3), upon conveyance by the Secretary, the State of Virginia, the State of Maryland, and the District of Columbia shall accept the right, title, and interest in and to the Bridge.

"(C) CONSOLIDATION OF JURISDICTION.—For the purpose of making the conveyance under this paragraph, the Secretary of the Interior and the head of any other Federal department or agency that has jurisdiction over the land adjacent to the Bridge shall transfer such jurisdiction to the Secretary.

"(D) FUNDS ALLOCATED.—No funds made available for the high cost Interstate System reconstruction and improvement program under section 160 of title 23, United States Code, may be allocated for the Bridge before the State of Virginia, the State of Maryland, and the District of Columbia accept right, title, and interest in and to the Bridge under this paragraph.

"(2) CONVEYANCE TO AUTHORITY.—After execution of the agreement under subsection (c), the State of Virginia, State of Maryland, and the District of Columbia shall convey to the Authority their respec-

tive rights, titles, and interests in and to the Bridge, including such related riparian rights and interests in land underneath the Potomac River as are necessary to carry out the Project. Except as provided in paragraph (3), upon conveyance by the Secretary, the Authority shall accept the right, title, and interest in and to the Bridge and all duties and responsibilities associated with the Bridge.''; and

(3) in paragraph (3), as redesignated by paragraph (1) of this section, by striking ''conveyance under paragraph (1)'' and inserting ''conveyance under this subsection''.

SEC. 129. TRAINING.

(a) TRAINING POSITIONS FOR WELFARE RECIPIENTS.—Section 140(a) is amended by inserting after the third sentence the following: ''In implementing such programs, a State may reserve training positions for persons who receive welfare assistance from such State; except that the implementation of any such program shall not cause current employees to be displaced or current positions to be supplanted.''.

(b) TYPES OF TRAINING.—Section 140(b) is amended—

(1) in the first sentence—

(A) by inserting "and technology" after "construction"; and

(B) by inserting after "programs" the following: ", and to develop and fund summer transportation institutes"; and

(2) in the last sentence by striking "may be available" and inserting "may be utilized".

(c) HEAVY EQUIPMENT OPERATOR TRAINING FACILITY.—

(1) ESTABLISHMENT.—The Secretary shall establish a heavy equipment operator training facility in Hibbing, Minnesota. The purpose of the facility shall be to develop an appropriate curriculum for training, and to train operators and future operators of heavy equipment in the safe use of such equipment.

(2) FUNDING.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) $500,000 for each of fiscal years 1998 and 1999 to carry out this subsection.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of establishment of the facility under this sub-

section shall be 80 percent and such funds shall remain available until expended.

(d) MOTOR CARRIER OPERATOR VEHICLE AND TRAINING FACILITY.—

(1) ESTABLISHMENT.—The Secretary shall make grants to the State of Pennsylvania to establish and operate an advanced tractor trailer safety and operator training facility in Chambersburg, Pennsylvania. The purpose of the facility shall be to develop and coordinate an advance curriculum for the training of operators and future operators of tractor trailers. The facility shall conduct training on the test track at Letterkenny Army Depot and the unused segment of the Pennsylvania Turnpike located in Bedford County, Pennsylvania. The facility shall be operated by a not-for-profit entity and, when Federal assistance is no longer being provided with respect to the facility, shall be privately operated.

(2) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $500,000 per fiscal year shall be available to carry out this subsection. Such funds shall remain available until expended. The Federal share of the cost of establishment and operation

of the facility under this subsection shall be 80 percent.

SEC. 130. TRANSPORTATION ASSISTANCE FOR OLYMPIC CITIES.

(a) PURPOSE.—The purpose of this section is to provide assistance and support to State and local efforts on surface and aviation-related transportation issues necessary to obtain the national recognition and economic benefits of participation in the International Olympic movement and the International Paralympic movement by hosting international quadrennial Olympic and Paralympic events in the United States.

(b) PRIORITY FOR TRANSPORTATION PROJECTS RELATED TO OLYMPIC EVENTS.—Notwithstanding any other provision of law, the Secretary may give priority to funding for a transportation project related to an Olympic event from funds available to carry out 1 or more of sections 144(g)(1) and 160 of title 23, United States Code, and sections 5309 and 5326 of title 49, United States Code, if the project meets the extraordinary needs associated with an international quadrennial Olympic event and if the project is otherwise eligible for assistance under such section.

(c) TRANSPORTATION PLANNING ACTIVITIES.—The Secretary may participate in planning activities of States, metropolitan planning organizations, and sponsors of

transportation projects related to an international quadrennial Olympic event under sections 134 and 135 of title 23, United States Code, and in developing intermodal transportation plans necessary for such projects in coordination with State and local transportation agencies.

(d) USE OF ADMINISTRATIVE EXPENSES.—The Secretary may provide assistance from funds deducted under section 104(a) of title 23, United States Code, for the development of an Olympic and Paralympic transportation management plan in cooperation with an Olympic and a Paralympic Organizing Committee responsible for hosting, and State and local communities affected by, an international quadrennial Olympic event.

(e) TRANSPORTATION PROJECTS RELATED TO OLYMPIC EVENTS.—

(1) GENERAL AUTHORITY.—The Secretary may provide assistance to States and local governments in carrying out transportation projects related to an international quadrennial Olympic event. Such assistance may include planning, capital, and operating assistance.

(2) FEDERAL SHARE.—The Federal share of the costs of projects assisted under this subsection shall not exceed 80 percent. For purposes of determining

the non-Federal share, highway, aviation, and transit projects shall be considered a program of projects.

(f) ELIGIBLE GOVERNMENTS.—A State or local government is eligible to receive assistance under this section only if it is hosting a venue that is part of an international quadrennial Olympics that is officially selected by the International Olympic Committee.

(g) AIRPORT DEVELOPMENT PROJECTS.—

(1) AIRPORT DEVELOPMENT DEFINED.—Section 47102(3) of title 49, United States Code, is amended by adding at the end the following:

"(H) Developing, in coordination with State and local transportation agencies, intermodal transportation plans necessary for Olympic-related projects at an airport.".

(2) DISCRETIONARY GRANTS.—Section 47115(d) of title 49, United States Code, is amended—

(A) by striking "and" at the end of paragraph (5);

(B) by striking the period at the end of paragraph (6) and inserting "; and"; and

(C) by adding at the end the following:

"(7) the need for the project in order to meet the unique demands of hosting international quadrennial Olympic events.".

SEC. 131. NATIONAL DEFENSE HIGHWAYS.

(a) RECONSTRUCTION PROJECTS.—If the Secretary determines, after consultation with the Secretary of Defense, that a highway, or portion of a highway, located outside the United States is important to the national defense, the Secretary may carry out a project for the reconstruction of such highway or portion of highway.

(b) FUNDING.—The Secretary may make available, from funds appropriated for expenditure on the National Highway System, not to exceed $20,000,000 per fiscal year for each of fiscal years 1998 through 2003 to carry out this section. Such sums shall remain available until expended.

SEC. 132. MISCELLANEOUS SURFACE TRANSPORTATION PROGRAMS.

(a) INFRASTRUCTURE AWARENESS PROGRAM.—

(1) IN GENERAL.—The Secretary is authorized to fund the production of a documentary about infrastructure in cooperation with a not-for-profit national public television station and the National Academy of Engineering which shall demonstrate how public works and infrastructure projects stimulate job growth and the economy and contribute to the general welfare of the nation.

(2) FUNDING.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section

$1,000,000 for each of fiscal years 1998, 1999, and 2000. Such funds shall remain available until expended.

(3) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project under this subsection and the availability of funds authorized by this subsection shall be determined in accordance with this subsection.

(b) STUDY OF PARKING FACILITIES ADEQUACY.—

(1) STUDY.—The Secretary shall conduct a study to determine the location and quantity of parking facilities at commercial truck stops and travel plazas and public rest areas that could be used by motor carriers to comply with Federal hours of service rules. The study shall include an inventory of current facilities serving the National Highway System, analyze where shortages exist or are projected to exist, and propose a plan to reduce the shortages. The study shall be carried out in cooperation with research entities representing motor carriers, the travel plaza industry, and commercial motor vehicle drivers.

(2) REPORT.—Not later than January 1, 2001, the Secretary shall transmit to Congress a report on the results of the study with any recommendations the Secretary determines appropriate as a result of the study.

(3) FUNDING.—From amounts set aside under section 104(a) of title 23, United States Code, for each of fiscal years 1998, 1999, and 2000, the Secretary may use not to exceed $500,000 per fiscal year to carry out this section.

SEC. 133. ELIGIBILITY.

(a) AMBASSADOR BRIDGE ACCESS, MICHIGAN.—Notwithstanding section 129 of title 23, United States Code, or any other provision of law, improvements to and construction of access roads, approaches, and related facilities (such as signs, lights, and signals) necessary to connect the Ambassador Bridge in Detroit, Michigan, to the Interstate System shall be eligible for funds apportioned under sections 104(b)(1) and 104(b)(3) of such title.

(b) CUYAHOGA RIVER BRIDGE, OHIO.—Notwithstanding section 149 of title 23, United States Code, or any other provision of law, a project to construct a new bridge over the Cuyahoga River in Cleveland, Ohio, shall be eligible for funds apportioned under section 104(b)(2) of such title.

(c) CONNECTICUT.—In fiscal year 1998, the State of Connecticut may transfer any funds remaining available for obligation under the section 104(b)(5)(A) of title 23, United States Code, as in effect on the day before the date of the enactment of this Act, for construction of the Interstate System to any other program eligible for assistance under chapter 1 of such title. Before making any distribution of the obligation limitation under section 103(c)(4) of this Act, the Secretary shall make available to the State of Connecticut sufficient obligation authority under section 103(c) of this Act to obligate funds available for transfer under this subsection.

(d) SAN FRANCISCO-OAKLAND BAY BRIDGE, CALIFORNIA.—In accordance with section 502 of this Act, a project to reconstruct the Interstate System approach to the western end of the San Francisco-Oakland Bay Bridge and the ramps connecting the bridge to Treasure Island shall be eligible for funds under section 160 of title 23, United States Code, relating to the high-cost Interstate System reconstruction and improvement program.

(e) SOUTHERN CALIFORNIA.—Notwithstanding section 120(l)(1) of title 23, United States Code—

(1) private entity expenditures to construct the SR–91 toll road located in Orange County, California, from SR–55 to the Riverside County line may be

credited toward the State matching share for any Federal-aid project beginning construction after the SR–91 toll road was opened to traffic; and

(2) private expenditures for the future SR–125 toll road in San Diego County, California, from SR–905 to San Miguel Road may be credited against the State match share for Federal-aid highway projects beginning after SR–125 is opened to traffic.

(f) INTERNATIONAL BRIDGE, SAULT STE. MARIE, MI.—The International Bridge Authority, or its successor organization, shall be permitted to continue collection of tolls for the maintenance, operation, capital improvements, and future expansions to the International Bridge and its approaches, plaza areas, and associated buildings and structures.

(g) INFORMATION SERVICES.—A food business that would otherwise be eligible to display a mainline business logo on a specific service food sign described in section 2G–5.7(4) of part IIG of the 1988 edition of the Manual on Uniform Traffic Control Devices for Streets and Highways under the requirements specified in that section, but for the fact that the business is open 6 days a week, cannot be prohibited from inclusion on such a food sign.

SEC. 134. FISCAL, ADMINISTRATIVE, AND OTHER AMENDMENTS.

(a) ADVANCED CONSTRUCTION.—Section 115 is amended—

(1) in subsection (b)—

(A) by moving the text of paragraph (1) (including subparagraphs (A) and (B)) 2 ems to the left;

(B) by striking "(1) IN GENERAL.—";

(C) by striking paragraphs (2) and (3); and

(D) by striking "(A) prior" and inserting "(1) prior"; and

(E) by striking "(B) the project" and inserting "(2) the project";

(2) by striking subsection (c); and

(3) by redesignating subsection (d) as subsection (c).

(b) AVAILABILITY OF FUNDS.—Section 118 is amended—

(1) in the subsection heading for subsection (b) by striking "; DISCRETIONARY PROJECTS"; and

(2) by striking subsection (e) and inserting the following:

"(e) EFFECT OF RELEASE OF FUNDS.—Any Federal-aid highway funds released by the final payment on a project, or by the modification of the project agreement,

shall be credited to the same program funding category previously apportioned to the State and shall be immediately available for expenditure.".

(c) FEDERAL SHARE PAYABLE.—Section 120 is amended in each of subsections (a) and (b) by striking "shall be" and inserting "shall not exceed".

(d) PAYMENTS TO STATES FOR CONSTRUCTION.—Section 121 is amended—

(1) in subsection (a)—

(A) by striking the second sentence; and

(B) by striking the last sentence and inserting the following: "Such payments may also be made for the value of the materials (1) which have been stockpiled in the vicinity of such construction in conformity to plans and specifications for the projects, and (2) which are not in the vicinity of such construction if the Secretary determines that because of required fabrication at an off-site location the material cannot be stockpiled in such vicinity.";

(2) by striking subsection (b) and inserting the following:

"(b) PROJECT AGREEMENT.—No payment shall be made under this chapter except for a project covered by a project agreement. After completion of the project in accord-

ance with the project agreement, a State shall be entitled to payment out of the appropriate sums apportioned or allocated to it of the unpaid balance of the Federal share payable on account of such project.";

(3) by striking subsections (c) and (d); and

(4) by redesignating subsection (e) as subsection (c).

(e) ADVANCES TO STATES.—Section 124 is amended—

(1) by striking "(a)" the first place it appears; and

(2) by striking subsection (b).

(f) DIVERSION.—Section 126, and the item relating to such section in the table of sections for chapter 1, are repealed.

(g) STATE HIGHWAY DEPARTMENT.—Section 302 is amended—

(1) by adding at the end of subsection (a) the following: "Compliance with this provision shall have no effect on the eligibility of costs.";

(2) by striking "(a)"; and

(3) by striking subsection (b).

(h) BRIDGE COMMISSIONS.—Public Law 87–441, relating to bridge commissions created by Congress and Federal approval of membership of such commissions, is repealed.

(i) OTHER AMENDMENTS.—

(1) Section 1023(h)(1) of Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 127 note) is amended by striking "the date on which Federal-aid highway and transit programs are reauthorized after the date of the enactment of the National Highway System Designation Act of 1995" and inserting "September 30, 2003".

(2) Section 127(a) is amended by inserting before the next to the last sentence the following: "With respect to the State of Colorado, vehicles designed to carry 2 or more precast concrete panels shall be considered a nondivisible load.".

(3) Section 127(a) is amended by adding at the end the following: "The State of Louisiana may allow, by special permit, the operation of vehicles with a gross vehicle weight of up to 100,000 pounds for the hauling of sugarcane during the harvest season, not to exceed 100 days annually.".

(4) Section 127 is amended by adding at the end the following new subsection:

"(h) MAINE AND NEW HAMPSHIRE.—With respect to Interstate Route 95 in the State of New Hampshire, State laws or regulations in effect on January 1, 1987, shall be applicable for purposes of this section. With respect to that

portion of the Maine Turnpike designated Interstate Route 95 and 495, and that portion of Interstate Route 95 from the southern terminus of the Maine Turnpike to the New Hampshire State line, State laws or regulations in effect on October 1, 1995, shall be applicable for purposes of this section.".

(j) SPECIALIZED HAULING VEHICLES.—

(1) STUDY.—The Secretary shall conduct a study to examine the impact of the truck weight standards on specialized hauling vehicles.

(2) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall transmit to Congress a report on the results of the study with any recommendations the Secretary determines appropriate as a result of the study.

SEC. 135. ACCESS OF MOTORCYCLES.

Section 102 is amended by redesignating subsection (b) as subsection (c) and by inserting after subsection (a) the following:

"(b) ACCESS OF MOTORCYCLES.—No State or political subdivision of a State may restrict the access of motorcycles to any highway or portion of a highway for which Federal-aid highway funds have been utilized for planning, design, construction, or maintenance.".

SEC. 136. AMENDMENTS TO PRIOR SURFACE TRANSPORTATION AUTHORIZATION LAWS.

(a) ISTEA HIGH PRIORITY CORRIDORS.—

(1) IN GENERAL.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032–2033) is amended—

(A) in paragraph (5)(B)(iii)(I)(ff) by inserting before the semicolon ", including a connection to Andrews following the Route 41 Corridor";

(B) in paragraph (9) by inserting after "New York" the following: ", including United States Route 322 between United States Route 220 and I–80";

(C) in paragraph (18)—

(i) by inserting before "Indianapolis, Indiana" the following: "Sarnia, Ontario, Canada, through Port Huron, Michigan, southwesterly along I–69 and from Windsor, Ontario, Canada, through Detroit, Michigan, westerly along I–94 via Marshall, Michigan, thence south to"; and

(ii) by striking "and to include" and inserting the following:

"as follows:

"(A) In Tennessee, Mississippi, Arkansas, and Louisiana, the Corridor shall—

"(i) follow the alignment generally identified in the Corridor 18 Special Issues Study Final Report; and

"(ii) run in an East/South direction to United States Route 61 and cross the Mississippi River (in the vicinity of Memphis, Tennessee) to Highway 79, and then follow Highway 79 south to 2 miles west of Altimer, Arkansas, and across the Arkansas River at Lock and Dam Number 4, Arkansas, and then proceed south in the direction of Monticello, Arkansas, and link up with the route proposed in the Corridor 18 Special Issues Study Final Report which would continue to Haynesville, Louisiana.

"(B) In the Lower Rio Grande Valley, the Corridor shall—

"(i) include United States Route 77 from the Rio Grande River to Interstate Route 37 at Corpus Christi, Texas, and then to Victoria, Texas, via United States Route 77;

"(ii) include United States Route 281 from the Rio Grande River to Interstate Route 37 and then to Victoria, Texas, via United States Route 59; and

"(iii) include";

(D) in paragraph (21) by striking "United States Route 17 in the vicinity of Salamanca, New York" and inserting "Interstate Route 80";

(E) by inserting ", including I–29 between Kansas City and the Canadian border" before the period at the end of paragraph (23); and

(F) by inserting after paragraph (29) the following:

"(30) Interstate Route 5 in the States of California, Oregon, and Washington, including California State Route 905 between Interstate Route 5 and the Otay Mesa Port of Entry.

"(31) The Mon-Fayette Expressway and Southern Beltway in Pennsylvania.

"(32) The Wisconsin Development Corridor from the Iowa, Illinois, and Wisconsin border near Dubuque, Iowa, to the Upper Mississippi River Basin near Eau Claire, Wisconsin, as follows:

"(A) United States Route 151 from the Iowa border to Fond du Lac via Madison, Wis-

consin, then United States Route 41 from Fond du Lac to Marinette via Oshkosh, Appleton, and Green Bay, Wisconsin.

"(B) State Route 29 from Green Bay to I–94 via Wausau, Chippewa Falls, and Eau Claire, Wisconsin.

"(C) United States Route 10 from Appleton to Marshfield, Wisconsin.

"(33) The Capital Gateway Corridor following United States Route 50 from the proposed intermodal transportation center connected to I–395 in Washington, D.C., to the intersection of United States Route 50 with Kenilworth Avenue and the Baltimore-Washington Parkway in Maryland.

"(34) The Alameda Corridor East generally described as 52.8 miles from east Los Angeles (terminus of Alameda Corridor) through the San Gabriel Valley terminating at Colton Junction in San Bernandino.

"(35) Everett-Tacoma FAST Corridor.

"(36) New York and Pennsylvania State Route 17 from Harriman, New York, to its intersection with I–90 in Pennsylvania.

"(37) United States Route 90 from I–49 in Lafayette, Louisiana, to I–10 in New Orleans.

"(38) The Ports-to-Plains Corridor from the Mexican Border via I–27 to Denver, Colorado.

"(39) United States Route 63 from Marked Tree, Arkansas, to I–55.".

(2) PROVISIONS APPLICABLE TO CORRIDORS.—Section 1105(e)(5)(A) of such Act is amended—

(A) by inserting after "referred to" the first place it appears the following: "in subsection (c)(1),";

(B) by striking "and" the second place it appears; and

(C) by inserting after "(c)(20)" the following: ", in subsection (c)(36), and in subsection (c)(37)".

(3) ROUTES.—Section 1105(e)(5) of such Act is further amended—

(A) by redesignating subparagraphs (B) and (C) as subparagraphs (C) and (D), respectively;

(B) by inserting after subparagraph (A) the following:

"(B) ROUTES.—

"(i) DESIGNATION.—The routes referred to in subsections (c)(18) and (c)(20) shall be designated as Interstate Route I–69.

A State having jurisdiction over any segment of routes referred to in subsections (c)(18) and (c)(20) shall erect signs identifying such segment that is consistent with the criteria set forth in subsections (e)(5)(A)(i) and (e)(5)(A)(ii) as Interstate Route I–69, including segments of United States Route 59 in the State of Texas. The segment identified in subsection (c)(18)(B)(i) shall be designated as Interstate Route I–69 East, and the segment identified in subsection (c)(18)(B)(ii) shall be designated as Interstate Route I–69 Central. The State of Texas shall erect signs identifying such routes as segments of future Interstate Route I–69.

"(ii) RULEMAKING TO DETERMINE FUTURE INTERSTATE SIGN ERECTION CRITERIA.—The Secretary shall conduct a rulemaking to determine the appropriate criteria for the erection of signs for future routes on the Interstate System identified in subparagraph (A). Such rulemaking shall be undertaken in consultation with States and

local officials and shall be completed not later than December 31, 1998.";

(C) by striking the last sentence of subparagraph (A) and inserting it as the first sentence of subparagraph (B)(i), as inserted by subparagraph (B) of this paragraph; and

(D) in subparagraph (D), as redesignated by subparagraph (A) of this paragraph, by striking "(C)" and inserting "(D)".

(b) AMENDMENTS TO SURFACE TRANSPORTATION ASSISTANCE ACT OF 1982.—Section 146 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2130), relating to lane restrictions, is repealed.

SEC. 137. BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS.

(a) IN GENERAL.—Section 217 is amended—

(1) in subsection (b)—

(A) by inserting "pedestrian walkways and" after "construction of"; and

(B) by striking "(other than the Interstate System)";

(2) in subsection (e) by striking ", other than a highway access to which is fully controlled,";

(3) by striking subsection (g) and inserting the following:

"(g) PLANNING AND DESIGN.—Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. Transportation plans and projects shall provide due consideration for safety and contiguous routes. Safety considerations shall include the installation and maintenance of audible traffic signals and audible signs at street crossings.";

(4) in subsection (h) by striking "No motorized vehicles shall" and inserting "Motorized vehicles may not";

(5) in subsection (h)(3) by striking "when State and local regulations permit,";

(6) in subsection (h)—

(A) by striking "and" at the end of paragraph (3);

(B) by redesignating paragraph (4) as paragraph (5); and

(C) by inserting after paragraph (3) the following:

"(4) when State or local regulations permit, electric bicycles; and"; and

(7) by striking subsections (i) and (j) and inserting the following:

"(i) DEFINITIONS.—In this section, the following definitions apply:

"(1) BICYCLE TRANSPORTATION FACILITY.—The term 'bicycle transportation facility' means new or improved lanes, paths, or shoulders for use by bicyclists, traffic control devices, shelters, and parking facilities for bicycles.

"(2) ELECTRIC BICYCLE.—The term 'electric bicycle' means any bicycle or tricycle with a low-powered electric motor weighing under 100 pounds, with a top motor-powered speed not in excess of 20 miles per hour.

"(3) PEDESTRIAN.—The term 'pedestrian' means any person traveling by foot and any mobility impaired person using a wheelchair.

"(4) WHEELCHAIR.—The term 'wheelchair' means a mobility aid, usable indoors, and designed for and used by individuals with mobility impairments, whether operated manually or powered.".

(b) PROTECTION OF NONMOTORIZED TRANSPORTATION TRAFFIC.—Section 109(n) is amended to read as follows:

"(n) PROTECTION OF NONMOTORIZED TRANSPORTATION TRAFFIC.—The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonably alternate route or such a route exits.".

(c) RAILWAY-HIGHWAY CROSSINGS.—Section 130 is amended by adding at the end the following:

"(j) BICYCLE SAFETY.—In carrying out projects under this section, a State shall take into account bicycle safety.".

(d) HIGHWAY AND STREET DESIGN STANDARDS.—

(1) STUDY.—Not later than 180 days after the date of the enactment of this Act, the Secretary shall initiate, in conjunction with the American Association of State Highway and Transportation Officials, a study to consider proposals to amend the policies of such association relating to highway and street design standards to accommodate bicyclists and pedestrians.

(2) REPORT.—Not later than 2 years after such date of enactment, the Secretary shall transmit to Congress a report on the results of the study with any recommendations on amending the policies referred to

in paragraph (1) the Secretary determines appropriate.

(e) NATIONAL BICYCLE SAFETY EDUCATION CURRICULA.—

(1) DEVELOPMENT.—The Secretary is authorized to develop a national bicycle safety education curricula that may include courses relating to on-road training.

(2) REPORT.—Not later than 12 months after the date of the enactment of this Act, the Secretary shall transmit to Congress a copy of the curricula.

(3) FUNDING.—From amounts made available under section 210 of this Act, the Secretary may use not to exceed $500,000 for fiscal year 1998 to carry out this subsection.

(f) DESIGN GUIDANCE.—In implementing section 217(g) of title 23, United States Code, the Secretary, in cooperation with the American Association of State Highway and Transportation Officials, the Institute of Transportation Engineers, and other interested organizations, shall develop guidance on the various approaches to accommodating bicycles and pedestrian travel. The guidance shall address issues such as the level and nature of the demand, volume, and speed of motor vehicle traffic, safety, terrain,

cost, and sight distance. The guidance shall be developed within 1 year after the date of the enactment of this Act.

SEC. 138. HAZARD ELIMINATION PROGRAM.

Section 152 is amended—

(1) in subsection (a) by inserting ", bicyclists," after "motorists";

(2) by adding at the end of subsection (a) the following: "In carrying out this section, States shall minimize any negative impact on safety and access for bicyclists and pedestrians.";

(3) in subsection (b) by inserting after "project" the following: "or safety improvement project described in subsection (a)"; and

(4) in subsections (f) and (g) by striking "highway" each place it appears.

SEC. 139. PROJECT ADMINISTRATION.

(a) LIFE CYCLE COST ANALYSIS.—Section 106(e) is amended—

(1) in paragraph (1) by striking "with a cost of $25,000,000 or more";

(2) by adding at the end of paragraph (1) the following: "The program shall be based on the principles contained in section 2 of Executive Order 12893."; and

(3) in paragraph (2) by inserting after "maintenance," the following: "user costs,".

(b) EVALUATION OF PROCUREMENT PRACTICES AND PROJECT DELIVERY.—

(1) STUDY.—The Comptroller General shall conduct a study to assess the impact that a utility company's failure to relocate their facilities in a timely manner has on the delivery and cost of Federal-aid highway and bridge projects. The study shall also assess the following:

(A) Methods States use to mitigate such delays, including the use of the courts to compel utility cooperation.

(B) The prevalence and use of incentives to utility companies for early completion of utility relocations on Federal-aid transportation project sites and, conversely, penalties assessed on utility companies for utility relocation delays on such projects.

(C) The extent to which States have used available technologies, such as subsurface utility engineering, early in the design of Federal-aid highway and bridge projects so as to eliminate or reduce the need for or delays due to utility relocations.

(D) Whether individual States compensate transportation contractors for business costs they incur when Federal-aid highway and bridge projects under contract to them are delayed by utility company caused delays in utility relocations and any methods used by States in making any such compensation.

(2) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General shall transmit to Congress a report on the results of the study with any recommendations the Comptroller General determines appropriate as a result of the study.

SEC. 140. CONTRACTING FOR ENGINEERING AND DESIGN SERVICES.

Section 112(b)(2) of title 23, United States Code, is amended—

(1) in subparagraph (B)(i) by striking ", except to" and all that follows through "services";

(2) by striking subparagraph (C) and inserting the following:

"(C) SELECTION, PERFORMANCE, AND AUDITS.—

"(i) IN GENERAL.—All requirements for architectural, engineering, and related

services at any phase of a highway project funded in whole or in part with Federal-aid highway funds shall be performed under a contract awarded in accordance with subparagraph (A) unless the simplified acquisition procedures of the Federal Acquisition Regulations of title 48, Code of Federal Regulations, apply.

"(ii) PROHIBITION ON STATE RESTRICTIONS.—A State shall not impose any overhead restriction, or salary limitation inconsistent with the Federal Acquisition Regulations, that would preclude any qualified firm from being eligible to compete for contracts awarded in accordance with subparagraph (A).

"(iii) COMPLIANCE WITH FEDERAL ACQUISITION REGULATIONS.—The process for selection, award, performance, administration, and audit of the resulting contracts shall comply with the procedures, cost principles, and cost accounting principles of the Federal Acquisition Regulations, including parts 30, 31, and 36 of title 48, Code of Federal Regulations.";

(3) in subparagraph (G)—

(A) by inserting "(i) GENERAL RULE.—" before "Subpargraphs";

(B) by adding at the end the following:

"(ii) STATE OPTION.—Congress has determined that the State opt-out period for the contract administration procedures has expired. States that have complied with or received waivers from the Secretary regarding the requirements of section 307 of the National Highway Designation Act of 1995, as of the date of the enactment of this clause, shall not be subject to the requirements of subparagraph (A)."; and

(C) by indenting clause (i), as designated by subparagraph (A) of this paragraph, and aligning it with clause (ii), as added by subparagraph (B) of this paragraph; and

(4) by adding at the end the following:

"(H) COMPLIANCE.—A State shall comply, with respect to any architecture, engineering, or related service contract for any phase of a Federal-aid highway project, with the qualifications-based selection procedures of the Federal Acquisition Regulations, and with the single audit pro-

cedures required under this paragraph, or with an existing State law or a statute enacted in accordance with the legislative session exemption provided by subparagraph (G).".

SEC. 141. COMMERCIAL MOTOR VEHICLE STUDY.

(a) STUDY.—The Secretary shall request the Transportation Research Board of the National Academy of Sciences to conduct a study regarding the regulation of weights, lengths, and widths of commercial motor vehicles operating on Federal-aid highways to which Federal regulations currently apply. In conducting the study, the Board shall review current law, regulations, studies (including Transportation Research Board Special Report 225), and practices and develop recommendations regarding any revisions to current law and regulations that the Board deems appropriate.

(b) FACTORS TO CONSIDER AND EVALUATE.—In developing recommendations under subsection (a), the Board shall consider and evaluate the impact of the recommendations described in subsection (a) on the economy, the environment, safety, and service to communities.

(c) CONSULTATION.—In carrying out the study, the Board shall consult the Department of Transportation, States, the motor carrier industry, freight shippers, highway safety groups, air quality and natural resource man-

agement groups, commercial motor vehicle driver representatives, and other appropriate entities.

(d) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Board shall transmit to Congress and the Secretary a report on the results of the study conducted under this section.

(e) RECOMMENDATIONS.—Not later than 6 months after the date of receipt of the report under subsection (d), the Secretary may transmit to Congress a report containing comments or recommendations of the Secretary regarding the report.

(f) FUNDING.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) $250,000 for each of fiscal years 1998 and 1999 to carry out this subsection.

(g) APPLICABILITY OF TITLE 23.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of the study under this section shall be 100 percent and such funds shall remain available until expended.

SEC. 142. NEW YORK AVENUE TRANSPORTATION DEVELOPMENT AUTHORITY.

(a) ESTABLISHMENT.—There is established an authority to be known as the New York Avenue Transportation Development Authority (hereinafter in this section referred to as "Authority").

(b) MEMBERSHIP.—The Authority shall be composed of 5 members appointed as follows:

(1) 3 individuals appointed by the President.

(2) 2 individuals appointed by the mayor of the District of Columbia.

(c) COMPENSATION.—Members of the Authority may not receive pay, allowances, or benefits by reason of their service on the Authority.

(d) DUTIES.—The Authority shall develop a transportation improvement plan for the Capital Gateway Corridor and vicinity following United States Route 50 from I–395 in Washington, D.C., to the intersection of United States Route 50 with Kenilworth Avenue and the Baltimore-Washington Parkway in Maryland, which shall include—

(1) engineering, pre-design, and design necessary to improve the corridor; and

(2) economic feasibility studies of financing the project, including the feasibility of repaying funds that may be borrowed from the Highway Trust Fund to carry out the project.

(e) CONSIDERATIONS FOR TIP.—In developing the transportation improvement plan, the Authority shall consider—

(1) how a tunnel or other method to re-route interstate traffic from the surface of New York Avenue may improve traffic on and access to the New York Avenue Corridor; and

(2) how to improve access to the National Arboretum.

(f) REPORT.—Not later than 3 years after the date of the enactment of this Act, the Authority shall report to the Congress on any additional legal authorities it needs to carry out the transportation improvement plan.

(g) FUNDING.—The Authority is eligible to receive funds authorized under the National Corridor Planning and Development program established in section 115.

SEC. 143. DEFINITIONS.

Section 101(a) is amended to read as follows:

"(a) DEFINITIONS.—The following definitions apply:

"(1) APPORTIONMENT.—The term 'apportionment' includes unexpended apportionments made under prior authorization laws.

"(2) CARPOOL PROJECT.—The term 'carpool project' means any project to encourage the use of carpools and vanpools, including provision of carpooling

opportunities to the elderly and handicapped, systems for locating potential riders and informing them of carpool opportunities, acquiring vehicles for carpool use, designating existing highway lanes as preferential carpool highway lanes, providing related traffic control devices, and designating existing facilities for use for preferential parking for carpools.

"(3) CONSTRUCTION.—The term 'construction' means the supervising, inspecting, actual building, and all expenses incidental to the construction or reconstruction of a highway, including bond costs and other costs relating to the issuance in accordance with section 122 of bonds or other debt financing instruments and costs incurred by the State in performing Federal-aid project related audits which directly benefit the Federal-aid highway program. Such term includes—

"(A) locating, surveying, and mapping (including the establishment of temporary and permanent geodetic markers in accordance with specifications of the National Oceanic and Atmospheric Administration in the Department of Commerce);

"(B) resurfacing, restoration, and rehabilitation;

"(C) acquisition of rights-of-way;

"(D) relocation assistance, acquisition of replacement housing sites, and acquisition and rehabilitation, relocation, and construction of replacement housing;

"(E) elimination of hazards of railway grade crossings;

"(F) elimination of roadside obstacles;

"(G) improvements which directly facilitate and control traffic flow, such as grade separation of intersections, widening of lanes, channelization of traffic, traffic control systems, and passenger loading and unloading areas; and

"(H) capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits, scale installation, and scale houses.

"(4) COUNTY.—The term 'county' includes corresponding units of government under any other name in States which do not have county organizations and, in those States in which the county government does not have jurisdiction over highways, any local government unit vested with jurisdiction over local highways.

"(5) FEDERAL-AID HIGHWAYS.—The term 'Federal-aid highways' means highways eligible for assistance under this chapter other than highways classified as local roads or rural minor collectors.

"(6) FEDERAL-AID SYSTEM.—The term 'Federal-aid system' means any one of the Federal-aid highway systems described in section 103.

"(7) FEDERAL LANDS HIGHWAYS.—The term 'Federal lands highways' means forest highways, public lands highways, park roads, parkways, and Indian reservation roads which are public roads.

"(8) FOREST DEVELOPMENT ROADS AND TRAILS.—The term 'forest development roads and trails' means a forest road or trail under the jurisdiction of the Forest Service.

"(9) FOREST HIGHWAY.—The term 'forest highway' means a forest road under the jurisdiction of, and maintained by, a public authority and open to public travel.

"(10) FOREST ROAD OR TRAIL.—The term 'forest road or trail' means a road or trail wholly or partly within, or adjacent to, and serving the National Forest System and which is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources.

"(11) HIGHWAY.—The term 'highway' includes roads, streets, and parkways, and also includes rights-of-way, bridges, railroad-highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures, in connection with highways. It further includes that portion of any interstate or international bridge or tunnel and the approaches thereto, the cost of which is assumed by a State highway department, including such facilities as may be required by the United States Customs and Immigration Services in connection with the operation of an international bridge or tunnel.

"(12) HIGHWAY SAFETY IMPROVEMENT PROJECT.—The term 'highway safety improvement project' means a project which corrects or improves high hazard locations, eliminates roadside obstacles, improves highway signing and pavement marking, installs priority control systems for emergency vehicles at signalized intersections, installs or replaces emergency motorist aid call boxes, or installs traffic control or warning devices at high accident potential locations.

"(13) INDIAN RESERVATION ROADS.—The term 'Indian reservation roads' means public roads that are located within or provide access to an Indian res-

ervation or Indian trust land or restricted Indian land which is not subject to fee title alienation without the approval of the Federal Government, or Indian and Alaska Native villages, groups, or communities in which Indians and Alaskan Natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under Federal laws specifically applicable to Indians.

"(14) INTERSTATE SYSTEM.—The term 'Interstate System' means the Dwight D. Eisenhower National System of Interstate and Defense Highways described in section 103(e).

"(15) MAINTENANCE.—The term 'maintenance' means the preservation of the entire highway, including surface, shoulders, roadsides, structures, and such traffic-control devices as are necessary for its safe and efficient utilization.

"(16) NATIONAL HIGHWAY SYSTEM.—The term 'National Highway System' means the Federal-aid highway system described in section 103(b).

"(17) OPERATING COSTS FOR TRAFFIC MONITORING, MANAGEMENT, AND CONTROL.—The term 'operating costs for traffic monitoring, management, and control' includes labor costs, administrative costs, costs of utilities and rent, and other costs associated

with the continuous operation of traffic control, such as integrated traffic control systems, incident management programs, and traffic control centers.

"(18) OPERATIONAL IMPROVEMENT.—The term 'operational improvement' means a capital improvement for installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, and programs and such other capital improvements to public roads as the Secretary may designate, by regulation; except that such term does not include resurfacing, restoring, or rehabilitating improvements, construction of additional lanes, interchanges, and grade separations, and construction of a new facility on a new location.

"(19) PARK ROAD.—The term 'park road' means a public road, including a bridge built primarily for pedestrian use, but with capacity for use by emergency vehicles, that is located within, or provides access to, an area in the National Park System with title and maintenance responsibilities vested in the United States.

"(20) PARKWAY.—The term 'parkway', as used in chapter 2 of this title, means a parkway authorized by Act of Congress on lands to which title is vested in the United States.

"(21) PROJECT.—The term 'project' means an undertaking to construct a particular portion of a highway, or if the context so implies, the particular portion of a highway so constructed or any other undertaking eligible for assistance under this title.

"(22) PROJECT AGREEMENT.—The term 'project agreement' means the formal instrument to be executed by the State highway department and the Secretary as required by section 110(a).

"(23) PUBLIC AUTHORITY.—The term 'public authority' means a Federal, State, county, town, or township, Indian tribe, municipal or other local government or instrumentality with authority to finance, build, operate, or maintain toll or toll-free facilities.

"(24) PUBLIC LANDS DEVELOPMENT ROADS AND TRAILS.—The term 'public lands development roads and trails' means those roads or trails which the Secretary of the Interior determines are of primary importance for the development, protection, administration, and utilization of public lands and resources under his control.

"(25) PUBLIC LANDS HIGHWAY.—The term 'public lands highway' means any highway through unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations under the jurisdiction of and maintained by a public authority and open to public travel.

"(26) PUBLIC ROAD.—The term 'public road' means any road or street under the jurisdiction of and maintained by a public authority and open to public travel.

"(27) RURAL AREAS.—The term 'rural areas' means all areas of a State not included in urban areas.

"(28) SECRETARY.—The term 'Secretary' means Secretary of Transportation.

"(29) STATE.—The term 'State' means any one of the fifty States, the District of Columbia, or Puerto Rico.

"(30) STATE FUNDS.—The term 'State funds' includes funds raised under the authority of the State or any political or other subdivision thereof, and made available for expenditure under the direct control of the State highway department.

"(31) STATE HIGHWAY DEPARTMENT.—The term 'State highway department' means that department,

commission, board, or official of any State charged by its laws with the responsibility for highway construction.

"(32) TRANSPORTATION ENHANCEMENT ACTIVITIES.—The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity has a direct link to surface transportation: provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, including removal of graffiti and litter to the extent that such removal is in excess of fiscal year 1997 maintenance levels for removal of graffiti and litter, historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, environmental mitigation to address water pollution due to highway runoff or reduce vehicle-

caused wildlife mortality while maintaining habitat connectivity, and provision of tourist and welcome centers.

"(33) URBAN AREA.—The term 'urban area' means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or urban place as designated by the Bureau of the Census having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall, as a minimum, encompass the entire urban place designated by the Bureau of the Census, except in the case of cities in the State of Maine and in the State of New Hampshire.

"(34) URBANIZED AREA.—The term 'urbanized area' means an area with a population of 50,000 or more designated by the Bureau of the Census, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Boundaries shall, at a minimum, encompass the entire urbanized area within a State as designated by the Bureau of the Census.".

TITLE II—HIGHWAY SAFETY

SEC. 201. AMENDMENTS TO TITLE 23, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the reference shall be considered to be made to a section or other provision of title 23, United States Code.

SEC. 202. HIGHWAY SAFETY PROGRAMS.

(a) UNIFORM GUIDELINES.—Section 402(a) is amended—

(1) in the fourth sentence by striking "(4)" and inserting "(4) to prevent accidents and"; and

(2) in the eighth sentence by striking "include information obtained by the Secretary under section 4007 of the Intermodal Surface Transportation Efficiency Act of 1991 and".

(b) ADMINISTRATION OF STATE PROGRAMS.—Section 402(b) is amended—

(1) by striking "(b)(1)" and all that follows through paragraph (2) and inserting the following: "(b) ADMINISTRATION OF STATE PROGRAMS.—";

(2) by redesignating paragraphs (3), (4), and (5) as paragraphs (1), (2), and (3), respectively;

(3) in paragraph (1)(C), as so redesignated, by striking "paragraph (5)" and inserting "paragraph (3)"; and

(4) in paragraph (2), as so redesignated, by striking "paragraph (3)(C)" and inserting "paragraph (1)(C)".

(c) APPORTIONMENT OF FUNDS.—The 6th sentence of section 402(c) is amended by inserting "the apportionment to the Secretary of the Interior shall not be less than three-fourths of 1 percent of the total apportionment and" after "except that".

(d) APPLICATION IN INDIAN COUNTRY.—Section 402(i) is amended to read as follows:

"(i) APPLICATION IN INDIAN COUNTRY.—

"(1) IN GENERAL.—For the purpose of application of this section in Indian country, the terms 'State' and 'Governor of a State' include the Secretary of the Interior and the term 'political subdivision of a State' includes an Indian tribe. Notwithstanding subsection (b)(1)(C), 95 percent of the funds apportioned to the Secretary of the Interior under this section shall be expended by Indian tribes to carry out highway safety programs within their jurisdictions. The requirements of subsection (b)(1)(D) shall be applicable to Indian tribes, except to those

tribes with respect to which the Secretary of Transportation determines that application of such provisions would not be practicable.

"(2) INDIAN COUNTRY DEFINED.—In this subsection, the term 'Indian country' means—

"(A) all land within the limits of any Indian reservation under the jurisdiction of the United States, notwithstanding the issuance of any patent, and including rights-of-way running through the reservation;

"(B) all dependent Indian communities within the borders of the United States, whether within the original or subsequently acquired territory thereof and whether within or without the limits of a State; and

"(C) all Indian allotments, the Indian titles to which have not been extinguished, including rights-of-way running through such allotments.".

(e) RULEMAKING PROCEEDING.—Section 402(j) is amended to read as follows:

"(j) RULEMAKING PROCEEDING.—The Secretary may from time to time conduct a rulemaking process to identify highway safety programs that are highly effective in reducing motor vehicle crashes, injuries, and deaths. Any such rulemaking shall take into account the major role of the

States in implementing such programs. When a rule promulgated in accordance with this section takes effect, States shall consider these highly effective programs when developing their highway safety programs.".

SEC. 203. HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.

Section 403(a)(2)(A) is amended by inserting ", including training in work zone safety management" after "personnel".

SEC. 204. OCCUPANT PROTECTION INCENTIVE GRANTS.

(a) IN GENERAL.—Chapter 4 is amended by inserting after section 404 the following:

"§ 405. Occupant protection incentive grants

"(a) GENERAL AUTHORITY.—

"(1) AUTHORITY TO MAKE GRANTS.—Subject to the provisions of this section, the Secretary shall make grants under subsections (b) and (c) to States that adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. Such grants may be used by recipient States only to implement and enforce, as appropriate, such programs.

"(2) MAINTENANCE OF EFFORT.—No grant may be made to a State under subsection (b) or (c) in any fiscal year unless the State enters into such agree-

ments with the Secretary as the Secretary may require to ensure that the State will maintain its aggregate expenditures from all other sources for programs described in paragraph (1) at or above the average level of such expenditures in its 2 fiscal years preceding the Building Efficient Surface Transportation and Equity Act of 1998.

"(3) MAXIMUM PERIOD OF ELIGIBILITY; FEDERAL SHARE FOR GRANTS.—No State may receive grants under subsection (b) or (c) in more than 6 fiscal years beginning after September 30, 1997. The Federal share payable for any grant under this section shall not exceed—

"(A) in the first and second fiscal years in which the State receives the grant, 75 percent of the cost of implementing and enforcing, as appropriate, in such fiscal year a program adopted by the State;

"(B) in the third and fourth fiscal years in which the State receives the grant, 50 percent of the cost of implementing and enforcing, as appropriate, in such fiscal year such program; and

"(C) in the fifth and sixth fiscal years in which the State receives the grant, 25 percent of

the cost of implementing and enforcing, as appropriate, in such fiscal year such program.

"(b) GRANT A.—A State may establish its eligibility for a grant under this subsection by adopting or demonstrating to the satisfaction of the Secretary at least 5 of the following and, beginning in fiscal year 2001, at least 6 of the following:

"(1) SAFETY BELT USE LAW.—The State has in effect a safety belt use law that makes unlawful throughout the State the operation of a passenger motor vehicle whenever an individual (other than a child who is secured in a child restraint system) in the front seat of the vehicle (and, beginning in fiscal year 2000, in any seat in the vehicle) does not have a safety belt properly secured about the individual's body.

"(2) PRIMARY SAFETY BELT USE LAW.—The State provides for primary enforcement of its safety belt use law.

"(3) MINIMUM FINE OR PENALTY POINTS.—The State imposes a minimum fine, or provides for the imposition of penalty points against an individual's driver's license, for a violation of its safety belt use law.

"(4) CHILD SAFETY SEAT LAW.—The State has in effect a child passenger protection law that makes unlawful throughout the State the operation of a passenger motor vehicle whenever a child up to 4 years of age in the vehicle is not properly secured in a child safety seat.

"(5) SPECIAL TRAFFIC ENFORCEMENT PROGRAM.—The State has implemented a statewide special traffic enforcement program for occupant protection that emphasizes publicity for the program.

"(6) CHILD OCCUPANT PROTECTION EDUCATION PROGRAM.—The State has implemented a statewide comprehensive child occupant protection education program that includes education about proper seating positions for children in air bag equipped motor vehicles and instruction on how to reduce the improper use of child restraints systems.

"(7) CHILD PASSENGER PROTECTION LAW.—The State has in effect a child passenger protection law that makes unlawful throughout the State the operation of a passenger motor vehicle whenever a child up to 10 years of age (and, beginning in fiscal year 2003, a child up to 16 years of age) in the vehicle is not properly restrained.

"(c) GRANT B.—A State may establish its eligibility for a grant under this subsection by adopting or demonstrating to the satisfaction of the Secretary each of the following:

"(1) STATE SAFETY BELT USE RATE.—The State demonstrates a statewide safety belt use rate in both front outboard seating positions in all passenger motor vehicles of 80 percent or higher in each of the years a grant under this subparagraph is received.

"(2) SURVEY METHOD.—The State follows safety belt use survey methods which conform to guidelines issued by the Secretary ensuring that such measurements are accurate and representative.

"(d) GRANT AMOUNTS.—The amount of each grant for which a State qualifies under subsection (b) or (c) for a fiscal year shall equal up to 30 percent of the amount apportioned to the State for fiscal year 1997 under section 402 of this title.

"(e) DEFINITIONS.—In this subsection, the following definitions apply:

"(1) CHILD SAFETY SEAT.—The term 'child safety seat' means any device (except safety belts) designed for use in a motor vehicle to restrain, seat, or position a child who weighs 50 pounds or less.

"(2) MOTOR VEHICLE.—The term 'motor vehicle' means a vehicle driven or drawn by mechanical power and manufactured primarily for use on public streets, roads, and highways, but does not include a vehicle operated only on a rail line.

"(3) MULTIPURPOSE PASSENGER VEHICLE.—The term 'multipurpose passenger vehicle' means a motor vehicle with motive power (except a trailer), designed to carry not more than 10 individuals, that is constructed either on a truck chassis or with special features for occasional off-road operation.

"(4) PASSENGER CAR.—The term 'passenger car' means a motor vehicle with motive power (except a multipurpose passenger vehicle, motorcycle, or trailer) designed to carry not more than 10 individuals.

"(5) PASSENGER MOTOR VEHICLE.—The term 'passenger motor vehicle' means a passenger car or a multipurpose passenger motor vehicle.

"(6) SAFETY BELT.—The term 'safety belt' means—

"(A) with respect to open-body passenger vehicles, including convertibles, an occupant restraint system consisting of a lap belt or a lap belt and a detachable shoulder belt; and

"(B) with respect to other passenger vehicles, an occupant restraint system consisting of integrated lap and shoulder belts.

"(f) ADMINISTRATIVE EXPENSES.—Funds authorized to be appropriated to carry out this section shall be subject to a deduction not to exceed 5 percent for the necessary costs of administering the provisions of this section.

"(g) APPLICABILITY OF CHAPTER 1.—

"(1) IN GENERAL.—Except as otherwise provided in this subsection, all provisions of chapter 1 of this title that are applicable to National Highway System funds, other than provisions relating to the apportionment formula and provisions limiting the expenditure of such funds to Federal-aid highways, shall apply to the funds authorized to be appropriated to carry out this section.

"(2) INCONSISTENT PROVISIONS.—If the Secretary determines that a provision of chapter 1 of this title is inconsistent with this section, such provision shall not apply to funds authorized to be appropriated to carry out this section.

"(3) CREDIT FOR STATE AND LOCAL EXPENDITURES.—The aggregate of all expenditures made during any fiscal year by a State and its political subdivisions (exclusive of Federal funds) for carrying out

the State highway safety program under section 402 (other than planning and administration) shall be available for the purpose of crediting such State during such fiscal year for the non-Federal share of the cost of any project under this section (other than one for planning or administration) without regard to whether such expenditures were actually made in connection with such project.

"(4) INCREASED FEDERAL SHARE FOR CERTAIN INDIAN TRIBE PROGRAMS.—In the case of an occupant protection program carried out by an Indian tribe, if the Secretary is satisfied that an Indian tribe does not have sufficient funds available to meet the non-Federal share of the cost of such program, the Secretary may increase the Federal share of the cost thereof payable under this title to the extent necessary.

"(5) TREATMENT OF TERM 'STATE HIGHWAY DEPARTMENT'.—In applying provisions of chapter 1 in carrying out this section, the term 'State highway department' as used in such provisions shall mean the Governor of a State and, in the case of an Indian tribe program, the Secretary of the Interior.".

(b) CONFORMING AMENDMENT.—The table of sections for such chapter is amended by inserting after the item relating to section 404 the following:

"405. Occupant protection incentive grants.".

SEC. 205. ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES.

Section 410 is amended to read as follows:

"§ 410. Alcohol-impaired driving countermeasures

"(a) GENERAL AUTHORITY.—Subject to the requirements of this section, the Secretary shall make grants to States that adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. Such grants may only be used by recipient States to implement and enforce such programs.

"(b) MAINTENANCE OF EFFORT.—No grant may be made to a State under this section in any fiscal year unless the State enters into such agreements with the Secretary as the Secretary may require to ensure that the State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998.

"(c) MAXIMUM PERIOD OF ELIGIBILITY; FEDERAL SHARE FOR GRANTS.—No State may receive grants under

this section in more than 6 fiscal years beginning after September 30, 1997. The Federal share payable for any grant under this section shall not exceed—

"(1) in the first and second fiscal years in which the State receives a grant under this section, 75 percent of the cost of implementing and enforcing in such fiscal year a program adopted by the State pursuant to subsection (a);

"(2) in the third and fourth fiscal years in which the State receives a grant under this section, 50 percent of the cost of implementing and enforcing in such fiscal year such program; and

"(3) in the fifth and sixth fiscal years in which the State receives a grant under this section, 25 percent of the cost of implementing and enforcing in such fiscal year such program.

"(d) BASIC GRANT ELIGIBILITY.—

"(1) BASIC GRANT A.—A State shall become eligible for a grant under this paragraph by adopting or demonstrating to the satisfaction of the Secretary at least 5 of the following:

"(A) .08 BAC PER SE LAW.—A law that provides that any individual with a blood alcohol concentration of 0.08 percent or greater while

operating a motor vehicle shall be deemed to be driving while intoxicated.

"(B) ADMINISTRATIVE LICENSE REVOCATION.—An administrative driver's license suspension or revocation system for individuals who operate motor vehicles while under the influence of alcohol that requires that—

"(i) in the case of an individual who, in any 5-year period beginning after the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998, is determined on the basis of a chemical test to have been operating a motor vehicle under the influence of alcohol or is determined to have refused to submit to such a test as proposed by a law enforcement officer, the State agency responsible for administering drivers' licenses, upon receipt of the report of the law enforcement officer—

"(I) shall suspend the driver's license of such individual for a period of not less than 90 days if such individual is a first offender in such 5-year period; and

"(II) shall suspend the driver's license of such individual for a period of not less than 1 year, or revoke such license, if such individual is a repeat offender in such 5-year period; and

"(ii) the suspension and revocation referred to under clause (i) shall take effect not later than 30 days after the day on which the individual refused to submit to a chemical test or received notice of having been determined to be driving under the influence of alcohol, in accordance with the State's procedures.

"(C) UNDERAGE DRINKING PROGRAM.—An effective system, as determined by the Secretary, for preventing operators of motor vehicles under age 21 from obtaining alcoholic beverages and for preventing persons from making alcoholic beverages available to individuals under age 21. Such system may include a graduated licensing system, the issuance of drivers' licenses to individuals under age 21 that are easily distinguishable in appearance from drivers' licenses issued to individuals age 21 years of age or older, and

the issuance of drivers' licenses that are tamper resistant.

"(D) ENFORCEMENT PROGRAM.—Either—

"(i) a statewide program for stopping motor vehicles on a nondiscriminatory, lawful basis for the purpose of determining whether the operators of such motor vehicles are driving while under the influence of alcohol; or

"(ii) a statewide special traffic enforcement program for impaired driving that emphasizes publicity for the program.

"(E) REPEAT OFFENDERS.—Effective sanctions for repeat offenders convicted of driving under the influence of alcohol. Such sanctions, as determined by the Secretary, may include electronic monitoring; alcohol interlocks; intensive supervision of probation; vehicle impoundment, confiscation, or forfeiture; dedicated detention facilities; special measures to reduce driving with a suspended license; and assignment of treatment.

"(F) DRIVERS WITH HIGH BAC'S.—Programs to target individuals with high blood alcohol concentrations who operate a motor vehicle.

Such programs may include implementation of a system of graduated penalties and assessment of individuals convicted of driving under the influence of alcohol.

"(G) YOUNG ADULT DRINKING PROGRAMS.—Programs to reduce driving while under the influence of alcohol by individuals age 21 through 34. Such programs may include awareness campaigns; traffic safety partnerships with employers, colleges, and the hospitality industry; assessment of first time offenders; and incorporation of treatment into judicial sentencing.

"(H) TESTING FOR BAC.—An effective system for increasing the rate of testing for blood alcohol concentration of motor vehicle drivers in fatal accidents and, in fiscal year 2000 and in each fiscal year thereafter, a rate of such testing that is equal to or greater than the national average.

"(2) BASIC GRANT B.—A State shall become eligible for a grant under this paragraph by adopting or demonstrating to the satisfaction of the Secretary each of the following:

"(A) FATAL IMPAIRED DRIVER PERCENTAGE REDUCTION.—The percentage of fatally injured

drivers with 0.10 percent or greater blood alcohol concentration in the State has decreased in each of the 3 most recent calendar years for which statistics for determining such percentages are available.

"(B) FATAL IMPAIRED DRIVER PERCENTAGE COMPARISON.—The percentage of fatally injured drivers with 0.10 percent or greater blood alcohol concentration in the State has been lower than the average percentage for all States in each of the calendar years referred to in subparagraph (A).

"(3) BASIC GRANT AMOUNT.—The amount of a basic grant made to a State for a fiscal year under this subsection shall equal up to 30 percent of the amount apportioned to the State for fiscal year 1997 under section 402 of this title.

"(e) DISCRETIONARY GRANTS.—

"(1) IN GENERAL.—Upon receiving an application from a State, the Secretary may make grants to the State for carrying out innovative programs (other than the programs specified in subsection (d)) to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol or controlled substances. Such programs may seek to

achieve such a reduction through legal, judicial, enforcement, educational, technological, or other approaches.

"(2) ELIGIBILITY.—A State shall be eligible to receive a grant under this subsection in a fiscal year only if the State is eligible to receive a grant under subsection (d) in such fiscal year.

"(3) FUNDING.—Of the amounts made available to carry out this section, not to exceed 12 percent shall be available for making grants under this subsection.

"(f) ADMINISTRATIVE EXPENSES.—Funds authorized to be appropriated to carry out this section shall be subject to a deduction not to exceed 5 percent for the necessary costs of administering the provisions of this section.

"(g) APPLICABILITY OF CHAPTER 1.—

"(1) IN GENERAL.—Except as otherwise provided in this subsection, all provisions of chapter 1 of this title that are applicable to National Highway System funds, other than provisions relating to the apportionment formula and provisions limiting the expenditure of such funds to Federal-aid highways, shall apply to the funds authorized to be appropriated to carry out this section.

"(2) INCONSISTENT PROVISIONS.—If the Secretary determines that a provision of chapter 1 of this title is inconsistent with this section, such provision shall not apply to funds authorized to be appropriated to carry out this section.

"(3) CREDIT FOR STATE AND LOCAL EXPENDITURES.—The aggregate of all expenditures made during any fiscal year by a State and its political subdivisions (exclusive of Federal funds) for carrying out the State highway safety program under section 402 (other than planning and administration) shall be available for the purpose of crediting such State during such fiscal year for the non-Federal share of the cost of any project under this section (other than one for planning or administration) without regard to whether such expenditures were actually made in connection with such project.

"(4) INCREASED FEDERAL SHARE FOR CERTAIN INDIAN TRIBE PROGRAMS.—In the case of an alcohol-impaired driving countermeasures program carried out by an Indian tribe, if the Secretary is satisfied that an Indian tribe does not have sufficient funds available to meet the non-Federal share of the cost of such program, the Secretary may increase the Federal

share of the cost thereof payable under this title to the extent necessary.

"(5) TREATMENT OF TERM 'STATE HIGHWAY DEPARTMENT'.—In applying provisions of chapter 1 in carrying out this section, the term 'State highway department' as used in such provisions shall mean the Governor of a State and, in the case of an Indian tribe program, the Secretary of the Interior.

"(h) DEFINITIONS.—In this section, the following definitions apply:

"(1) ALCOHOLIC BEVERAGE.—The term 'alcoholic beverage' has the meaning such term has under section 158(c) of this title.

"(2) CONTROLLED SUBSTANCES.—The term 'controlled substances' has the meaning such term has under section 102(6) of the Controlled Substances Act (21 U.S.C. 802(6)).

"(3) MOTOR VEHICLE.—The term 'motor vehicle' means a vehicle driven or drawn by mechanical power and manufactured primarily for use on public streets, roads, and highways, but does not include a vehicle operated only on a rail line.".

SEC. 206. STATE HIGHWAY SAFETY DATA IMPROVEMENTS.

(a) IN GENERAL.—Chapter 4 is further amended by adding at the end the following new section:

"§ 411. State highway safety data improvements

"(a) GENERAL AUTHORITY.—Subject to the provisions of this section, the Secretary shall make grants to States that adopt and implement effective programs to—

"(1) improve the timeliness, accuracy, completeness, uniformity, and accessibility of the State's data needed to identify priorities for national, State, and local highway and traffic safety programs;

"(2) evaluate the effectiveness of efforts to make such improvements;

"(3) link these State data systems, including traffic records, together and with other data systems within the State, such as systems that contain medical and economic data; and

"(4) improve State data systems' compatibility with national data systems and those of other States and enhance the Secretary's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and causation.

Such grants may be used by recipient States only to implement such programs.

"(b) MODEL DATA ELEMENTS.—The Secretary, in consultation with States and other appropriate parties, shall determine the model data elements necessary to observe and analyze national trends in crash occurrences, rates, outcomes, and causation. A State's multiyear highway safe-

ty data and traffic records plan described in subsection (e)(1) shall demonstrate how the model data elements will be incorporated into the State's data systems for the State to be eligible for grants under this section.

"(c) MAINTENANCE OF EFFORT.—No grant may be made to a State under this section in any fiscal year unless the State enters into such agreements with the Secretary as the Secretary may require to ensure that the State will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998.

"(d) MAXIMUM PERIOD OF ELIGIBILITY; FEDERAL SHARE FOR GRANTS.—No State may receive grants under this section in more than 6 fiscal years beginning after September 30, 1997. The Federal share payable for any grant under this section shall not exceed—

"(1) in the first and second fiscal years in which the State receives the grant, 75 percent of the cost of implementing and enforcing, as appropriate, in such fiscal year a program adopted by the State;

"(2) in the third and fourth fiscal years in which the State receives the grant, 50 percent of the

cost of implementing and enforcing, as appropriate, in such fiscal year such program; and

"(3) in the fifth and sixth fiscal years in which the State receives the grant under this section, 25 percent of the cost of implementing and enforcing, as appropriate, in such fiscal year such program.

"(e) FIRST-YEAR GRANTS.—

"(1) ELIGIBILITY.—A State shall be eligible for a first-year grant under this section in a fiscal year if the State either—

"(A) demonstrates, to the satisfaction of the Secretary, that the State has—

"(i) established a highway safety data and traffic records coordinating committee with a multidisciplinary membership, including the administrators, collectors, and users of such data (including the public health, injury control, and motor carrier communities);

"(ii) completed, within the preceding 5 years, a highway safety data and traffic records assessment or an audit of the State's highway safety data and traffic records system; and

"(iii) initiated the development of a multiyear highway safety data and traffic records strategic plan, to be approved by the State's highway safety data and traffic records coordinating committee, that identifies and prioritizes the State's highway safety data and traffic records needs and goals, and that identifies performance-based measures by which progress toward those goals will be determined; or

"(B) provides, to the satisfaction of the Secretary—

"(i) a certification that the State has met the requirements of clauses (i) and (ii) of subparagraph (A);

"(ii) a multiyear plan that—

"(I) identifies and prioritizes the State's highway safety data and traffic records needs and goals;

"(II) specifies how the State's incentive funds for the fiscal year will be used to address those needs and goals; and

"(III) identifies performance-based measures by which progress to-

ward those goals will be determined; and

"(iii) a certification that the State's highway safety data and traffic records coordinating committee continues to operate and supports the multiyear plan described in clause (ii).

"(2) GRANT AMOUNTS.—The amount of a first-year grant made to a State for a fiscal year under this subsection shall equal—

"(A) if the State is eligible for the grant under paragraph (1)(A), $125,000, subject to the availability of appropriations; and

"(B) if the State is eligible for the grant under paragraph (1)(B), an amount determined by multiplying—

"(i) the amount appropriated to carry out this section for such fiscal year; by

"(ii) the ratio that the funds apportioned to the State under section 402 for fiscal year 1997 bears to the funds apportioned to all States under section 402 for fiscal year 1997;

except that no State shall receive less than $225,000, subject to the availability of appropriations.

"(f) SUCCEEDING YEAR GRANTS.—

"(1) ELIGIBILITY.—A State shall be eligible for a grant under this subsection in any fiscal year succeeding the first fiscal year in which the State receives a grant under subsection (e) if the State, to the satisfaction of the Secretary—

"(A) submits or updates a multiyear plan described in subsection (e)(1)(A)(iii);

"(B) certifies that the highway safety data and traffic records coordinating committee of the State continues to operate and supports the multiyear plan; and

"(C) reports annually on the State's progress in implementing the multiyear plan.

"(2) GRANT AMOUNTS.—The amount of a succeeding year grant made to the State for a fiscal year under this paragraph shall equal the amount determined by multiplying—

"(A) the amount appropriated to carry out this section for such fiscal year; by

"(B) the ratio that the funds apportioned to the State under section 402 for fiscal year 1997

bears to the funds apportioned to all States under section 402 for fiscal year 1997;

except that no State shall receive less than $225,000, subject to the availability of appropriations.

"(g) ADMINISTRATIVE EXPENSES.—Funds authorized to be appropriated to carry out this section shall be subject to a deduction not to exceed 5 percent for the necessary costs of administering the provisions of this section.

"(h) APPLICABILITY OF CHAPTER 1.—

"(1) IN GENERAL.—Except as otherwise provided in this subsection, all provisions of chapter 1 of this title that are applicable to National Highway System funds, other than provisions relating to the apportionment formula and provisions limiting the expenditure of such funds to Federal-aid highways, shall apply to the funds authorized to be appropriated to carry out this section.

"(2) INCONSISTENT PROVISIONS.—If the Secretary determines that a provision of chapter 1 of this title is inconsistent with this section, such provision shall not apply to funds authorized to be appropriated to carry out this section.

"(3) CREDIT FOR STATE AND LOCAL EXPENDITURES.—The aggregate of all expenditures made during any fiscal year by a State and its political sub-

divisions (exclusive of Federal funds) for carrying out the State highway safety program under section 402 (other than planning and administration) shall be available for the purpose of crediting such State during such fiscal year for the non-Federal share of the cost of any project under this section (other than one for planning or administration) without regard to whether such expenditures were actually made in connection with such project.

"(4) INCREASED FEDERAL SHARE FOR CERTAIN INDIAN TRIBE PROGRAMS.—In the case of a highway safety data improvements program carried out by an Indian tribe, if the Secretary is satisfied that an Indian tribe does not have sufficient funds available to meet the non-Federal share of the cost of such program, the Secretary may increase the Federal share of the cost thereof payable under this title to the extent necessary.

"(5) TREATMENT OF TERM 'STATE HIGHWAY DEPARTMENT'.—In applying provisions of chapter 1 in carrying out this section, the term 'State highway department' as used in such provisions shall mean the Governor of a State and, in the case of an Indian tribe program, the Secretary of the Interior.".

(b) CONFORMING AMENDMENT.—The table of sections for such chapter is amended by adding at the end the following:

"411. State highway safety data improvements.".

SEC. 207. NATIONAL DRIVER REGISTER.

(a) TRANSFER OF SELECTED FUNCTIONS TO NON-FEDERAL MANAGEMENT.—Section 30302 of title 49, United States Code, is amended by adding at the end the following:

"(e) TRANSFER OF SELECTED FUNCTIONS TO NON-FEDERAL MANAGEMENT.—

"(1) AGREEMENT.—The Secretary may enter into an agreement with an organization that represents the interests of the States to manage, administer, and operate the National Driver Register's computer timeshare and user assistance functions. If the Secretary decides to enter into such an agreement, the Secretary shall ensure that the management of these functions is compatible with this chapter and the regulations issued to implement this chapter.

"(2) REQUIRED DEMONSTRATION.—Any transfer of the National Driver Register's computer timeshare and user assistance functions to an organization that represents the interests of the States shall begin only after a determination is made by the Secretary that all States are participating in the National Driver Register's 'Problem Driver Pointer System' (the sys-

tem used by the Register to effect the exchange of motor vehicle driving records), and that the system is functioning properly.

"(3) TRANSITION PERIOD.—Any agreement entered into under this subsection shall include a provision for a transition period sufficient to allow the States to make the budgetary and legislative changes the States may need to pay fees charged by the organization representing their interests for their use of the National Driver Register's computer timeshare and user assistance functions. During this transition period, the Secretary shall continue to fund these transferred functions.

"(4) FEES.—The total of the fees charged by the organization representing the interests of the States in any fiscal year for the use of the National Driver Register's computer timeshare and user assistance functions shall not exceed the total cost to the organization of performing these functions in such fiscal year.

"(5) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this subsection may be construed to diminish, limit, or otherwise affect the authority of the Secretary to carry out this chapter.".

(b) ACCESS TO REGISTER INFORMATION.—

(1) CONFORMING AMENDMENTS.—Section 30305(b) of title 49, United States Code, is amended—

(A) in paragraph (2) by inserting before the period at the end the following: ", unless the information is about a revocation or suspension still in effect on the date of the request";

(B) in paragraph (8), as redesignated by section 207(b) of the Coast Guard Authorization Act of 1996 (Public Law 104–324, 110 Stat. 3908)—

(i) by striking "paragraph (2)" and inserting "subsection (a) of this section"; and

(ii) by moving the text of such paragraph 2 ems to the left; and

(C) by redesignating paragraph (8), as redesignated by section 502(b)(1) of the Federal Aviation Reauthorization Act of 1996 (Public Law 104–264, 110 Stat. 3262), as paragraph (9).

(2) FEDERAL AGENCY ACCESS PROVISION.—Section 30305(b) of title 49, United States Code, is further amended—

(A) by redesignating paragraph (6) as paragraph (10) and inserting such paragraph after paragraph (9);

(B) by inserting after paragraph (5) the following:

"(6) The head of a Federal department or agency that issues motor vehicle operator's licenses may request the chief driver licensing official of a State to obtain information under subsection (a) of this section about an individual applicant for a motor vehicle operator's license from such department or agency. The department or agency may receive the information, provided it transmits to the Secretary a report regarding any individual who is denied a motor vehicle operator's license by that department or agency for cause; whose motor vehicle operator's license is revoked, suspended, or canceled by that department or agency for cause; or about whom the department or agency has been notified of a conviction of any of the motor vehicle-related offenses or comparable offenses listed in section 30304(a)(3) and over whom the department or agency has licensing authority. The report shall contain the information specified in section 30304(b)."; and

(C) by adding at the end the following:

"(11) The head of a Federal department or agency authorized to receive information regarding an individual

from the Register under this section may request and receive such information from the Secretary.".

SEC. 208. SAFETY STUDIES.

(a) BLOWOUT RESISTANT TIRES STUDY.—The Secretary shall conduct a study on the benefit to public safety of the use of blowout resistant tires on commercial motor vehicles and the potential to decrease the incidence of accidents and fatalities from accidents occurring as a result of blown out tires.

(b) SCHOOL BUS OCCUPANT SAFETY STUDY.—The Secretary shall conduct a study to assess occupant safety in school buses. The study shall examine available information about occupant safety and analyze options for improving occupant safety.

(c) REPORTS.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall transmit to Congress a report on the results of each study conducted under this section.

(d) LIMITATION ON FUNDING.—The Secretary may not expend more than $200,000, from funds made available by section 210, for conducting each study under this section.

SEC. 209. EFFECTIVENESS OF LAWS ESTABLISHING MAXIMUM BLOOD ALCOHOL CONCENTRATIONS.

(a) STUDY.—The Comptroller General shall conduct a study to evaluate the effectiveness of State laws that—

(1) deem any individual with a blood alcohol concentration of 0.08 percent or greater while operating a motor vehicle to be driving while intoxicated; and

(2) deem any individual under the age of 21 with a blood alcohol concentration of 0.02 percent or greater while operating a motor vehicle to be driving while intoxicated;

in reducing the number and severity of alcohol-involved crashes.

(b) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Public Works and the Environment of the Senate a report containing the results of the study conducted under this section.

SEC. 210. AUTHORIZATIONS OF APPROPRIATIONS.

(a) IN GENERAL.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

(1) NHTSA HIGHWAY SAFETY PROGRAMS.—For carrying out section 402 of title 23, United States Code, by the National Highway Traffic Safety Administration $128,200,000 for fiscal year 1998,

$150,700,000 for fiscal year 1999, and $195,700,000 for each of fiscal years 2000 through 2003.

(2) FHWA HIGHWAY SAFETY PROGRAMS.—For carrying out section 402 of title 23, United States Code, by the Federal Highway Administration $12,000,000 for fiscal year 1998, $20,000,000 for fiscal year 1999, and $25,000,000 for each of fiscal years 2000 through 2003.

(3) NHTSA HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—For carrying out section 403 of such title by the National Highway Traffic Safety Administration $55,000,000 for each of fiscal years 1998 through 2003.

(4) FHWA HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—For carrying out section 403 of such title by the Federal Highway Administration $20,000,000 for each of fiscal years 1998 through 2003.

(5) OCCUPANT PROTECTION INCENTIVE GRANTS.—For carrying out section 405 of such title $9,000,000 for fiscal year 1998 and $20,000,000 for each of fiscal years 1999 through 2003.

(6) ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT PROGRAM.—For carrying out section 410 of such title $35,000,000 for fiscal

year 1998 and $45,000,000 for each of fiscal years 1999 through 2003.

(7) STATE HIGHWAY SAFETY DATA GRANTS.—For carrying out section 411 of such title $2,500,000 for fiscal year 1998 and $12,000,000 for each of fiscal years 1999 through 2003.

(8) NATIONAL DRIVER REGISTER.—For carrying out chapter 303 of title 49, United States Code, by the National Highway Traffic Safety Administration, $2,300,000 for each of fiscal years 1998 through 2003.

(b) TRANSFERS.—In each fiscal year, the Secretary may transfer any amounts remaining available under paragraph (5), (6), or (7) of subsection (a) to the amounts made available under any other of such paragraphs in order to ensure, to the maximum extent possible, that each State receives the maximum incentive funding for which the State is eligible under sections 405, 406, and 410 of title 23, United States Code.

SEC. 211. TRANSPORTATION INJURY RESEARCH.

(a) CENTER FOR TRANSPORTATION INJURY RESEARCH.—

(1) IN GENERAL.—The Secretary shall make grants to establish and maintain a center for transportation injury research at the Calspan University

of Buffalo Research Center affiliated with the State University of New York at Buffalo.

(2) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $2,000,000 per fiscal year shall be available to carry out this subsection.

(b) HEAD AND SPINAL CORD INJURY RESEARCH.—

(1) IN GENERAL.—The Secretary shall make grants to the Neuroscience Center for Excellence at Louisiana State University and the Virginia Transportation Research Institute at George Washington University for research and technology development for preventing and minimizing head and spinal cord injuries relating to automobile accidents.

(2) FUNDING.—Of amounts made available for each of fiscal years 1999 through 2003 by section 127(a)(3)(F), $500,000 per fiscal year shall be available to carry out this subsection.

TITLE III—FEDERAL TRANSIT ADMINISTRATION PROGRAMS

SEC. 301. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision

of law, the reference shall be considered to be made to a section or other provision of title 49, United States Code.

SEC. 302. DEFINITIONS.

Section 5302 is amended to read as follows:

"§ 5302. Definitions

"(a) IN GENERAL.—In this chapter, the following definitions apply:

"(1) CAPITAL PROJECT.—The term 'capital project' means a project for—

"(A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in mass transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights of way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;

"(B) rehabilitating a bus;

"(C) remanufacturing a bus;

"(D) overhauling rail rolling stock;

"(E) preventive maintenance;

"(F) leasing equipment or a facility for use in mass transportation subject to regulations the Secretary prescribes limiting the leasing arrangements to those that are more cost-effective than acquisition or construction; or

"(G) a mass transportation improvement that enhances economic development or incorporates private investment (including commercial and residential development and pedestrian and bicycle access to a mass transportation facility) because the improvement—

"(i) enhances the effectiveness of a mass transportation project and is related physically or functionally to that mass transportation project or establishes new or enhanced coordination between mass transportation and other transportation; and

"(ii) provides a fair share of revenue for mass transportation that will be used for mass transportation.

"(2) CHIEF EXECUTIVE OFFICER OF A STATE.—The term 'chief executive officer of a State' includes the designee of the chief executive officer.

"(3) EMERGENCY REGULATION.—The term 'emergency regulation' means a regulation—

"(A) that is effective temporarily before the expiration of the otherwise specified periods of time for public notice and comment under section 5334(b) of this title; and

"(B) prescribed by the Secretary of Transportation as the result of a finding that a delay in the effective date of the regulation—

"(i) would injure seriously an important public interest;

"(ii) would frustrate substantially legislative policy and intent; or

"(iii) would damage seriously a person or class without serving an important public interest.

"(4) FIXED GUIDEWAY.—The term 'fixed guideway' means a mass transportation facility—

"(A) using and occupying a separate right of way or rail for the exclusive use of mass transportation and other high occupancy vehicles; or

"(B) using a fixed catenary system and a right of way usable by other forms of transportation.

"(5) HANDICAPPED INDIVIDUAL.—The term 'handicapped individual' means an individual who,

because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semiambulatory capability), cannot use effectively, without special facilities, planning, or design, mass transportation service or a mass transportation facility.

"(6) LOCAL GOVERNMENTAL AUTHORITY.—The term 'local governmental authority' includes—

"(A) a political subdivision of a State;

"(B) an authority of at least one State or political subdivision of a State;

"(C) an Indian tribe; and

"(D) a public corporation, board, or commission established under the laws of a State.

"(7) MASS TRANSPORTATION.—The term 'mass transportation' means transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or sightseeing transportation.

"(8) NET PROJECT COST.—The term 'net project cost' means the part of a project that reasonably cannot be financed from revenues.

"(9) NEW BUS MODEL.—The term 'new bus model' means a bus model (including a model using alternative fuel)—

"(A) that has not been used in mass transportation in the United States before the date of production of the model; or

"(B) used in mass transportation in the United States but being produced with a major change in configuration or components.

"(10) PREVENTIVE MAINTENANCE.—The term 'preventive maintenance' means a major activity intended to improve or upgrade a transit vehicle or facility or repair or replace a damaged, malfunctioning, overaged, or outmoded transit vehicle or facility system, subsystem, element, or component. Such term does not include any activity of a routine or servicing nature, such as checking and replenishing fluid levels, adjusting settings on otherwise properly operating components, washing and cleaning a transit vehicle or facility, changing tires and wheels, or repairing damage to a vehicle or facility caused by an accident.

"(11) PUBLIC TRANSPORTATION.—The term 'public transportation' means mass transportation.

"(12) REGULATION.—The term 'regulation' means any part of a statement of general or particu-

lar applicability of the Secretary of Transportation designed to carry out, interpret, or prescribe law or policy in carrying out this chapter.

"(13) STATE.—The term 'State' means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

"(14) TRANSIT.—The term 'transit' means mass transportation.

"(15) TRANSIT ENHANCEMENT.—The term 'transit enhancement' means with respect to any project or an area to be served by the project, historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities and canals); projects that enhance transit safety and security; landscaping and other scenic beautification and art in and around mass transportation stations, facilities, bus shelters, bridges, and buses; bicycle and pedestrian access to mass transportation, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles; projects that enhance access for the disabled to mass transportation; and archaeological planning and research related to mass transportation projects.

"(16) URBAN AREA.—The term 'urban area' means an area that includes a municipality or other built-up place that the Secretary of Transportation, after considering local patterns and trends of urban growth, decides is appropriate for a local mass transportation system to serve individuals in the locality.

"(17) URBANIZED AREA.—The term 'urbanized area' means an area—

"(A) encompassing at least an urbanized area within a State that the Secretary of Commerce designates; and

"(B) designated as an urbanized area within boundaries fixed by State and local officials and approved by the Secretary of Transportation.

"(b) AUTHORITY TO MODIFY 'HANDICAPPED INDIVIDUAL'.—The Secretary of Transportation by regulation may modify the definition of subsection (a)(5) as it applies to section 5307(d)(1)(D) of this title.".

SEC. 303. METROPOLITAN PLANNING.

(a) GOALS AND OBJECTIVES OF PLANNING PROCESS.—Section 5303(b) is amended to read as follows:

"(b) GOALS AND OBJECTIVES OF PLANNING PROCESS.—

"(1) CONSIDERATION.—To the extent that the metropolitan planning organization determines appropriate, the metropolitan transportation planning process may include consideration of goals and objectives that—

"(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

"(B) increase the safety and security of the transportation system for all users;

"(C) increase the accessibility and mobility for people and freight;

"(D) protect and enhance the environment, conserve energy, and enhance quality of life;

"(E) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

"(F) promote efficient system utilization and operation; and

"(G) preserve and optimize the existing transportation system.

This paragraph shall apply to the development of long-range transportation plans and transportation improvement programs.

"(2) CONVERSION TO GOALS AND OBJECTIVES.—The metropolitan planning organization shall cooperatively determine with the State and mass transportation operators how the considerations listed in paragraph (1) are translated into metropolitan goals and objectives and how they are factored into decisionmaking.".

(b) COORDINATION.—Section 5303(e) is amended by adding at the end the following:

"(4) PROJECT LOCATED IN MULTIPLE MPOS.—If a project is located within the boundaries of more than one metropolitan planning organization, the metropolitan planning organizations shall coordinate plans regarding the project.".

(c) LONG-RANGE TRANSPORTATION PLAN.—Section 5303(f) is amended—

(1) in paragraph (1) by inserting "transportation" after "long-range";

(2) in paragraph (1) by striking "at least shall—" and inserting "shall contain, at a minimum, the following:";

(3) in paragraph (1)(A)—

(A) by striking "identify" and inserting "An identification of"; and

(B) by striking the semicolon at the end and inserting a period;

(4) by striking paragraph (1)(B) and inserting the following:

"(B) A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation.";

(5) in paragraph (1)(C)—

(A) by striking "assess" and inserting "An assessment of"; and

(B) by striking "; and" and inserting a period;

(6) in paragraph (1)(D) by striking "indicate" and inserting "Indicate";

(7) in paragraph (4) by inserting after "employees," the following: "freight shippers and providers of freight transportation services,"; and

(8) in paragraph (5) by inserting "transportation" before "plan".

SEC. 304. TRANSPORTATION IMPROVEMENT PROGRAM.

Section 5304 is amended—

(1) in subsection (a) by striking "2 years" and inserting "3 years"; and

(2) in subsection (b)(2)—

(A) by striking "and" at the end of subparagraph (B);

(B) by striking the period at the end of subparagraph (C) and inserting "; and"; and

(C) by adding at the end the following:

"(D) may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.".

SEC. 305. TRANSPORTATION MANAGEMENT AREAS.

Section 5305(d)(1) is amended by striking "of the National Highway System" each place it appears and insert-

ing the following: "under the National Highway System and high risk road safety programs,".

SEC. 306. URBANIZED AREA FORMULA GRANTS.

(a) SECTION HEADING.—

(1) AMENDMENT TO SECTION.—Section 5307 is amended by striking the section heading and inserting the following:

"§ 5307. Urbanized area formula grants".

(2) CONFORMING AMENDMENT.—The item relating to section 5307 in the table of sections for chapter 53 is amended to read as follows:

"5307. Urbanized area formula grants.".

(b) DEFINITIONS.—Section 5307(a) is amended—

(1) by striking "In this section—" and inserting "In this section, the following definitions apply:";

(2) by inserting "ASSOCIATED CAPITAL MAINTENANCE ITEMS.—The term" after "(1)"; and

(3) by inserting "DESIGNATED RECIPIENT.—The term" after "(2)".

(c) GENERAL AUTHORITY.—Section 5307(b) is amended—

(1) in paragraph (1)—

(A) by striking ", improvement, and operating costs" and inserting "and improvement costs"; and

(B) by adding at the end the following new sentence: "In an urbanized area with a population of less than 200,000, the Secretary may also make grants under this section to finance the operating cost of equipment and facilities for use in mass transportation.";

(2) by striking paragraphs (3) and (5); and

(3) by redesignating paragraph (4) as paragraph (3).

(d) ADVANCE CONSTRUCTION.—Section 5307(g)(3) is amended by striking "the amount by which" and all that follows through the period at the end and inserting "the most favorable financing terms reasonably available for the project at the time of borrowing. The applicant shall certify, in a manner satisfactory to the Secretary, that the applicant has shown reasonable diligence in seeking the most favorable financing terms.".

(e) COORDINATION OF REVIEWS.—Section 5307(i)(2) is amended by adding at the end the following: "To the extent practicable, the Secretary shall coordinate such reviews with any related State or local reviews.".

(f) TRANSIT ENHANCEMENT ACTIVITIES.—Section 5307(k) is amended to read as follows:

"(k) TRANSIT ENHANCEMENT ACTIVITIES.—2 percent of the funds apportioned to urbanized areas of at least

200,000 population under section 5336 for a fiscal year shall only be available for transit enhancement activities.".

(g) CONFORMING AMENDMENTS.—Section 5307(n) is amended—

(1) by striking "(1)" the first place it appears and all that follows through "(2)"; and

(2) by inserting "5319," after "5318,".

SEC. 307. MASS TRANSIT ACCOUNT BLOCK GRANTS.

Section 5308, and the item relating to section 5308 in the table of sections for chapter 53, are repealed.

SEC. 308. CAPITAL PROGRAM GRANTS AND LOANS.

*(a) SECTION HEADING.—Section 5309 is amended in the section heading by striking "**Discretionary**" and inserting "**Capital program**".*

(b) CONFORMING AMENDMENT.—The item relating to section 5309 in the table of sections for chapter 53 is amended by striking "Discretionary" and inserting "Capital program".

(c) GENERAL AUTHORITY.—Section 5309(a) is amended—

(1) by striking paragraph (1)(E) and inserting the following:

"(E) capital projects to modernize existing fixed guideway systems;";

(2) by striking "and" at the end of paragraph (1)(F);

(3) by striking the period at the end of paragraph (1)(G) and inserting "; and"; and

(4) by inserting after paragraph (1)(G) the following:

"(H) capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.".

(d) CONSIDERATION OF DECREASED COMMUTER RAIL TRANSPORTATION.—Section 5309(c) is repealed.

(e) CRITERIA FOR GRANTS AND LOANS FOR FIXED GUIDEWAY SYSTEMS.—Section 5309(e) is amended to read as follows:

"(e) CRITERIA FOR GRANTS AND LOANS FOR FIXED GUIDEWAY SYSTEMS.—

"(1) IN GENERAL.—The Secretary of Transportation may approve a grant or loan under this section for a capital project for a new fixed guideway system or extension of an existing fixed guideway system only if the Secretary determines that the proposed project is—

"(A) based on the results of an alternatives analysis and preliminary engineering;

"(B) justified based on a comprehensive review of its mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies; and

"(C) supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain, and operate the system or extension.

"(2) ALTERNATIVES ANALYSIS AND PRELIMINARY ENGINEERING.—In evaluating a project under paragraph (1)(A), the Secretary shall analyze and consider the results of the alternatives analysis and preliminary engineering for the project.

"(3) PROJECT JUSTIFICATION.—In evaluating a project under paragraph (1)(B), the Secretary shall—

"(A) consider the direct and indirect costs of relevant alternatives;

"(B) consider factors such as congestion relief, improved mobility, air pollution, noise pollution, energy consumption, and all associated ancillary and mitigation costs necessary to carry out each alternative analyzed;

"(C) identify and consider existing mass transportation supportive land use policies and

future land use patterns and the costs of urban sprawl;

"(D) consider the degree to which the project increases the mobility of the mass transportation dependent population or promotes economic development;

"(E) consider population density, current transit ridership in the corridor, and cost per new rider;

"(F) consider the technical capability of the grant recipient to construct the project;

"(G) adjust the project justification to reflect differences in local land, construction, and operating costs; and

"(H) consider other factors the Secretary determines appropriate to carry out this chapter.

"(4) LOCAL FINANCIAL COMMITMENT.—

"(A) EVALUATION OF PROJECT.—In evaluating a project under paragraph (1)(C), the Secretary shall require that—

"(i) the proposed project plan provides for the availability of contingency amounts the Secretary determines to be reasonable to cover unanticipated cost increases;

"(ii) each proposed local source of capital and operating financing is stable, reliable, and available within the proposed project timetable; and

"(iii) local resources are available to operate the overall proposed mass transportation system (including essential feeder bus and other services necessary to achieve the projected ridership levels) without requiring a reduction in existing mass transportation services to operate the proposed project.

"(B) STABILITY, RELIABILITY, AND AVAILABILITY OF LOCAL FINANCING.—In assessing the stability, reliability, and availability of proposed sources of local financing for the project, the Secretary shall consider—

"(i) existing grant commitments;

"(ii) the degree to which financing sources are dedicated to the purposes proposed;

"(iii) any debt obligation that exists or is proposed by the recipient for the proposed project or other mass transportation purpose; and

"(iv) the extent to which the project has a local financial commitment that exceeds the required non-Federal share of the cost of the project.

"(5) REGULATIONS.—No later than 120 days after the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998, the Secretary shall issue regulations on how the Secretary will evaluate and rate the projects based on the results of alternatives analysis, project justification, and the degree of local financial commitment as required under this subsection.

"(6) PROJECT EVALUATION AND RATING.—A proposed project may advance from alternatives analysis to preliminary engineering, and may advance from preliminary engineering to final design and construction, only if the Secretary finds that the project meets the requirements of this section and there is a reasonable likelihood that the project will continue to meet such requirements. In making such findings, the Secretary shall evaluate and rate the project as either highly recommended, recommended, or not recommended based on the results of alternatives analysis, the project justification criteria, and the degree of local financial commitment as required

under this subsection. In rating the projects, the Secretary shall provide, in addition to the overall project rating, individual ratings for each criteria established under the regulations issued under paragraph (5).

"(7) FULL FUNDING GRANT AGREEMENT.—A project financed under this subsection shall be carried out through a full funding grant agreement. The Secretary shall enter into a full funding grant agreement based on the evaluations and ratings required under this subsection. The Secretary shall not enter into a full funding grant agreement for a project unless that project is authorized for final design and construction.

"(8) LIMITATIONS ON APPLICABILITY.—

"(A) PROJECTS WITH A SECTION 5309 FEDERAL SHARE OF LESS THAN $25,000,000.—A project for a new fixed guideway system or extension of an existing fixed guideway system is not subject to the requirements of this subsection, and the simultaneous evaluation of similar projects in at least 2 corridors in a metropolitan area may not be limited, if the assistance provided under this section with respect to the project is less than $25,000,000.

"(B) PROJECTS IN NONATTAINMENT AREAS.—The simultaneous evaluation of projects in at least 2 corridors in a metropolitan area may not be limited and the Secretary shall make decisions under this subsection with expedited procedures that will promote carrying out an approved State Implementation Plan in a timely way if a project is—

"(i) located in a nonattainment area;

"(ii) a transportation control measure (as defined by the Clean Air Act (42 U.S.C. 7401 et seq.)); and

"(iii) required to carry out the State Implementation Plan.

"(C) PROJECTS FINANCED WITH HIGHWAY FUNDS.—This subsection does not apply to a project financed completely with amounts made available from the Highway Trust Fund (other than the Mass Transit Account).

"(D) PREVIOUSLY ISSUED LETTER OF INTENT OR FULL FUNDING GRANT AGREEMENT.—This subsection does not apply to projects for which the Secretary has issued a letter of intent or entered into a full funding grant agreement

before the date of the enactment of this subparagraph.".

(f) LETTERS OF INTENT AND FULL FUNDING GRANT AGREEMENTS.—Section 5309(g) is amended—

(1) in the subsection heading by striking "FINANCING" and inserting "FUNDING";

(2) by striking "full financing" each place it appears and inserting "full funding"; and

(3) in paragraph (1)(B)—

(A) by striking "30 days" and inserting "60 days";

(B) by inserting before the first comma "or entering into a full funding grant agreement"; and

(C) by striking "issuance of the letter." and inserting "letter or agreement. The Secretary shall include with the notification a copy of the proposed letter or agreement as well as the evaluations and ratings for the project.".

(g) ALLOCATING AMOUNTS.—Section 5309(m) is amended to read as follows:

"(m) ALLOCATING AMOUNTS.—

"(1) IN GENERAL.—Of the amounts made available by section 5338(b) for grants and loans under

this section for each of fiscal years 1998 through 2003—

"(A) 40 percent shall be available for fixed guideway modernization;

"(B) 40 percent shall be available for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems; and

"(C) 20 percent shall be available to replace, rehabilitate, and buy buses and related equipment and to construct bus-related facilities.

"(2) LIMITATION ON AMOUNTS AVAILABLE FOR ACTIVITIES OTHER THAN FINAL DESIGN AND CONSTRUCTION.—Not more than 8 percent of the amounts made available in each fiscal year by paragraph (1)(B) shall be available for activities other than final design and construction.

"(3) BUS AND BUS FACILITY GRANTS.—

"(A) CONSIDERATION.—In making grants under paragraph (1)(C), the Secretary shall consider the age of buses, bus fleets, related equipment, and bus-related facilities.

"(B) FUNDING FOR BUS TESTING FACILITY.—Of the amounts made available by paragraph (1)(C), $3,000,000 shall be available in

each of fiscal years 1998 through 2003 to carry out section 5318.

"(C) FUNDING FOR BUS TECHNOLOGY PILOT PROGRAM.—Of the funds made available by paragraph (1)(C), 10 percent shall be available in each of fiscal years 1998 through 2003 to carry out the bus technology pilot program under subsection (o).

"(D) OTHER THAN URBANIZED AREAS.—Of amounts made available by paragraph (1)(C), not less than 5.5 percent shall be available in each fiscal year for other than urbanized areas.

"(4) ELIGIBILITY FOR ASSISTANCE FOR MULTIPLE PROJECTS.—A person applying for, or receiving, assistance for a project described in clause (A), (B), or (C) of paragraph (1) may receive assistance for a project described in another of those clauses.".

(h) ADVANCE CONSTRUCTION.—Section 5309(n)(2) is amended by striking "in a way" and inserting "in a manner".

(i) CONFORMING AMENDMENTS.—

(1) RELOCATION OF SUBSECTION.—Section 5309 is amended—

(A) by striking subsection (f); and

(B) by redesignating subsections (g) through (o) as subsections (f) through (n), respectively.

(2) CROSS REFERENCES.—Chapter 53 is amended—

(A) in section 5319 by striking "5309(h)" and inserting "5309(g)";

(B) in section 5328(a)(2) by striking "5309(e)(1)–(6) of this title" and inserting "5309(e)"; and

(C) in section 5328(a)(4) by striking "5309(m)(2) of this title" and inserting "5309(o)(1)".

(3) REFERENCES TO FULL FUNDING GRANT AGREEMENTS.—Sections 5320 and 5328(a)(4) are each amended by striking "full financing" each place it appears and inserting "full funding". The subsection heading for section 5320(e) is amended by striking "FINANCING" and inserting "FUNDING".

(j) BUS TECHNOLOGY PILOT PROGRAM.—Section 5309 is further amended by adding at the end the following:

"(o) BUS TECHNOLOGY PILOT PROGRAM.—

"(1) ESTABLISHMENT.—The Secretary shall establish a pilot program for the testing and deployment of new bus technology, including clean fuel and alternative fuel technology.

"(2) PROJECTS.—Under the pilot program, the Secretary shall carry out projects for testing and deployment of new bus technology, including clean fuel and alternative fuel technology. The Secretary shall select projects for funding under the pilot program that will employ a variety of technologies and will be performed in a variety of geographic areas of the country with populations under 50,000, between 50,000 and 200,000, and over 200,000.

"(3) REPORT.—Not later than April 30, 2000, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the pilot program, including a description of the projects carried out, the amounts obligated, and the status of the test and deployment activities undertaken.".

(k) REPORTS.—Section 5309 is further amended by adding at the end the following:

"(p) REPORTS.—

"(1) FUNDING LEVELS AND ALLOCATIONS OF FUNDS FOR FIXED GUIDEWAY SYSTEMS.—

"(A) ANNUAL REPORT.—Not later than the first Monday in February of each year, the Sec-

retary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report that includes a proposal on the allocation of amounts to be made available to finance grants and loans for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems among applicants for those amounts.

"(B) RECOMMENDATIONS ON FUNDING.—The annual report under this paragraph shall include evaluations and ratings, as required under subsection (e), for each project that is authorized or has received funds under this section since the date of the enactment of this Act or October 1 of the preceding fiscal year, whichever date is earlier. The report shall also include recommendations of projects for funding based on the evaluations and ratings and on existing commitments and anticipated funding levels for the next 3 fiscal years and for the next 10 fiscal years based on information currently available to the Secretary.

"(2) SUPPLEMENTAL REPORT ON NEW STARTS.—The Secretary shall submit a report to Congress on the 31st day of August of each year that describes the Secretary's evaluation and rating of each project that has completed alternatives analysis or preliminary engineering since the date of the last report. The report shall include all relevant information that supports the evaluation and rating of each project, including a summary of each project's financial plan.

"(3) ANNUAL GAO REVIEW.—the General Accounting Office shall—

"(A) conduct an annual review of—

"(i) the processes and procedures for evaluating and rating projects and recommending projects; and

"(ii) the Secretary's implementation of such processes and procedures; and

"(B) shall report to Congress on the results of such review by April 30 of each year.".

(l) PROJECT DEFINED.—Section 5309 is further amended by adding at the end the following:

"(q) PROJECT DEFINED.—In this section, the term 'project' means, with respect to a new fixed guideway system or extension to an existing fixed guideway system, a minimum operable segment of the project.".

SEC. 309. DOLLAR VALUE OF MOBILITY IMPROVEMENTS.

(a) IN GENERAL.—The Secretary shall not consider the dollar value of mobility improvements, as specified in the report required under section 5309(m)(1)(C) or section 5309(p) (as added by this Act), in evaluating projects under section 5309 of title 49, United States Code, in developing regulations, or in carrying out any other duty of the Secretary.

(b) STUDY.—

(1) IN GENERAL.—The Comptroller General shall conduct a study of the dollar value of mobility improvements and the relationship of mobility improvements to the overall transportation justification of a new fixed guideway system or extension to an existing system.

(2) REPORT.—Not later than January 1, 2000, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study, including an analysis of the factors relevant to determining the dollar value of mobility improvements.

SEC. 310. FORMULA GRANTS AND LOANS FOR SPECIAL NEEDS OF ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES.

*(a) SECTION HEADING.—Section 5310 is amended in the section heading by striking "**Grants**" and inserting "**Formula grants**".*

(b) CONFORMING AMENDMENT.—The item relating to section 5310 in the table of sections for chapter 53 is amended by inserting "formula" before "grants".

SEC. 311. FORMULA PROGRAM FOR OTHER THAN URBANIZED AREAS.

(a) INTERCITY BUS TRANSPORTATION.—Section 5311 is amended—

*(1) in the section heading by striking "**Financial assistance**" and inserting "**Formula grants**"; and*

(2) in subsection (f)(1) by striking "10 percent of the amount made available in the fiscal year ending September 30, 1993, and".

(b) CONFORMING AMENDMENT.—The item relating to section 5311 in the table of sections for chapter 53 is amended by striking "Financial assistance" and inserting "Formula grant".

SEC. 312. RESEARCH, DEVELOPMENT, DEMONSTRATION, AND TRAINING PROJECTS.

(a) IN GENERAL.—Section 5312 is amended—

(1) in each of subsections (a) and (b) by striking the first parenthetical phrase; and

(2) by adding at the end the following:

"(d) JOINT PARTNERSHIPS FOR DEPLOYMENT OF INNOVATION.—

"(1) CONSORTIUM DEFINED.—In this subsection, the term 'consortium' means one or more public or private organizations located in the United States which provide mass transportation service to the public and one or more businesses, including small and medium sized businesses, incorporated in a State, offering goods or services or willing to offer goods or services to mass transportation operators. It may include as additional members public or private research organizations located in the United States, or State or local governmental authorities.

"(2) GRANTS AND AGREEMENTS.—The Secretary may make grants and enter into contracts, cooperative agreements, and other agreements with consortia selected competitively from among public and private partnerships to promote the early deployment of innovation in mass transportation technology, services, management, or operational practices. Any such grant, contract, or agreement shall provide for the sharing of costs, risks, and rewards of early deploy-

ment of innovation. Such grants, contracts, and agreements shall be subject to such terms and conditions as the Secretary prescribes.

"(3) CONSULTATION REQUIREMENT.—This subsection shall be carried out in consultation with the transit industry.

"(4) COST SHARING.—Any consortium that receives a grant or enters into a contract or agreement under this subsection shall provide at least 50 percent of the cost of any joint partnership project. Any business, organization, person, or governmental body may contribute funds to such project.

"(5) PUBLIC NOTICE.—The Secretary shall periodically give public notice of—

"(A) the technical areas for which joint partnerships are solicited under this subsection;

"(B) required qualifications of consortia desiring to participate in such partnerships;

"(C) the method of selection and evaluation criteria to be used in selecting participating consortia and projects under this subsection; and

"(D) the process by which projects will be awarded under this subsection.

"(6) ACCEPTANCE OF REVENUES.—The Secretary may accept a portion of the revenues resulting from

sales of an innovation supported under this subsection and deposit any revenues accepted into a special account of the Treasury of the United States to be established for purposes of carrying out this subsection.

"(e) INTERNATIONAL MASS TRANSPORTATION PROGRAM.—

"(1) ACTIVITIES.—The Secretary is authorized to engage in activities to inform the United States domestic mass transportation community about technological innovations available in the international marketplace and activities that may afford domestic businesses the opportunity to become globally competitive in the export of mass transportation products and services. These activities may include—

"(A) development, monitoring, assessment, and dissemination domestically of information about worldwide mass transportation market opportunities;

"(B) cooperation with foreign public sector entities in research, development, demonstration, training, and other forms of technology transfer and exchange of experts and information;

"(C) advocacy, in international mass transportation markets, of firms, products, and services available from the United States;

"(D) informing the international market about the technical quality of mass transportation products and services through participation in seminars, expositions, and similar activities; and

"(E) offering those Federal Transit Administration technical services which cannot be readily obtained from the United States private sector to foreign public authorities planning or undertaking mass transportation projects if the cost of these services will be recovered under the terms of each project.

"(2) COOPERATION.—The Secretary may carry out activities under this subsection in cooperation with other Federal agencies, State or local agencies, public and private nonprofit institutions, government laboratories, foreign governments, or any other organization the Secretary determines is appropriate.

"(3) FUNDING.—The funds available to carry out this subsection shall include funds paid to the Secretary by any cooperating organization or person and shall be deposited by the Secretary in a special account in the Treasury of the United States to be established for purposes of carrying out this subsection. The funds shall be available for promotional mate-

rials, travel, reception, and representation expenses necessary to carry out the activities authorized by this subsection. Reimbursement for services provided under this subsection shall be credited to the appropriation account concerned.".

(b) MASS TRANSPORTATION TECHNOLOGY DEVELOPMENT AND DEPLOYMENT.—

(1) GENERAL AUTHORITY.—The Secretary may make grants and enter into contracts, cooperative agreements, and other agreements with eligible consortia to promote the development and early deployment of innovation in mass transportation technology, services, management, or operational practices. The Secretary shall coordinate activities under this section with related activities under programs of other Federal departments and agencies.

(2) ELIGIBILITY CRITERIA.—To be qualified to receive funding under this section, an eligible consortium shall—

(A) be organized for the purpose of designing, developing, and deploying advanced mass transportation technologies that address identified technological impediments in the mass transportation field;

(B) have an established mechanism for designing, developing, and deploying advanced mass transportation technologies as evidenced by participation in a Federal program such as the consortia funded pursuant to Public Law 102–396;

(C) facilitate the participation in the consortium of small- and medium-sized businesses in conjunction with large established manufacturers, as appropriate;

(D) be designed to use State and Federal funding to attract private capital in the form of grants or investments to further the purposes of this section; and

(E) provide for the sharing of costs, risks, and rewards of early deployment of innovation in mass transportation technologies.

(3) GRANT REQUIREMENTS.—Grants, contracts, and agreements under paragraph (1) shall be eligible under and consistent with section 5312 of title 49, United States Code, and shall be subject to such terms and conditions as the Secretary prescribes.

(4) FEDERAL SHARE OF COSTS.—The Federal share of costs for a grant, contract, or agreement with

a consortium under this subsection shall not exceed 50 percent of the net project cost.

(5) ELIGIBLE CONSORTIUM DEFINED.—For purposes of this section, the term "eligible consortium" means a consortium of—

(A) businesses incorporated in the United States;

(B) public or private educational or research organizations located in the United States;

(C) entities of State or local governments in the United States;

(D) Federal laboratories; or

(E) existing consortia funded pursuant to Public Law 103–396.

(6) FUNDING.—

(A) SET-ASIDE OF AMOUNTS MADE AVAILABLE UNDER SECTION 5338(d).—Of the funds made available by or appropriated under section 5338(d) of title 49, United States Code, for a fiscal year $5,000,000 shall be available to carry out this subsection.

(B) SET-ASIDE OF AMOUNTS MADE AVAILABLE UNDER SECTION 5309(o).—Of the funds made available to carry out the bus technology

pilot program under section 5309(o) of title 49, United States Code, for a fiscal year $5,000,000 shall be available to carry out this subsection.

(c) FUEL CELL BUS AND BUS FACILITIES PROGRAM.—Of the funds made available for a fiscal year to carry out the bus technology pilot program under section 5309(o) of title 49, United States Code, $4,850,000 shall be available to carry out the fuel cell powered transit bus program and the intermodal transportation fuel cell bus maintenance facility.

(d) ADVANCED TECHNOLOGY PILOT PROJECT.—

(1) IN GENERAL.—The Secretary shall make grants for the development of low speed magnetic levitation technology for public transportation purposes in urban areas to demonstrate energy efficiency, congestion mitigation, and safety benefits.

(2) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $5,000,000 per fiscal year shall be available to carry out this subsection.

(3) FEDERAL SHARE.—The Federal share payable on account of activities carried out using a grant made under this subsection shall be 80 percent of the cost of such activities.

(e) INTELLIGENT TRANSPORTATION SYSTEMS APPLICATIONS.—

(1) IN GENERAL.—The Secretary shall make grants for the study, design, and demonstration of fixed guideway technology in North Orange-South Seminole County, Florida, and in Galveston, Texas.

(2) FUNDING.—Of the amounts made available pursuant to section 5338(d) of title 49, United States Code, for fiscal year 1999, $1,500,000 shall be available to carry out this subsection. Of such sums, $750,000 shall be available for fixed guideway activities in North Orange-South Seminole County, Florida, and $750,000 shall be available for fixed guideway activities in Galveston, Texas.

SEC. 313. NATIONAL PLANNING AND RESEARCH PROGRAMS.

Section 5314(a)(2) is amended by striking "$2,000,000" and inserting "$3,000,000".

SEC. 314. NATIONAL TRANSIT INSTITUTE.

(a) IN GENERAL.—Section 5315 is amended—

*(1) in the section heading by striking "**mass transportation**" and inserting "**transit**"; and*

(2) in subsection (a)—

(A) by striking "mass transportation" in the first sentence and inserting "transit";

(B) by inserting "and architectural design" before the semicolon at the end of paragraph (5);

(C) by striking "carrying out" in paragraph (7) and inserting "delivering";

(D) by inserting ", construction management, insurance, and risk management" before the semicolon at the end of paragraph (11);

(E) by striking "and" at the end of paragraph (13);

(F) by striking the period at the end of paragraph (14) and inserting "; and"; and

(G) by adding at the end the following: "(15) innovative finance.".

(b) CONFORMING AMENDMENT.—The item relating to section 5315 in the table of sections for chapter 53 is amended by striking "mass transportation" and inserting "transit".

SEC. 315. UNIVERSITY RESEARCH INSTITUTES.

Section 5316, and the item relating to section 5316 in the table of sections for chapter 53, are repealed.

SEC. 316. TRANSPORTATION CENTERS.

Section 5317, and the item relating to section 5317 in the table of sections for chapter 53, are repealed.

SEC. 317. BUS TESTING FACILITIES.

(a) OPERATION AND MAINTENANCE.—Section 5318(b) is amended—

(1) by striking "make a contract with" and inserting "enter into a contract or cooperative agreement with, or make a grant to,";

(2) by inserting "or organization" after "person";

(3) by inserting ", cooperative agreement, or grant" after "The contract"; and

(4) by inserting "mass transportation" after "and other".

(b) AVAILABILITY OF AMOUNTS.—Section 5318(d) is amended by striking "make a contract with" and inserting "enter into a contract or cooperative agreement with, or make a grant to,".

SEC. 318. BICYCLE FACILITIES.

Section 5319 is amended by striking "under this section is for 90 percent of the cost of the project" and inserting "made eligible by this section is for 90 percent of the cost of the project; except that, if the grant or any portion of the grant is made with funds required to be expended under section 5307(k) and the project involves providing bicycle access to mass transportation, that grant or portion of that grant shall be at a Federal share of 95 percent".

SEC. 319. GENERAL PROVISIONS ON ASSISTANCE.

(a) TECHNICAL AMENDMENT.—Section 5323(d) is amended by striking "BUYING AND OPERATING BUSES.—"and inserting "CONDITION ON CHARTER BUS TRANSPORTATION SERVICE.—".

(b) GOVERNMENT'S SHARE.—Section 5323(i) is amended to read as follows:

"(i) GOVERNMENT SHARE OF COSTS FOR CERTAIN PROJECTS.—A grant for a project to be assisted under this chapter that involves acquiring vehicle-related equipment required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) or vehicle-related equipment (including clean fuel or alternative fuel vehicle-related equipment) for purposes of complying with or maintaining compliance with the Clean Air Act, is for 90 percent of the net project cost of such equipment attributable to compliance with such Acts. The Secretary shall have discretion to determine, through practicable administrative procedures, the costs of such equipment attributable to compliance with such Acts.".

(c) BUY AMERICA.—Section 5323(j)(7) is amended to read as follows:

"(7) OPPORTUNITY TO CORRECT INADVERTENT ERROR.—The Secretary may allow a manufacturer or supplier of steel, iron, or manufactured goods to correct after bid opening any certification made under this subsection if the Secretary is satisfied that the

manufacturer or supplier submitted an incorrect certification as a result of an inadvertent or clerical error.".

(d) PARTICIPATION OF GOVERNMENTAL AGENCIES IN DESIGN AND DELIVERY OF TRANSPORTATION SERVICES.—Section 5323 is amended by redesignating subsections (k) and (l) as subsections (l) and (m) and by inserting after subsection (j) the following:

"(k) PARTICIPATION OF GOVERNMENTAL AGENCIES IN DESIGN AND DELIVERY OF TRANSPORTATION SERVICES.—To the extent feasible, governmental agencies and nonprofit organizations that receive assistance from Government sources (other than the Department of Transportation) for nonemergency transportation services shall participate and coordinate with recipients of assistance under this chapter in the design and delivery of transportation services and shall be included in the planning for such services.".

(e) SUBMISSION OF CERTIFICATIONS.—Section 5323 is further amended by adding at the end the following:

"(n) SUBMISSION OF CERTIFICATIONS.—A certification required under this chapter and any additional certification or assurance required by law or regulation to be submitted to the Secretary may be consolidated into a single document to be submitted annually as part of a grant application under this chapter. The Secretary shall publish

annually a list of all certifications required under this chapter with the publication required under section 5336(e)(2).".

(f) REQUIRED PAYMENTS AND ELIGIBLE COSTS.—Section 5323 is further amended by adding at the end the following:

"(o) REQUIRED PAYMENTS AND ELIGIBLE COSTS OF PROJECTS THAT ENHANCE ECONOMIC DEVELOPMENT OR INCORPORATE PRIVATE INVESTMENT.—

"(1) REQUIRED PAYMENTS.—Each grant or loan under this chapter for a capital project described in section 5302(a)(1)(G) shall require that a person making an agreement to occupy space in a facility funded under this chapter pay a reasonable share of the costs of the facility through rental payments and other means.

"(2) ELIGIBLE COSTS.—Eligible costs for a capital project described in section 5302(a)(1)(G)—

"(A) include property acquisition, demolition of existing structures, site preparation, utilities, building foundations, walkways, open space, and a capital project for, and improving, equipment or a facility for an intermodal transfer facility or transportation mall; but

"(B) do not include construction of a commercial revenue producing facility or a part of a public facility not related to mass transportation.".

SEC. 320. CONTRACT REQUIREMENTS.

(a) EFFICIENT PROCUREMENT.—Section 5325 is amended—

(1) by striking subsections (b) and (c);

(2) by redesignating subsection (d) as subsection (b); and

(3) by adding at the end the following:

"(c) EFFICIENT PROCUREMENT.—A recipient may award a procurement contract under this chapter to other than the lowest bidder when the award furthers an objective consistent with the purposes of this chapter, including improved long-term operating efficiency and lower long-term costs.".

(b) ARCHITECTURAL, ENGINEERING, AND DESIGN CONTRACTS.—Section 5325(b), as redesignated by subsection (a)(2), is amended—

(1) by inserting "or requirement" after "A contract"; and

(2) by inserting before the last sentence the following: "When awarding such contracts, recipients of assistance under this chapter shall maximize effi-

ciencies of administration by accepting nondisputed audits conducted by other government agencies, as provided in subparagraphs (C) through (F) of section 112(b)(2) of title 23.".

SEC. 321. SPECIAL PROCUREMENTS.

(a) TURNKEY SYSTEM PROJECTS.—Section 5326(a) is amended—

(1) by striking paragraph (1) and inserting the following:

"(1) TURNKEY SYSTEM PROJECT DEFINED.—In this subsection, the term 'turnkey system project' means a project under which a recipient enters into a contract with a seller, firm, or consortium of firms to design and build a mass transportation system or an operable segment thereof that meets specific performance criteria. Such project may also include an option to finance, or operate for a period of time, the system or segment or any combination of designing, building, operating, or maintaining such system or segment.";

(2) in paragraph (2)—

(A) by inserting "SELECTION OF TURNKEY PROJECTS.—" after "(2)"; and

(B) by inserting "or an operable segment of a mass transportation system" after "transportation system";

(3) in paragraph (3) by inserting "DEMONSTRATIONS.—" after "(3)"; and

(4) by aligning paragraphs (2) and (3) with paragraph (1) of such section, as amended by paragraph (1) of this section.

(b) TECHNICAL AMENDMENT.—Section 5326 is amended by striking subsection (c) and inserting the following:

"(c) ACQUIRING ROLLING STOCK.—A recipient of financial assistance of the United States Government under this chapter may enter into a contract to expend that assistance to acquire rolling stock—

"(1) based on—

"(A) initial capital costs; or

"(B) performance, standardization, life cycle costs, and other factors; or

"(2) with a party selected through a competitive procurement process.

"(d) PROCURING ASSOCIATED CAPITAL MAINTENANCE ITEMS.—A recipient of a grant under section 5307 of this title procuring an associated capital maintenance item under section 5307(b) may enter into a contract directly

with the original manufacturer or supplier of the item to be replaced, without receiving prior approval of the Secretary, if the recipient first certifies in writing to the Secretary that—

"(1) the manufacturer or supplier is the only source for the item; and

"(2) the price of the item is no more than the price similar customers pay for the item.".

(c) CONFORMING AMENDMENT.—Section 5334(b)(4) is amended by striking "5323(a)(2), (c) and (e), 5324(c), and 5325 of this title" and inserting "5323(a)(2), 5323(c), 5323(e), 5324(c), 5325(a), 5325(b), 5326(c), and 5326(d)".

SEC. 322. PROJECT MANAGEMENT OVERSIGHT AND REVIEW.

Section 5327(c)(2) is amended—

(1) by striking "make contracts" and inserting "enter into contracts"; and

(2) by inserting before the period at the end of the first sentence the following: "and to provide technical assistance to correct deficiencies identified in compliance reviews and audits carried out under this section".

SEC. 323. STUDY ON ALCOHOL AND CONTROLLED SUBSTANCES RANDOM TESTING RATE CALCULATION.

(a) STUDY.—The Secretary shall conduct a study to determine how the alcohol and controlled substances random testing rate under section 5331 of title 49, United States Code, should be calculated.

(b) CONSIDERATIONS.—In conducting the study under this section, the Secretary shall consider—

(1) the differences in random testing results among employers subject to section 5331 of title 49, United States Code;

(2) the differences in random testing results among employers subject to such section in areas with populations of at least 200,000, in areas with populations less than 200,000, and in other than urbanized areas;

(3) the deterrent effect of random testing; and

(4) the effect of random testing on public safety.

(c) REPORT.—Not later than December 31, 1999, the Secretary shall transmit to Congress a report on the results of the study conducted under this section, together with any proposed changes to the calculation of the random alcohol and controlled substances testing rate.

SEC. 324. ADMINISTRATIVE PROCEDURES.

(a) TRAINING AND CONFERENCE COSTS.—Section 5334(a) is amended—

(1) by striking "and" at the end of paragraph (8);

(2) by striking the period at the end of paragraph (9) and inserting "; and"; and

(3) by adding at the end the following:

"(10) collect fees to cover the costs of training or conferences, including costs of promotional materials, sponsored by the Federal Transit Administration to promote mass transportation and credit amounts collected to the appropriation concerned.".

(b) FLEXIBILITY FOR AREAS WITH POPULATIONS UNDER 200,000.—Section 5334(i) is amended to read as follows:

"(i) FLEXIBILITY FOR AREAS WITH POPULATIONS UNDER 200,000.—Not later than 180 days after the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998, the Secretary shall seek public comment on ways to simplify and streamline the administration of the formula program for urbanized areas with populations of less than 200,000 and shall make, to the extent feasible and consistent with statutory requirements, every effort to ease any administrative burdens thereby identified.".

(c) TECHNICAL AMENDMENTS.—

*(1) SECTION HEADING.—The heading for section 5334 is amended by inserting "**provisions**" after "**Administrative**".*

(2) TABLE OF SECTIONS.—The item relating to section 5334 in the table of sections for chapter 53 is amended by inserting "provisions" after "Administrative".

SEC. 325. REPORTS AND AUDITS.

(a) NATIONAL TRANSIT DATABASE.—Section 5335(a) is amended—

(1) by striking "REPORTING SYSTEM AND UNIFORM SYSTEM OF ACCOUNTS AND RECORDS" and inserting "NATIONAL TRANSIT DATABASE"; and

(2) in paragraph (1)—

(A) by striking "by uniform categories," and inserting "using uniform categories"; and

(B) by striking "and a uniform system of accounts and records" and inserting "and using a uniform system of accounts".

(b) REPORTS.—Section 5335 is further amended—

(1) by striking subsections (b) and (c); and

(2) by redesignating subsection (d) as subsection (b).

SEC. 326. APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS.

Section 5336 is amended—

*(1) in the section heading by striking "**block grants**" and inserting "**formula grants**"; and*

(2) by striking subsection (d) and inserting the following:

"(d) LIMITATION ON OPERATING ASSISTANCE AND PREVENTIVE MAINTENANCE.—Of the funds apportioned under this section for urbanized areas, such sums as may be necessary shall be available for operating assistance for urbanized areas with populations under 200,000, except that the total amount of such funds made available for such operating assistance and for urbanized areas for preventive maintenance activities that become eligible for capital assistance under section 5307 on the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998 may not exceed $400,000,000 for any fiscal year.".

SEC. 327. APPORTIONMENT OF APPROPRIATIONS FOR FIXED GUIDEWAY MODERNIZATION.

(a) DISTRIBUTION.—Section 5337(a) is amended to read as follows:

"(a) DISTRIBUTION.—The Secretary of Transportation shall apportion amounts made available for fixed guideway

modernization under section 5309 for each of fiscal years 1998 through 2003 as follows:

"(1) The first $497,700,000 shall be apportioned in the following urbanized areas as follows:

"(A) Baltimore, $8,372,000.

"(B) Boston, $38,948,000.

"(C) Chicago/Northwestern Indiana, $78,169,000.

"(D) Cleveland, $9,509,500.

"(E) New Orleans, $1,730,588.

"(F) New York, $176,034,461.

"(G) Northeastern New Jersey, $50,604,653.

"(H) Philadelphia/Southern New Jersey, $58,924,764.

"(I) Pittsburgh, $13,662,463.

"(J) San Francisco, $33,989,571.

"(K) Southwestern Connecticut, $27,755,000.

"(2) The next $74,849,950 shall be apportioned as follows:

"(A) $4,849,950 to the Alaska Railroad for improvements to its passenger operations.

"(B) Of the remaining $70,000,000—

"(i) 50 percent in the urbanized areas listed in paragraph (1) as provided in section 5336(b)(2)(A); and

"(ii) 50 percent in other urbanized areas eligible for assistance under section 5336(b)(2)(A) to which amounts were apportioned under this section for fiscal year 1997, as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(3) The next $5,700,000 shall be apportioned in the following urbanized areas as follows:

"(A) Pittsburgh, 61.76 percent.

"(B) Cleveland, 10.73 percent.

"(C) New Orleans, 5.79 percent.

"(D) 21.72 percent in urbanized areas to which paragraph (2)(B)(ii) applies, as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(4) The next $186,600,000 shall be apportioned in each urbanized area to which paragraph (1) applies and in each urbanized area to which paragraph (2)(B) applies, as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(5) The next $140,000,000 shall be apportioned as follows:

"(A) 65 percent in the urbanized areas listed in paragraph (1) as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(B) 35 percent to other urbanized areas eligible for assistance under section 5336(b)(2)(A) of this title if the areas contain fixed guideway systems placed in revenue service at least 7 years before the fiscal year in which amounts are made available and in any urbanized area if, before the first day of the fiscal year, the area satisfies the Secretary that the area has modernization needs that cannot adequately be met with amounts received under section 5336(b)(2)(A), as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(6) The next $100,000,000 shall be apportioned as follows:

"(A) 60 percent in the urbanized areas listed in paragraph (1) as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(B) 40 percent to urbanized areas to which paragraph (5)(B) applies, as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(7) Remaining amounts shall be apportioned as follows:

"(A) 50 percent in the urbanized areas listed in paragraph (1) as provided in section 5336(b)(2)(A) and subsection (e) of this section.

"(B) 50 percent to urbanized areas to which paragraph (5)(B) applies, as provided in section 5336(b)(2)(A) and subsection (e) of this section.".

(b) ROUTE SEGMENTS TO BE INCLUDED IN APPORTIONMENT FORMULAS.—Section 5337 is further amended by adding at the end the following:

"(e) ROUTE SEGMENTS TO BE INCLUDED IN APPORTIONMENT FORMULAS.—(1) Amounts apportioned under paragraphs (2)(B), (3), and (4) of subsection (a) shall have attributable to each urbanized area only the number of fixed guideway revenue miles of service and number of fixed guideway route miles for segments of fixed guideway systems used to determine apportionments for fiscal year 1997.

"(2) Amounts apportioned under paragraphs (5) through (7) of subsection (a) shall have attributable to each urbanized area only the number of fixed guideway revenue miles of service and number of fixed guideway route-miles for segments of fixed guideway systems placed in revenue service at least 7 years before the fiscal year in which amounts are made available.".

SEC. 328. AUTHORIZATIONS.

(a) IN GENERAL.—Section 5338 is amended to read as follows:

"§ 5338. Authorizations

"(a) FORMULA GRANTS.—

"(1) FROM THE TRUST FUND.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5307, 5310, and 5311—

"(A) $2,697,600,000 for fiscal year 1998;

"(B) $3,213,000,000 for fiscal year 1999; and

"(C) $3,553,000,000 for each of fiscal years 2000 through 2003.

"(2) FROM THE GENERAL FUND.—In addition to amounts made available under paragraph (1), there are authorized to be appropriated to carry out sections 5307 and 5311—

"(A) $290,000,000 for fiscal year 1998; and

"(B) $68,000,000 for fiscal year 1999.

"(3) ALLOCATION OF FUNDS.—Of the aggregate of amounts made available by and appropriated under this subsection for a fiscal year—

"(A) 2.4 percent shall be available to provide transportation services to elderly individ-

uals and individuals with disabilities under section 5310;

"(B) 5.37 percent shall be available to provide financial assistance for other than urbanized areas under section 5311; and

"(C) 92.23 percent shall be available to provide financial assistance for urbanized areas under section 5307.

"(b) CAPITAL PROGRAM GRANTS AND LOANS.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out section 5309:

"(1) $2,197,000,000 for fiscal year 1998.

"(2) $2,412,000,000 for fiscal year 1999.

"(3) $2,613,000,000 for each of fiscal years 2000 through 2003.

"(c) PLANNING.—

"(1) FROM THE TRUST FUND.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5303, 5304, 5305, and 5313(b) $54,000,000 for each of fiscal years 2000 through 2003.

"(2) FROM THE GENERAL FUND.—There are authorized to be appropriated to carry out sections 5303, 5304, 5305, and 5313(b)—

"(A) $48,000,000 for fiscal year 1998; and

"(B) $52,000,000 for fiscal year 1999.

"(3) ALLOCATION OF FUNDS.—Of the funds made available by or appropriated under this subsection for a fiscal year—

"(A) 82.72 percent shall be available for metropolitan planning under sections 5303, 5304, and 5305; and

"(B) 17.28 percent shall be available for State planning under section 5313(b).

"(d) RESEARCH.—

"(1) FROM THE TRUST FUND.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322 $38,000,000 for each of fiscal years 2000 through 2003.

"(2) FROM THE GENERAL FUND.—There are authorized to be appropriated to carry out sections 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322 $38,000,000 for each of fiscal years 1998 and 1999.

"(3) ALLOCATION OF FUNDS.—Of the funds made available by or appropriated under this subsection for a fiscal year—

"(A) not less than $5,250,000 shall be available for providing rural transportation assistance under section 5311(b)(2);

"(B) not less than $8,250,000 shall be available for carrying out transit cooperative research programs under section 5313(a);

"(C) not less than $3,000,000 shall be available to carry out programs under the National Transit Institute under section 5315; and

"(D) the remainder shall be available for carrying out national planning and research programs under sections 5311(b)(2), 5312, 5313(a), 5314, and 5322.

"(e) UNIVERSITY TRANSPORTATION RESEARCH.—

"(1) FROM THE TRUST FUND.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out section 5505 $6,000,000 for each of fiscal years 2000 through 2003.

"(2) FROM THE GENERAL FUND.—There is authorized to be appropriated to carry out section 5505 $6,000,000 per fiscal year for fiscal years 1998 and 1999.

"(f) ADMINISTRATION.—

"(1) FROM THE TRUST FUND.—There shall be available from the Mass Transit Account of the Highway Trust Fund for administrative expenses to carry out section 5334 $52,000,000 for each of fiscal years 2000 through 2003.

"(2) FROM THE GENERAL FUND.—There is authorized to be appropriated for administrative expenses to carry out section 5334—

"(A) $46,000,000 for fiscal year 1998; and

"(B) $50,000,000 for fiscal year 1999.

"(g) GRANTS AS CONTRACTUAL OBLIGATIONS.—

"(1) GRANTS FINANCED FROM THE HIGHWAY TRUST FUND.—A grant or contract approved by the Secretary, that is financed with amounts made available under subsection (a)(1), (b), (c)(1), (d)(1), (e)(1), or (f)(1) is a contractual obligation of the United States Government to pay the Government's share of the cost of the project.

"(2) GRANTS FINANCED FROM GENERAL FUNDS.—A grant or contract, approved by the Secretary, that is financed with amounts made available under subsection (a)(2), (c)(2), (d)(2), (e)(2), or (f)(2) is a contractual obligation of the Government to pay the Government's share of the cost of the project only to the extent amounts are provided in advance in an appropriations law.

"(h) AVAILABILITY OF AMOUNTS.—Amounts made available by or appropriated under subsections (a) through (e) shall remain available until expended.".

(b) CONFORMING AMENDMENTS.—Chapter 53 is amended as follows:

(1) In sections 5303(h)(1), 5303(h)(2)(A), and 5303(h)(3)(A) by striking "5338(g)(1)" and inserting "5338(c)(3)(A)".

(2) In section 5303(h)(1) by striking "–5306" and inserting "and 5305".

(3) In section 5303(h)(4) by striking "5338(g)" and inserting "5338(c)(3)(A)".

(4) In section 5309(f)(4), as redesignated by section 308(i)(1)(B) of this Act, by striking "5338(a)" and inserting "5338(b)".

(5) In section 5310(b) by striking "5338(a)" and inserting "5338(a)(3)(A)".

(6) In section 5311(c) by striking "5338(a)" and inserting "5338(a)(3)(B)".

(7) In section 5313(a)(1) by striking "section 5338(g)(3)" and inserting "sections 5338(d)(3)(B) and 5338(d)(3)(D)".

(8) In section 5313(b)(1) by striking "5338(g)(3)" and inserting "5338(c)(3)(B)".

(9) In section 5314(a)(1) by striking "5338(g)(4)" and inserting "5338(d)(3)(D)".

(10) In section 5318(d) by striking "5338(j)(5)" and inserting "5309(m)(3)(B)".

(11) In section 5333(b) by striking "5338(j)(5)" each place it appears and inserting "5338(b)".

(12) In section 5336(a) by striking "5338(f)" and inserting "5338(a)(3)(C)".

(13) In section 5336(e)(1) by striking "5338(f)" and inserting "5338(a)(3)(C)".

SEC. 329. OBLIGATION CEILING.

(a) CAPITAL PROGRAM GRANTS AND LOANS.—Notwithstanding any other provision of law, the total of all obligations from amounts made available from the Mass Transit Account of the Highway Trust Fund by section 5338(b) of title 49, United States Code, shall not exceed—

(1) $2,000,000,000 in fiscal year 1998;

(2) $2,412,000,000 in fiscal year 1999; and

(3) $2,613,000,000 in each of fiscal years 2000 through 2003.

(b) FORMULA GRANTS, PLANNING, RESEARCH, ADMINISTRATION, AND STUDIES.—Notwithstanding any other provision of law, the total of all obligations from amounts made available from the Mass Transit Account of the Highway Trust Fund by subsections (a), (c), (d), (e), and (f) of section 5338 of title 49, United States Code, and sections 331 and 332 of this Act shall not exceed—

(1) $2,260,000,000 in fiscal year 1998;

(2) $3,213,000,000 in fiscal year 1999; and

(3) $3,703,000,000 in each of fiscal years 2000 through 2003.

SEC. 330. ACCESS TO JOBS CHALLENGE GRANT PILOT PROGRAM.

(a) GENERAL AUTHORITY.—The Secretary may make grants under this section to assist States, local governmental authorities, and nonprofit organizations in financing transportation services designed to transport welfare recipients to and from jobs and activities related to their employment. The Secretary shall coordinate activities under this section with related activities under programs of other Federal departments and agencies.

(b) GRANT CRITERIA.—In selecting applicants for grants under this section, the Secretary shall consider the following:

(1) The percentage of the population in the area to be served that are welfare recipients.

(2) The need for additional services (including bicycling) to transport welfare recipients to and from specified jobs, training, and other employment support services, and the extent to which the proposed services will address those needs.

(3) The extent to which the applicant demonstrates coordination with, and the financial commitment of, existing transportation service providers

and the extent to which the applicant demonstrates coordination with the State agency or department that administers the State program funded under part A of title IV of the Social Security Act.

(4) The extent to which the applicant demonstrates maximum utilization of existing transportation service providers and expands existing transit networks or hours of service or both.

(5) The extent to which the applicant demonstrates an innovative approach that is responsive to identified service needs.

(6) The extent to which the applicant presents a comprehensive approach to addressing the needs of welfare recipients and identifies long-term financing strategies to support the services under this section.

(c) ELIGIBLE PROJECTS.—The Secretary may make grants under this section for—

(1) capital projects and to finance operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs under this section;

(2) promoting the use of transit by workers with nontraditional work schedules;

(3) promoting the use by appropriate agencies of transit vouchers for welfare recipients under specific terms and conditions developed by the Secretary; and

(4) promoting the use of employer-provided transportation including the transit pass benefit program under subsections (a) and (f) of section 132 of the Internal Revenue Code of 1986.

No planning or coordination activities are eligible for assistance under this section.

(d) COMPETITIVE GRANT SELECTION.—The Secretary shall conduct a national solicitation for applications for grants under this section. Grantees shall be selected on a competitive basis. The Secretary shall select not more than 10 demonstration projects for the pilot program, including 6 projects from urbanized areas with populations of at least 200,000, 2 projects from urbanized areas with populations less than 200,000, and 2 projects from other than urbanized areas.

(e) FEDERAL SHARE OF COSTS.—The Federal share of costs under this section shall be provided from funds appropriated to carry out this section. The Federal share of the costs for a project under this section shall not exceed 50 percent of the net project cost. The remainder shall be provided in cash from sources other than revenues from providing mass transportation. Funds appropriated to a Fed-

eral department or agency (other than the Department of Transportation) and eligible to be used for transportation may be used toward the nongovernment share payable on a project under this section.

(f) PLANNING REQUIREMENTS.—The requirements of sections 5303 through 5306 of title 49, United States Code, apply to grants made under this section. Applications must reflect coordination with and the approval of affected transit grant recipients and the projects financed must be part of a coordinated public transit-human services transportation planning process.

(g) GRANT REQUIREMENTS.—A grant under this section shall be subject to all of the terms and conditions of grants made under section 5307 of title 49, United States Code, and such terms and conditions as determined by the Secretary.

(h) PROGRAM EVALUATION.—

(1) COMPTROLLER GENERAL.—Six months after the date of the enactment of this Act and each 6 months thereafter, the Comptroller General shall conduct a study to evaluate the access to jobs program conducted under this section and transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on

Banking, Housing, and Urban Affairs of the Senate the results of the study.

(2) DEPARTMENT OF TRANSPORTATION.—The Secretary shall conduct a study to evaluate the access to jobs program conducted under this section and transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate the results of the study within 2 years of the date of the enactment of this Act.

(i) DEFINITIONS.—In this section, the following definitions apply:

(1) CAPITAL PROJECT AND URBANIZED AREA.—The terms "capital project" and "urbanized area" have the meaning such terms have under section 5302 of title 49, United States Code.

(2) EXISTING TRANSPORTATION SERVICE PROVIDERS.—The term "existing transportation service providers" means mass transportation operators and governmental agencies and nonprofit organizations that receive assistance from Federal, State, or local sources for nonemergency transportation services.

(3) WELFARE RECIPIENT.—The term "welfare recipient" means an individual who receives or received aid or assistance under a State program fund-

ed under part A of title IV of the Social Security Act (whether in effect before or after the effective date of the amendments made by title I of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996) at any time during the 3-year period ending on the date the applicant applies for a grant under this section.

(j) FUNDING.—There is authorized to be appropriated to carry out this section $42,000,000 per fiscal year for fiscal years 1998 through 2003. Such sums shall remain available until expended.

SEC. 331. ADJUSTMENTS FOR THE SURFACE TRANSPORTATION EXTENSION ACT OF 1997.

(a) IN GENERAL.—Notwithstanding any other provision of law, the Secretary shall ensure that the total apportionments and allocations made to a designated grant recipient under section 5338 of this Act for fiscal year 1998 shall be reduced by the amount apportioned to such designated recipient pursuant to section 8 of the Surface Transportation Extension Act of 1997 (111 Stat. 2559).

(b) FIXED GUIDEWAY MODERNIZATION ADJUSTMENT.—In making the apportionments described in subsection (a), the Secretary shall adjust the amount apportioned to each urbanized area for fixed guideway mod-

ernization for fiscal year 1998 to reflect the method for apportioning funds in section 5337(a).

SEC. 332. PROJECTS FOR NEW FIXED GUIDEWAY SYSTEMS AND EXTENSIONS TO EXISTING SYSTEMS.

(a) FINAL DESIGN AND CONSTRUCTION.—The following projects are authorized for final design and construction for fiscal years 1998 through 2003 under section 5309(m)(1)(B) of title 49, United States Code:

(1) Atlanta—Athens Commuter Rail.

(2) Atlanta—Griffin Commuter Rail.

(3) Atlanta—North Line Extension.

(4) Austin—NW/North Central/SE—Airport LRT.

(5) Baltimore—Central LRT Extension to Glen Burnie.

(6) Boston—Massport Airport Intermodal Transit Connector.

(7) Boston—North Shore Blue Line Extension to Beverly.

(8) Charlotte—South Corridor Transitway.

(9) Chicago—Navy Pier-McCormick Place Busway.

(10) Chicago—North Central Upgrade Commuter Rail.

(11) Chicago—Ravenswood Line Extension.

(12) Chicago—Southwest Extension.

(13) Chicago—West Line Expansion.

(14) Cleveland—Akron-Canton Commuter Rail.

(15) Cleveland—Berea Metroline Extension.

(16) Cleveland—Blue Line Extension.

(17) Cleveland—Euclid Corridor Extension.

(18) Cleveland—I–90 Corridor to Ashtabula County.

(19) Cleveland—Waterfront Line Extension.

(20) Dallas—North Central Extension.

(21) Dallas—Ft. Worth RAILTRAN (Phase II).

(22) Denver—East Corridor (Airport).

(23) Denver—Southeast LRT (I–25 between 6th & Lincoln).

(24) Denver—Southwest LRT.

(25) Denver—West Corridor LRT.

(26) East St. Louis-St. Clair County—Mid-America Airport Corridor.

(27) Ft. Lauderdale-West Palm Beach-Miami Tri-County Commuter Rail.

(28) Galveston—Trolley Extension.

(29) Hartford—Griffin Line.

(30) Hollis—Ketchikan Ferry.

(31) Houston—Regional Bus Plan—Phase I.

(32) Kansas City—I–35 Commuter Rail.

(33) Kansas City—Southtown Corridor.

(34) Las Vegas Corridor.

(35) Little Rock—River Rail.

(36) Los Angeles—Metrolink San Bernadino Line.

(37) Los Angeles—MOS–3.

(38) Los Angeles—Metrolink (Union Station-Fullerton).

(39) Louisville—Jefferson County Corridor.

(40) MARC—Commuter Rail Improvements.

(41) Maryland Light Rail Double Track.

(42) Memphis—Medical Center Extension.

(43) Miami—East-West Corridor.

(44) Miami—North 27th Avenue Corridor.

(45) Miami—South Busway Extension.

(46) Milwaukee—East-West Corridor.

(47) Monterey County Commuter Rail.

(48) Nashua, NH—Lowell, MA Commuter Rail.

(49) Nashville—Commuter Rail.

(50) New Orleans—Canal Streetcar.

(51) New York—8th Avenue Subway Connector.

(52) New York—Brooklyn—Staten Island Ferry.

(53) New York—Long Island Railroad East Side Access.

(54) New York—Staten Island Ferry—Whitehall Intermodal Terminal.

(55) New York Susquehanna and Western Commuter Rail.

(56) New Jersey Urban Core.

(57) Norfolk—Virginia Beach Corridor.

(58) Oklahoma City—MAPS Link.

(59) Orange County—Fullerton—Irvine Corridor.

(60) Orlando—I–4 Central Florida Light Rail System.

(61) Philadelphia—Schuykill Valley Metro.

(62) Phoenix—Fixed Guideway.

(63) Colorado—Roaring Fork Valley Rail.

(64) Pittsburgh Airborne Shuttle System.

(65) Pittsburgh—MLK Busway Extension.

(66) Portland—South-North Corridor.

(67) Portland—Westside-Hillsboro Corridor.

(68) Raleigh-Durham—Regional Transit Plan.

(69) Sacramento—Folsom Extension.

(70) Sacramento—Placer County Corridor.

(71) Sacramento—South Corridor.

(72) Salt Lake City—Light Rail (Airport to University of Utah).

(73) Salt Lake City—Ogden-Provo Commuter Rail.

(74) Salt Lake City—South LRT.

(75) San Diego—Mid-Coast LRT Corridor.

(76) San Diego—Mission Valley East Corridor.

(77) San Diego—Oceanside—Escondido Corridor.

(78) San Francisco—BART to San Francisco International Airport Extension.

(79) San Francisco—Bayshore Corridor.

(80) San Jose—Tasman Corridor Light Rail.

(81) San Juan—Tren Urbano.

(82) San Juan—Tren Urbano Extension to Minellas.

(83) Santa Cruz—Fixed Guideway.

(84) Seattle—Southworth High Speed Ferry.

(85) Seattle—Sound Move Corridor.

(86) South Boston—Piers Transitway.

(87) St. Louis—Cross County Corridor.

(88) Stockton—Altamont Commuter Rail.

(89) Tampa Bay—Regional Rail.

(90) Twin Cities—Northstar Commuter Rail (Northtown Hub, Anoka County—St. Cloud).

(91) Twin Cities—Transitways Corridors.

(92) Washington—Richmond Rail Corridor Improvements.

(93) Washington, D.C.—Dulles Corridor Extension.

(94) Washington, D.C.—Largo Extension.

(95) West Trenton Line (West Trenton-Newark).

(96) Westlake—Commuter Rail Link.

(b) ALTERNATIVES ANALYSIS AND PRELIMINARY ENGINEERING.—The following projects are authorized for alternatives analysis and preliminary engineering for fiscal years 1998 through 2003 under section 5309(m)(1)(B) of title 49, United States Code:

(1) Albuquerque—High Capacity Corridor.

(2) Atlanta—Georgia 400 Multimodal Corridor.

(3) Atlanta—MARTA Extension (S. DeKalb-Lindbergh).

(4) Atlanta—MARTA I–285 Transit Corridor.

(5) Atlanta—MARTA Marietta-Lawrenceville Corridor.

(6) Atlanta—MARTA South DeKalb Comprehensive Transit Program.

(7) Baltimore—Metropolitan Rail Corridor.

(8) Baltimore—People Mover.

(9) Bergen County Cross—County Light Rail.

(10) Birmingham Transit Corridor.

(11) Boston—Urban Ring.

(12) Charleston—Monobeam.

(13) Chicago—Cominsky Park Station.

(14) Chicago—Inner Circumferential Commuter Rail.

(15) Cumberland/Dauphin County Corridor 1 Commuter Rail.

(16) Dallas—DART LRT Extensions.

(17) Dallas—Las Colinas Corridor.

(18) Dayton—Regional Riverfront Corridor.

(19) El Paso—International Fixed Guideway (El Paso-Juarez).

(20) Fremont—South Bay Corridor.

(21) Georgetown Branch (Bethesda-Silver Spring).

(22) Houston—Advanced Transit Program.

(23) Jacksonville—Fixed Guideway Corridor.

(24) Kenosha-Racine—Milwaukee Rail Extension.

(25) Knoxville—Electric Transit.

(26) Lorain—Cleveland Commuter Rail.

(27) Los Angeles—MOS–4 East Side Extension (II).

(28) Los Angeles—MOS–4 San Fernando Valley East-West.

(29) Los Angeles—LOSSAN (Del Mar-San Diego).

(30) Maine High Speed Ferry Service.

(31) Maryland Route 5 Corridor.

(32) Memphis—Regional Rail Plan.

(33) Miami—Kendall Corridor.

(34) Miami—Northeast Corridor.

(35) Miami—Palmetto Metrorail.

(36) New Jersey Trans-Hudson Midtown Corridor.

(37) New Orleans—Airport—CBD Commuter Rail.

(38) New Orleans—Desire Streetcar.

(39) New York—Astoria—East Elmhurst Extension.

(40) New York—Broadway—Lafayette & Bleecker St Transfer.

(41) New York—Brooklyn—Manhattan Access.

(42) New York—Lower Manhattan Access.

(43) New York—Manhattan East Side Link.

(44) New York—Midtown West Intermodal Terminal.

(45) New York—Nassau Hub.

(46) New York—North Shore Railroad.

(47) New York—Queens West Light Rail Link.

(48) New York—St. George's Ferry Intermodal Terminal.

(49) Newburgh—LRT System.

(50) North Front Range Corridor.

(51) Northeast Indianapolis Corridor.

(52) Oakland Airport—BART Connector.

(53) Philadelphia—Broad Street Line Extension.

(54) Philadelphia—Cross County Metro.

(55) Philadelphia—Lower Marion Township.

(56) Pinellas County—Mobility Initiative Project.

(57) Pittsburgh—Stage II Light Rail Reconstruction.

(58) Redlands—San Bernardino Transportation Corridor.

(59) Riverside—Perris rail passenger service.

(60) Salt Lake City—Draper Light Rail Extension.

(61) Salt Lake City—West Jordan Light Rail Extension.

(62) San Francisco—CalTrain Extension to Hollister.

(63) Scranton—Laurel Line Intermodal Corridor.

(64) SEATAC—Personal Rapid Transit.

(65) Toledo—CBD to Zoo.

(66) Union Township Station (Raritan Valley Line).

(67) Washington County Corridor (Hastings-St. Paul).

(68) Washington, D.C.—Georgetown-Ft. Lincoln.

(69) Williamsburg—Newport News-Hampton LRT.

(70) Cincinnati/N. Kentucky—Northeast Corridor.

(71) Northeast Ohio—commuter rail.

(c) EFFECT OF AUTHORIZATION.—

(1) IN GENERAL.—Projects authorized by subsection (a) for final design and construction are also authorized for alternatives analysis and preliminary engineering.

(2) FIXED GUIDEWAY AUTHORIZATION.—The project authorized by subsection (a)(3) includes an additional 28 rapid rail cars and project scope changes from amounts authorized by the Intermodal Surface Transportation Efficiency Act of 1991.

(3) INTERMODAL CENTER AUTHORIZATION.—Notwithstanding any other provision of law, the Huntington, West Virginia Intermodal Facility project is

eligible for funding under section 5309(m)(1)(C) of title 49, United States Code.

(d) NEW JERSEY URBAN CORE PROJECT.—

(1) ALLOCATIONS.—Section 3031(a) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2122) is amended by adding at the end the following:

"(3) ALLOCATIONS.—

"(A) RAIL CONNECTION BETWEEN PENN STATION NEWARK AND BROAD STREET STATION, NEWARK.—Of the amounts made available for the New Jersey Urban Core Project under section 5309(m)(1)(B) of title 49, United States Code, for fiscal years 1998 through 2003, the Secretary shall set aside 10 percent, but not more than $5,000,000, per fiscal year for preliminary engineering, design, and construction of the rail connection between Penn Station, Newark and Broad Street Station, Newark.

"(B) NEWARK—NEWARK INTERNATIONAL AIRPORT—ELIZABETH TRANSIT LINK.—Of the amounts made available for the New Jersey Urban Core Project under section 5309(m)(1)(B) of title 49, United States Code, for fiscal years 1998 through 2003, the Secretary, after making

the set aside under subparagraph (A), shall set aside 10 percent, but not more than $5,000,000, per fiscal year for preliminary engineering, design, and construction of the Newark—Newark International Airport—Elizabeth Transit Link, including construction of the auxiliary New Jersey Transit station, described in subsection (d).

"(C) LIGHT RAIL CONNECTION AND ALIGNMENT WITHIN AND SERVING THE CITY OF ELIZABETH.—Of amounts made available for the New Jersey Urban Core Project under section 5309(m)(1)(B) of title 49, United States Code, for fiscal years 1998 through 2003, the Secretary, after making the set-aside under subparagraphs (A) and (B), shall set aside 10 percent but not more than $5,000,000 per fiscal year for preliminary engineering, design, and construction of the light rail connection and alignment within and serving the city of Elizabeth as described in subsection (d).".

(2) CONFORMING AMENDMENT.—Section 3031(c) of such Act is amended—

(A) by striking "section 3(i) of the Federal Transit Act (relating to criteria for new starts)"

and inserting "section 5309(e) of title 49, United States Code,"; and

(B) by striking "; except" and all that follows through "such element".

(3) ELEMENTS OF NEW JERSEY URBAN CORE PROJECT.—Section 3031(d) of such Act is amended—

(A) by inserting after "Secaucus Transfer" the following: "(including relocation and construction of the Bergen County and Pascack Valley Rail Lines and the relocation of the Main/Bergen Connection with construction of a rail station and associated components to and at the contiguous New Jersey Meadowlands Sports Complex)";

(B) by striking ", Newark-Newark International Airport-Elizabeth Transit Link" and inserting the following: "(including a connection from the Vince Lombardi Station to Saddlebrook), Newark-Newark International Airport-Elizabeth Transit Link (including construction of an auxiliary New Jersey Light Rail Transit station directly connected to and integrated with the Amtrak Northeast Corridor Station at Newark International Airport, providing access from the Newark-Newark International

Airport-Elizabeth Light Rail Transit Link to the Newark International Airport)"; and

(C) by inserting after "New York Penn Station Concourse," the following: "the restoration of commuter rail service in Lakewood to Freehold to Matawan or Jamesburg, New Jersey, as described in section 3035(p) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2131), a light rail extension of the Newark-Newark International Airport-Elizabeth Light Rail Transit Link from Elizabeth, New Jersey, to the towns of Cranford, Westfield, Fanwood, and Plainfield in Union County, New Jersey, and any appropriate light rail connections and alignments within the city of Elizabeth to be determined by the city of Elizabeth and the New Jersey Department of Transportation (and which shall include connecting midtown Elizabeth to Route 1 Park and Ride, the Elizabeth Car House Museum, Division Street, Singer Place, Ferry Terminal, Jersey Gardens Mall, Elizabeth Port to Lot D at Newark Airport) and any appropriate fixed guideway system in Passaic County,".

1 ***SEC. 333. PROJECTS FOR BUS AND BUS-RELATED FACILI-***
2 ***TIES.***

3 *Of the amounts made available to carry out section*
4 *5309(m)(1)(C) for each of fiscal years 1999 and 2000, the*
5 *Secretary shall make funds available for the following*
6 *projects in not less than the amounts specified for the fiscal*
7 *year:*

	Project	*FY 1999 (in millions)*	*FY 2000 (in millions)*
1.	*Albuquerque, NM buses*	*1.250*	*1.250*
2.	*Alexandria, VA bus maintenance facility*	*1.000*	*1.000*
3.	*Alexandria, VA King Street Station access*	*1.100*	*0.000*
4.	*Altoona, PA Metro Transit Authority buses and transit system improvements*	*0.842*	*0.842*
5.	*Altoona, PA Metro Transit Authority Logan Valley Mall Suburban Transfer Center*	*0.080*	*0.000*
6.	*Altoona, PA Metro Transit Authority Transit Center improvements*	*0.424*	*0.000*
7.	*Arkansas Highway and Transit Department buses*	*0.200*	*0.000*
8.	*Armstrong County-Mid County, PA bus facilities and buses*	*0.150*	*0.150*
9.	*Atlanta, GA MARTA buses*	*9.000*	*13.500*
10.	*Austin, TX buses*	*1.250*	*1.250*
11.	*Babylon, NY Intermodal Center*	*1.250*	*1.250*
12.	*Birmingham-Jefferson County, AL buses*	*1.250*	*1.250*
13.	*Boulder/Denver, CO RTD buses*	*0.625*	*0.625*
14.	*Bradford County, Endless Mountain Transportation Authority buses*	*1.000*	*0.000*
15.	*Brookhaven Town, NY elderly and disabled buses and vans*	*0.225*	*0.000*
16.	*Brooklyn-Staten Island, NY Mobility Enhancement buses*	*0.800*	*0.000*
17.	*Broward County, FL buses*	*1.000*	*0.000*
18.	*Buffalo, NY Auditorium Intermodal Center*	*2.000*	*2.000*
19.	*Buffalo, NY Crossroads Intermodal Station*	*1.000*	*0.000*
20.	*Cambria County, PA bus facilities and buses*	*0.575*	*0.575*
21.	*Centre Area, PA Transportation Authority buses*	*1.250*	*1.250*
22.	*Chambersburg, PA Transit Authority buses*	*0.300*	*0.000*
23.	*Chambersburg, PA Transit Authority Intermodal Center*	*1.000*	*0.000*
24.	*Chatham, GA Downtown Transfer Center, Multimodal Circulator and Southside Transit Center*	*1.250*	*1.250*
25.	*Chester County, PA Paoli Transportation Center*	*1.000*	*1.000*

	Project	FY 1999 (in millions)	FY 2000 (in millions)
26.	Clark County, NV Regional Transportation Commission buses	1.250	1.250
27.	Cleveland, OH Triskett Garage bus maintenance facility	0.625	0.625
28.	Crawford Area, PA Transportation buses	0.500	0.000
29.	Culver City, CA CityBus buses	1.250	1.250
30.	Davis, CA Unitrans transit maintenance facility	0.625	0.625
31.	Dayton, OH Multimodal Transportation Center	0.625	0.625
32.	Daytona, FL Intermodal Center	2.500	2.500
33.	Duluth, MN Transit Authority community circulation vehicles	1.000	1.000
34.	Duluth, MN Transit Authority intelligent transportation systems	0.500	0.500
35.	Duluth, MN Transit Authority Transit Hub	0.500	0.500
36.	Dutchess County, NY Loop System buses	0.521	0.521
37.	East Hampton, NY elderly and disabled buses and vans	0.100	0.000
38.	Erie, PA Metropolitan Transit Authority buses	1.000	1.000
39.	Everett, WA Multimodal Transportation Center	1.950	1.950
40.	Fayette County, PA Intermodal Facilities and buses	1.270	1.270
41.	Fayetteville, AR University of Arkansas Transit System buses	0.500	0.000
42.	Fort Dodge, IA Intermodal Facility (Phase II)	0.885	0.885
43.	Gary, IN Transit Consortium buses	1.250	1.250
44.	Grant County, WA buses and vans	0.600	0.000
45.	Greensboro, NC Multimodal Center	3.340	3.339
46.	Greensboro, NC Transit Authority buses	1.500	1.500
47.	Greensboro, NC Transit Authority small buses and vans	0.321	0.000
48.	Hartford, CT Transportation Access Project	0.800	0.000
49.	Healdsburg, CA Intermodal Facility	1.000	1.000
50.	Honolulu, HI bus facility and buses	2.250	2.250
51.	Hot Springs, AR Transportation Depot and Plaza	0.560	0.560
52.	Humboldt, CA Intermodal Facility	1.000	0.000
53.	Huntington, WV Intermodal Facility	8.000	12.000
54.	Illinois statewide buses and bus-related equipment	6.800	8.200
55.	Indianapolis, IN buses	5.000	5.000
56.	Iowa/Illinois Transit Consortium bus safety and security	1.000	1.000
57.	Ithaca, NY TCAT bus technology improvements	1.250	1.250
58.	Lackawanna County, PA Transit System buses	0.600	0.600
59.	Lakeland, FL Citrus Connection transit vehicles and related equipment	1.250	1.250

	Project	FY 1999 (in millions)	FY 2000 (in millions)
60.	Lane County, OR Bus Rapid Transit	4.400	4.400
61.	Lansing, MI CATA bus technology improvements	0.600	0.000
62.	Little Rock, AR Central Arkansas Transit buses	0.300	0.000
63.	Livermore, CA automatic vehicle locator	1.000	1.000
64.	Long Island, NY CNG transit vehicles and facilities	1.250	1.250
65.	Los Angeles County, CA Foothill Transit buses	1.625	1.625
66.	Los Angeles County, CA MTOC buses	1.000	1.000
67.	Los Angeles, CA San Fernando Valley smart shuttle buses	0.300	0.000
68.	Los Angeles, CA Union Station Gateway Intermodal Transit Center	1.250	1.250
69.	Louisiana statewide bus facilities and buses	8.000	12.000
70.	Maryland statewide bus facilities and buses	7.000	11.500
71.	Mercer County, PA buses	0.750	0.000
72.	Miami Beach, FL Electric Shuttle Service	0.750	0.750
73.	Miami-Dade, FL buses	1.750	1.750
74.	Michigan statewide buses	10.000	13.500
75.	Milwaukee County, WI buses	4.000	6.000
76.	Mineola/Hicksville, NY LIRR Intermodal Centers	1.250	1.250
77.	Mobile, AL GM&O Intermodal Facility	0.750	0.000
78.	Modesto, CA bus maintenance facility	0.625	0.625
79.	Monroe County, PA Transportation Authority buses	1.000	0.000
80.	Monterey, CA Monterey-Salinas buses	0.625	0.625
81.	Morango Basin, CA Transit Authority bus facility	0.650	0.000
82.	New Haven, CT bus facility	2.250	2.250
83.	New Jersey Transit jitney shuttle buses	1.750	1.750
84.	Newark, NJ Morris & Essex Station access and buses	1.250	1.250
85.	Northstar Corridor, MN Intermodal Facilities and buses	6.000	10.000
86.	Norwalk, CA transit facility	0.500	0.500
87.	Norwich, CT buses	2.250	2.250
88.	Ogden, UT Intermodal Center	0.800	0.800
89.	Oklahoma statewide bus facilities and buses	5.000	5.000
90.	Orlando, FL Downtown Intermodal Facility	2.500	2.500
91.	Palm Springs, CA fuel cell buses	1.000	1.000
92.	Perris, CA bus maintenance facility	1.250	1.250
93.	Philadelphia, PA Frankford Transportation Center	5.000	5.000
94.	Philadelphia, PA Intermodal 30th Street Station	1.250	1.250
95.	Portland, OR Tri-Met buses	1.750	1.750
96.	Pritchard, AL bus transfer facility	0.500	0.000
97.	Reading, PA BARTA Intermodal Transportation Facility	1.750	1.750
98.	Red Rose, PA Transit Bus Terminal	1.000	0.000

	Project	FY 1999 (in millions)	FY 2000 (in millions)
99.	Richmond, VA GRTC bus maintenance facility	1.250	1.250
100.	Riverhead, NY elderly and disabled buses and vans	0.125	0.000
101.	Robinson, PA Towne Center Intermodal Facility	1.500	1.500
102.	Rome, NY Intermodal Center	0.400	0.000
103.	Sacramento, CA CNG buses	1.000	0.000
104.	San Francisco, CA Islais Creek Maintenance Facility	1.250	1.250
105.	San Juan, Puerto Rico Intermodal access	0.600	0.600
106.	Santa Clarita, CA facilities and buses	1.250	1.250
107.	Santa Cruz, CA bus facility	0.625	0.625
108.	Santa Rosa/Cotati, CA Intermodal Transportation Facilities	0.750	0.750
109.	Seattle, WA Intermodal Transportation Terminal	1.250	1.250
110.	Shelter Island, NY elderly and disabled buses and vans	0.100	0.000
111.	Smithtown, NY elderly and disabled buses and vans	0.125	0.000
112.	Somerset County, PA bus facilities and buses	0.175	0.175
113.	South Amboy, NJ Regional Intermodal Transportation Initiative	1.250	1.250
114.	South Bend, IN Urban Intermodal Transportation Facility	1.250	1.250
115.	South Carolina statewide Virtual Transit Enterprise	1.220	1.220
116.	South Dakota statewide bus facilities and buses	1.500	1.500
117.	Southampton, NY elderly and disabled buses and vans	0.125	0.000
118.	Southold, NY elderly and disabled buses and vans	0.100	0.000
119.	Springfield, MA Union Station	1.250	1.250
120.	St. Louis, MO Bi-state Intermodal Center	1.250	1.250
121.	Stapleton, CO Intermodal Center	1.250	1.250
122.	Suffolk County, NY elderly and disabled buses and vans	0.100	0.000
123.	Texas statewide small urban and rural buses	4.000	4.500
124.	Towamencin Township, PA Intermodal Bus Transportation Center	1.500	1.500
125.	Tuscaloosa, AL Intermodal Center	1.000	0.000
126.	Tuscon, AZ Intermodal Center	1.250	1.250
127.	Ukiah, CA Transportation Center	0.500	0.000
128.	Utah Transit Authority, UT Intermodal Facilities	1.500	1.500
129.	Utah Transit Authority/Park City Transit, UT buses	6.500	6.500
130.	Utica, NY Union Station	2.100	2.100
131.	Utica and Rome, NY bus facilities and buses	0.500	0.000
132.	Washington County, PA Intermodal Facilities	0.630	0.630

Project	*FY 1999 (in millions)*	*FY 2000 (in millions)*
133. Washington, D.C. Intermodal Transportation Center	*2.500*	*2.500*
134. Washoe County, NV transit improvements	*1.250*	*1.250*
135. Waterbury, CT bus facility	*2.250*	*2.250*
136. West Virginia statewide Intermodal Facility and buses	*5.000*	*5.000*
137. Westchester County, NY Bee-Line transit system fareboxes	*0.979*	*0.979*
138. Westchester County, NY Bee-Line transit system shuttle buses	*1.000*	*1.000*
139. Westchester County, NY DOT articulated buses	*1.250*	*1.250*
140. Westmoreland County, PA Intermodal Facility	*0.200*	*0.200*
141. Wilkes-Barre, PA Intermodal Facility	*1.250*	*1.250*
142. Williamsport, PA buses	*1.200*	*1.200*
143. Windsor, CA Intermodal Facility	*0.750*	*0.750*
144. Wisconsin statewide bus facilities and buses	*8.000*	*12.000*
145. Woodland Hills, CA Warner Center Transportation Hub	*0.325*	*0.625*
146. Worcester, MA Union Station Intermodal Transportation Center	*2.500*	*2.500*
147. Lynchburg, VA buses	*0.200*	*0.000*
148. Harrisonburg, VA buses	*0.200*	*0.000*
149. Roanoke, VA buses	*0.200*	*0.000*

SEC. 334. PROJECT MANAGEMENT OVERSIGHT.

(a) STUDY.—The Comptroller General shall conduct a study of the Secretary of Transportation's implementation of project management oversight under section 5327 of title 49, United States Code.

(b) CONTENTS.—The study shall include the following:

(1) A listing of the amounts made available under section 5327(c)(1) of title 49, United States Code, for project management oversight in each of fiscal years 1992 through 1997 and a description of the activities funded using such amounts.

(2) A description of the major capital projects subject to project management oversight, including the grant amounts for such projects.

(3) A description of the contracts entered into for project management oversight, including the scope of work and dollar amounts of such contracts.

(4) A determination of whether the project management oversight activities conducted by the Secretary are authorized under section 5327.

(5) A description of any cost savings or program improvements resulting from project management oversight.

(6) Recommendations regarding any changes that would improve the project management oversight function.

(c) REPORT.—Not later than 12 months after the date of the enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study.

SEC. 335. PRIVATIZATION.

(a) STUDY.—Not later than 3 months after the date of the enactment of this Act, the Secretary shall enter into an agreement with the Transportation Research Board of

the National Academy of Sciences to conduct a study of the effect of privatization or contracting out mass transportation operation and administrative functions on cost, availability and level of service, efficiency, safety, quality of services provided to transit-dependent populations, and employer-employee relations.

(b) TERMS OF AGREEMENT.—The agreement entered into in subsection (a) shall provide that—

(1) the Transportation Research Board, in conducting the study, consider the number of grant recipients that have privatized or contracted out services, the size of the population served by such grant recipients, the basis for decisions regarding privatization or contracting out, and the extent to which contracting out was affected by the integration and coordination of resources of transit agencies and other Federal agencies and programs; and

(2) the panel conducting the study shall include representatives of transit agencies, employees of transit agencies, private contractors, academic and policy analysts, and other interested persons.

(c) REPORT.—Not later than 24 months after the date of entry into the agreement under subsection (a), the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the

Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study.

(d) FUNDING.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out this section $200,000 for fiscal year 1998, subject to the obligation limitation set forth in section 329(b).

(e) CONTRACTUAL OBLIGATION.—Entry into an agreement to carry out this section that is financed with amounts made available under subsection (c) is a contractual obligation of the United States to pay the Government's share of the cost of the study.

SEC. 336. SCHOOL TRANSPORTATION SAFETY.

(a) STUDY.—Not later than 3 months after the date of the enactment of this Act, the Secretary shall enter into an agreement with the Transportation Research Board of the National Academy of Sciences to conduct a study of the safety issues attendant to transportation of school children to and from school and school-related activities by various transportation modes.

(b) TERMS OF AGREEMENT.—The agreement entered into in subsection (a) shall provide that—

(1) the Transportation Research Board, in conducting the study, consider—

(A) in consultation with the National Transportation Safety Board, the Bureau of

Transportation Statistics, and other relevant entities, available crash injury data, and if unavailable or insufficient, recommend a new data collection regimen and implementation guidelines; and

(B) vehicle design and driver training requirements, routing, and operational factors that affect safety and other factors that the Secretary considers appropriate; and

(2) the panel conducting the study shall include representatives of highway safety organizations, school transportation, mass transportation operators, employee organizations, bicycling organizations, academic and policy analysts, and other interested parties.

(c) REPORT.—Not later than 12 months after the date of entry into the agreement under subsection (a), the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study.

(d) FUNDING.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out this section $200,000 for fiscal year 1998, subject to the obligation limitation set forth in section 329(b).

(e) CONTRACTUAL OBLIGATION.—Entry into an agreement to carry out this section that is financed with amounts made available under subsection (c) is a contractual obligation of the United States to pay the Government's share of the cost of the study.

SEC. 337. URBANIZED AREA FORMULA STUDY.

(a) STUDY.—The Secretary shall conduct a study to determine whether the current formula for apportioning funds to urbanized areas accurately reflects the transit needs of the urbanized areas and if not whether any changes should be made either to the formula or through some other mechanism to reflect the fact that some urbanized areas with a population between 50,000 and 200,000 have transit systems that carry more passengers per mile or hour than the average of those transit systems in urbanized areas with a population over 200,000.

(b) REPORT.—Not later than December 31, 1999, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study conducted under this section together with any proposed changes to the method for apportioning funds to urbanized areas with a population over 50,000.

SEC. 338. COORDINATED TRANSPORTATION SERVICES.

(a) STUDY.—The Comptroller General shall conduct a study of Federal departments and agencies (other than the Department of Transportation) that receive Federal financial assistance for non-emergency transportation services.

(b) CONTENTS.—In conducting the study, the Comptroller General shall—

(1) identify each Federal department and agency (other than the Department of Transportation) that has received Federal financial assistance for non-emergency transportation services in any of the 3 fiscal years preceding the date of the enactment of this Act;

(2) identify the amount of such assistance received by each Federal department and agency in such fiscal years; and

(3) identify the projects and activities funded using such financial assistance.

(c) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study and any recommendations for enhanced coordination between the Department of Transportation and other Federal departments

and agencies that provide funding for non-emergency transportation.

SEC. 339. FINAL ASSEMBLY OF BUSES.

(a) STUDY.—The Comptroller General shall conduct a study to review monitoring by the Federal Transit Administration of preaward and post-delivery audits for compliance with the requirements for final assembly of buses of section 5323(j) of title 49, United States Code.

(b) REPORT.—Not later than 6 months after the date of the enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study.

TITLE IV—MOTOR CARRIER SAFETY

SEC. 401. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the reference shall be considered to be made to a section or other provision of title 49, United States Code.

SEC. 402. STATE GRANTS.

(a) OBJECTIVE AND DEFINITIONS.—Section 31101 is amended—

(1) by striking

"§ 31101. Definitions"

and inserting the following:

"§ 31101. Objective and definitions";

(2) in paragraph (1)(A)—

(A) by inserting "or gross vehicle weight" after "rating"; and

(B) by striking "10,000 pounds" and inserting "10,001 pounds, whichever is greater";

(3) in paragraph (1)(C) by inserting "and transported in a quantity requiring placarding under regulations prescribed by the Secretary under section 5103" after "title";

(4) by striking "In this subchapter—" and inserting the following:

"(b) DEFINITIONS.—In this subchapter the following definitions apply:"; and

(5) by inserting after the section heading the following:

"(a) OBJECTIVE.—The objective of this subchapter is to ensure that the Secretary, States, and other political jurisdictions establish programs to improve motor carrier,

commercial motor vehicle, and driver safety to support a safe and efficient transportation system by—

"(1) promoting safe for-hire and private transportation, including transportation of passengers and hazardous materials, to reduce the number and severity of commercial motor vehicle crashes;

"(2) developing and enforcing effective, compatible, and cost-beneficial motor carrier, commercial motor vehicle, and driver safety regulations and practices, including enforcement of State and local traffic safety laws and regulations;

"(3) assessing and improving statewide program performance by setting program outcome goals, improving problem identification and countermeasures planning, designing appropriate performance standards, measures, and benchmarks, improving performance information, and monitoring program effectiveness;

"(4) ensuring that drivers of commercial motor vehicles and enforcement personnel obtain adequate training in safe operational practices and regulatory requirements; and

"(5) advancing promising technologies and encouraging adoption of safe operational practices.".

(b) PERFORMANCE-BASED GRANTS AND HAZARDOUS MATERIALS TRANSPORTATION SAFETY.—Section 31102 is amended—

(1) in subsection (a)—

(A) by inserting "improving motor carrier safety and" after "programs for"; and

(B) by inserting ", hazardous material transportation safety," after "commercial motor vehicle safety"; and

(2) in the first sentence of paragraph (b)(1)—

(A) by striking "adopt and assume responsibility for enforcing" and inserting "assume responsibility for improving motor carrier safety and to adopt and enforce"; and

(B) by inserting ", hazardous material transportation safety," after "commercial motor vehicle safety".

(c) CONTENTS OF STATE PLANS.—Section 31102(b)(1) is amended—

(1) in subparagraph (J) by inserting "(1)" after "(c)";

(2) by striking subparagraphs (K), (L), (M), and (N) and inserting the following:

"(K) ensures consistent, effective, and reasonable sanctions;

"(L) ensures that the State agency will coordinate the plan, data collection, and information systems with State highway safety programs under title 23;

"(M) ensures participation in motor carrier, commercial motor vehicle, and driver information systems by all appropriate jurisdictions receiving funding under this section;

"(N) implements performance-based activities by fiscal year 2003;";

(3) in subparagraph (O)—

(A) by inserting after "activities" the following: "in support of national priorities and performance goals, including";

(B) by striking "to remove" in clause (i) and inserting "activities aimed at removing";

(C) by striking "to provide" in clause (ii) and inserting "activities aimed at providing"; and

(D) by inserting "and" after the semicolon at the end of clause (ii); and

(E) by striking clauses (iii) and (iv) and inserting the following:

"(iii) interdiction activities affecting the transportation of controlled substances by com-

mercial motor vehicle drivers and training on appropriate strategies for carrying out those interdiction activities;";

(4) by striking subparagraph (P) and inserting the following:

"(P) provides that the State will establish a program to ensure the proper and timely correction of commercial motor vehicle safety violations noted during an inspection carried out with funds authorized under section 31104;";

(5) by striking the period at the end of subparagraph (Q) and inserting "; and"; and

(6) by adding at the end the following:

"(R) ensures that roadside inspections will be conducted only at a distance that is adequate to protect the safety of drivers and enforcement personnel.".

(d) UNITED STATES GOVERNMENT'S SHARE OF COSTS.—The first sentence of section 31103 is amended by inserting "improve commercial motor vehicle safety and" before "enforce".

(e) AVAILABILITY OF AMOUNTS.—Section 31104(a) of such title is amended to read as follows:

"(a) IN GENERAL.—The following amounts are made available from the Highway Trust Fund (other than the

Mass Transit Account) for the Secretary of Transportation to incur obligations to carry out section 31102:

"(1) Not more than $78,000,000 for fiscal year 1998.

"(2) Not more than $110,000,000 for fiscal year 1999.

"(3) Not more than $130,000,000 for each of fiscal years 2000 through 2003."

(f) CONFORMING AMENDMENT.—Section 31104(b) is amended by striking "(1)" and by striking paragraph (2).

(g) ALLOCATION CRITERIA AND ELIGIBILITY.—Section 31104 is further amended—

(1) by striking subsections (f) and (g) and inserting the following:

"(f) ALLOCATION CRITERIA AND ELIGIBILITY.—

"(1) IN GENERAL.—On October 1 of each fiscal year or as soon after that date as practicable and after making the deduction under subsection (e), the Secretary shall allocate amounts made available to carry out section 31102 for such fiscal year among the States with plans approved under section 31102. Such allocation shall be made under such criteria as the Secretary prescribes by regulation.

"(2) HIGH-PRIORITY ACTIVITIES AND PROJECTS.—The Secretary may designate up to 5

percent of amounts available for allocation under paragraph (1) to reimburse—

"(A) States for carrying out high priority activities and projects that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations, including activities and projects that are national in scope, increase public awareness and education, or demonstrate new technologies; and

"(B) local governments and other persons that use trained and qualified officers and employees, for carrying out activities and projects described in subparagraph (A) in coordination with State motor vehicle safety agencies.";

(2) by redesignating subsection (h) as subsection (g);

(3) by striking subsection (i);

(4) by redesignating subsection (j) as subsection (h); and

(5) in the first sentence of subsection (h), as so redesignated, by striking "tolerance".

(h) CONFORMING AMENDMENT.—The table of sections for chapter 311 is amended by striking the item relating to section 31101 and inserting the following:

"31101. Objective and definitions.".

SEC. 403. INFORMATION SYSTEMS.

(a) IN GENERAL.—Section 31106 is amended to read as follows:

"§ 31106. Information systems

"(a) INFORMATION SYSTEMS AND DATA ANALYSIS.—

"(1) IN GENERAL.—Subject to the provisions of this section, the Secretary shall establish and operate motor carrier, commercial motor vehicle, and driver information systems and data analysis programs to support safety activities required under this title.

"(2) COORDINATION INTO NETWORK.—In cooperation with the States, the information systems under this section shall be coordinated into a network providing identification of motor carriers and drivers, commercial motor vehicle registration and license tracking, and motor carrier, commercial motor vehicle, and driver safety performance data.

"(3) DATA ANALYSIS CAPACITY AND PROGRAMS.—The Secretary shall develop and maintain under this section data analysis capacity and programs that provide the means to—

"(A) identify and collect necessary motor carrier, commercial motor vehicle, and driver data;

"(B) evaluate the safety fitness of motor carriers, commercial motor vehicles, and drivers;

"(C) develop strategies to mitigate safety problems and to measure the effectiveness of such strategies and related programs;

"(D) determine the cost-effectiveness of Federal and State safety and enforcement programs and other countermeasures; and

"(E) adapt, improve, and incorporate other information and information systems as the Secretary determines appropriate.

"(4) STANDARDS.—To implement this section, the Secretary may prescribe technical and operational standards to ensure—

"(A) uniform, timely, and accurate information collection and reporting by the States and other entities;

"(B) uniform Federal, State, and local policies and procedures; and

"(C) the reliability and availability of the information to the Secretary, States, and others as the Secretary determines appropriate.

"(b) PERFORMANCE AND REGISTRATION INFORMATION PROGRAM.—

"(1) INFORMATION CLEARINGHOUSE.—The Secretary shall include, as part of the information systems authorized by this section, a program to estab-

lish and maintain a clearinghouse and repository of information related to State registration and licensing of commercial motor vehicles and the motor carriers operating the vehicles. The clearinghouse and repository shall include information on the safety fitness of each motor carrier and registrant and other information the Secretary considers appropriate, including information on motor carrier, commercial motor vehicle, and driver safety performance.

"(2) DESIGN.—The program shall link Federal safety information systems with State registration and licensing systems and shall be designed to enable a State to—

"(A) determine the safety fitness of a motor carrier or registrant when licensing or registering the motor carrier or commercial motor vehicle or while the license or registration is in effect; and

"(B) decide, in cooperation with the Secretary, whether and what types of sanctions or operating limitations to impose on the motor carrier or registrant to ensure safety.

"(3) CONDITIONS FOR PARTICIPATION.—The Secretary shall require States, as a condition of participation in the program, to—

"(A) comply with the technical and operational standards prescribed by the Secretary under subsection (a)(4); and

"(B) possess or seek authority to impose commercial motor vehicle registration sanctions or operating limitations on the basis of a Federal safety fitness determination.

"(4) FUNDING.—Of the amounts made available under section 31107, not more than $6,000,000 in each of fiscal years 1998 through 2003 may be used to carry out this subsection.

"(c) COMMERCIAL MOTOR VEHICLE DRIVER SAFETY PROGRAM.—In coordination with the information system under section 31309, the Secretary is authorized to establish a program to improve commercial motor vehicle driver safety. The objectives of the program shall include—

"(1) enhancing the exchange of driver licensing information among the States and among the States, the Federal Government, and foreign countries;

"(2) providing information to the judicial system on commercial motor vehicle drivers;

"(3) evaluating any aspect of driver performance that the Secretary determines appropriate; and

"(4) developing appropriate strategies and countermeasures to improve driver safety.

"(d) COOPERATIVE AGREEMENTS, GRANTS, AND CONTRACTS.—The Secretary may carry out this section either independently or in cooperation with other Federal departments, agencies, and instrumentalities, or by making grants to, and entering into contracts and cooperative agreements with, States, local governments, associations, institutions, corporations, and other persons.

"(e) INFORMATION AVAILABILITY AND PRIVACY PROTECTION.—

"(1) AVAILABILITY OF INFORMATION.—The Secretary shall make data collected in systems and through programs under this section available to the public to the maximum extent permissible under the Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552).

"(2) REVIEW OF DATA.—The Secretary shall allow individuals and motor carriers to whom the data pertains to review periodically such data and to request corrections or clarifications.

"(3) STATE AND LOCAL OFFICIALS.—State and local safety and enforcement officials shall have access to data made available under this subsection to the same extent as Federal safety and enforcement officials.".

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 31107 is amended to read as follows:

"§ 31107. Authorization of appropriations for information systems

"(a) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) to carry out sections 31106 and 31309 of this title—

"(1) $7,000,000 for fiscal year 1998;

"(2) $15,000,000 for fiscal year 1999; and

"(3) $20,000,000 for each of fiscal years 2000 through 2003.

The amounts made available under this subsection shall remain available until expended.

"(b) CONTRACT AUTHORITY.—Approval by the Secretary of a grant with funds made available under this section imposes upon the United States Government a contractual obligation for payment of the Government's share of costs incurred in carrying out the objectives of the grant.".

(c) SUBCHAPTER HEADING.—The heading for subchapter I of chapter 311 is amended by inserting after "GRANTS" the following: "AND OTHER COMMERCIAL MOTOR VEHICLE PROGRAMS".

(d) CONFORMING AMENDMENTS.—The table of sections for chapter 311 is amended—

(1) by striking

and inserting

"SUBCHAPTER I—STATE GRANTS AND OTHER COMMERCIAL MOTOR VEHICLE PROGRAMS";

(2) by striking the item relating to section 31106 and inserting the following:

"31106. Information systems."; and

(3) by striking the item relating to section 31107 and inserting the following:

"31107. Authorization of appropriations for information systems.".

SEC. 404. AUTOMOBILE TRANSPORTER DEFINED.

Section 31111(a) is amended—

(1) by striking "section—" and inserting "section, the following definitions apply:";

(2) by inserting after "(1)" the following: "MAXI-CUBE VEHICLE.—The term";

(3) by inserting after "(2)" the following: "TRUCK TRACTOR.—The term";

(4) by redesignating paragraphs (1) and (2) as paragraphs (2) and (3), respectively; and

(5) by inserting before paragraph (2), as so redesignated, the following:

"(1) AUTOMOBILE TRANSPORTER.—The term 'automobile transporter' means any vehicle combination designed and used specifically for the transport of assembled highway vehicles.".

SEC. 405. INSPECTIONS AND REPORTS.

(a) GENERAL POWERS OF THE SECRETARY.—Section 31133(a)(1) is amended by inserting "and make contracts for" after "conduct".

(b) REPORTS AND RECORDS.—Section 504(c) is amended by inserting "(and, in the case of a motor carrier, a contractor)" before the second comma.

SEC. 406. EXEMPTIONS AND PILOT PROGRAMS.

(a) IN GENERAL.—Section 31315 is amended to read as follows:

"§ 31315. Exemptions and pilot programs

"(a) EXEMPTIONS.—

"(1) IN GENERAL.—Upon receipt of a request pursuant to paragraph (3), the Secretary of Transportation may grant to a person or class of persons an exemption from a regulation prescribed under this chapter or section 31136 if the Secretary finds such exemption would likely achieve a level of safety equal to or greater than the level that would be achieved absent such exemption. An exemption may be granted for no longer than 2 years from its approval date and may be renewed upon application to the Secretary.

"(2) AUTHORITY TO REVOKE EXEMPTION.—The Secretary shall immediately revoke an exemption if the person fails to comply with the terms and conditions of such exemption or if continuation of the ex-

emption would not be consistent with the goals and objectives of this chapter or section 31136, as the case may be.

"(3) REQUESTS FOR EXEMPTION.—Not later than 180 days after the date of the enactment of this section and after notice and an opportunity for public comment, the Secretary shall specify by regulation the procedures by which a person may request an exemption. Such regulations shall, at a minimum, require the person to provide the following information for each exemption request:

"(A) The provisions from which the person requests exemption.

"(B) The time period during which the exemption would apply.

"(C) An analysis of the safety impacts the exemption may cause.

"(D) The specific countermeasures the person would undertake, if the exemption were granted, to ensure an equal or greater level of safety than would be achieved absent the exemption.

"(4) NOTICE AND COMMENT.—

"(A) UPON RECEIPT OF A REQUEST.—Upon receipt of an exemption request, the Secretary

shall publish in the Federal Register a notice explaining the request that has been filed and shall give the public an opportunity to inspect the safety analysis and any other relevant information known to the Secretary and to comment on the request. This subparagraph does not require the release of information protected by law from public disclosure.

"(B) UPON GRANTING A REQUEST.—Upon granting a request for exemption, the Secretary shall publish in the Federal Register the name of the person granted the exemption, the provisions from which the person will be exempt, the effective period, and all terms and conditions of the exemption.

"(C) UPON DENYING A REQUEST.—Upon denying a request for exemption, the Secretary shall publish in the Federal Register the name of the person denied the exemption and the reasons for such denial.

"(5) APPLICATIONS TO BE DEALT WITH PROMPTLY.—The Secretary shall grant or deny an exemption request after a thorough review of its safety implications, but in no case later than 180 days after the filing date of such request, or the Secretary shall publish

in the Federal Register the reason for the delay in the decision and an estimate of when the decision will be made.

"(6) TERMS AND CONDITIONS.—The Secretary shall establish terms and conditions for each exemption to ensure that it will likely achieve a level of safety equal to or greater than the level that would be achieved absent such exemption. The Secretary shall monitor the implementation of the exemption to ensure compliance with its terms and conditions.

"(7) NOTIFICATION OF STATE COMPLIANCE AND ENFORCEMENT PERSONNEL.—Before granting a request for exemption, the Secretary shall notify State safety compliance and enforcement personnel, including roadside inspectors, and the public that a person will be operating pursuant to an exemption and any terms and conditions that will apply to the exemption.

"(b) PILOT PROGRAMS.—

"(1) IN GENERAL.—The Secretary may conduct pilot programs to evaluate innovative approaches to motor carrier, vehicle, and driver safety. Such pilot programs may include exemptions from a regulation prescribed under this chapter or section 31136 if the pilot program contains, at a minimum, the elements

described in paragraph (2). The Secretary shall publish in the Federal Register a detailed description of the program and the exemptions to be considered and provide notice and an opportunity for public comment before the effective date of any exemptions.

"(2) PROGRAM ELEMENTS.—In proposing a pilot program and before granting exemptions for purposes of a pilot program, the Secretary shall include, at a minimum, the following elements in each pilot program plan:

"(A) A program scheduled life of not more than 3 years.

"(B) A scientifically valid methodology and study design, including a specific data collection and analysis plan, that identifies appropriate control groups for comparison.

"(C) The fewest participants necessary to yield statistically valid findings.

"(D) Observance of appropriate ethical protocols for the use of human subjects in field experiments.

"(E) An oversight plan to ensure that participants comply with the terms and conditions of participation.

"(F) Adequate countermeasures to protect the health and safety of study participants and the general public.

"(G) A plan to inform State partners and the public about the pilot program and to identify approved participants to safety compliance and enforcement personnel and to the public.

"(3) AUTHORITY TO REVOKE PARTICIPATION.—The Secretary shall immediately revoke participation in a pilot program of a motor carrier, vehicle, or driver for failure to comply with the terms and conditions of the pilot program or if continued participation would not be consistent with the goals and objectives of this chapter or section 31136, as the case may be.

"(4) AUTHORITY TO TERMINATE PROGRAM.—The Secretary shall immediately terminate a pilot program if its continuation would not be consistent with the goals and objectives of this chapter or section 31136, as the case may be.

"(5) REPORT TO CONGRESS.—At the conclusion of each pilot program, the Secretary shall promptly report to Congress the findings, conclusions, and recommendations of the program, including suggested amendments to law or regulation that would enhance

motor carrier, vehicle, and driver safety and improve compliance with national safety standards.

"(c) PREEMPTION OF STATE RULES.—During the time period that an exemption or pilot program is in effect under this section, no State shall enforce any law or regulation that conflicts with or is inconsistent with an exemption or pilot program with respect to a person exercising the exemption or participating in the pilot program.".

(b) TABLE OF SECTIONS.—The table of sections for chapter 313 is amended by striking the item relating to section 31315 and inserting the following:

"31315. Exemptions and pilot programs.".

(c) CONFORMING AMENDMENT.—Section 31136(e) is amended to read as follows:

"(e) EXEMPTIONS.—The Secretary may grant exemptions from any regulation prescribed under this section in accordance with section 31315.".

(d) PROTECTION OF EXISTING EXEMPTIONS.—The amendments made by subsections (a) and (c) of this section shall not apply to or otherwise affect an exemption or waiver in effect on the day before the date of the enactment of this Act under section 31315 or 31136(e) of title 49, United States Code.

SEC. 407. SAFETY REGULATION.

(a) COMMERCIAL MOTOR VEHICLE DEFINED.—Section 31132(1) is amended—

(1) in subparagraph (A)—

(A) by inserting "or gross vehicle weight" after "rating"; and

(B) by inserting ", whichever is greater" after "pounds"; and

(2) in subparagraph (B)—

(A) by inserting "or livery" after "taxicab"; and

(B) by striking "6 passengers" and inserting "8 passengers, including the driver,".

(b) REPEAL OF REVIEW PANEL.—Section 31134, and the item relating to such section in the table of sections for chapter 311, are repealed.

(c) REPEAL OF SUBMISSION TO REVIEW PANEL.—Section 31140, and the item relating to such section in the table of sections for chapter 311, are repealed.

(d) REVIEW PROCEDURE.—Section 31141 is amended—

(1) by striking subsections (b) and (c) and inserting the following:

"(b) SUBMISSION OF REGULATION.—A State that enacts a State law or issues a regulation on commercial motor vehicle safety shall submit a copy of the law or regulation to the Secretary of Transportation immediately after the enactment or issuance.

"(c) REVIEW AND DECISIONS BY SECRETARY.—

"(1) REVIEW.—The Secretary shall review State laws and regulations on commercial motor vehicle safety. The Secretary shall decide whether the State law or regulation—

"(A) has the same effect as a regulation prescribed by the Secretary under section 31136;

"(B) is less stringent than such regulation; or

"(C) is additional to or more stringent than such regulation.

"(2) REGULATIONS WITH SAME EFFECT.—If the Secretary decides a State law or regulation has the same effect as a regulation prescribed by the Secretary under section 31136 of this title, the State law or regulation may be enforced.

"(3) LESS STRINGENT REGULATIONS.—If the Secretary decides a State law or regulation is less stringent than a regulation prescribed by the Secretary under section 31136 of this title, the State law or regulation may not be enforced.

"(4) ADDITIONAL OR MORE STRINGENT REGULATIONS.—If the Secretary decides a State law or regulation is additional to or more stringent than a regulation prescribed by the Secretary under section

31136 of this title, the State law or regulation may be enforced unless the Secretary also decides that—

"(A) the State law or regulation has no safety benefit;

"(B) the State law or regulation is incompatible with the regulation prescribed by the Secretary; or

"(C) enforcement of the State law or regulation would cause an unreasonable burden on interstate commerce.

"(5) CONSIDERATION OF EFFECT ON INTERSTATE COMMERCE.—In deciding under paragraph (4) whether a State law or regulation will cause an unreasonable burden on interstate commerce, the Secretary may consider the effect on interstate commerce of implementation of that law or regulation with the implementation of all similar laws and regulations of other States.";

(2) by striking subsection (e); and

(3) by redesignating subsections (f), (g), and (h) as subsections (e), (f), and (g), respectively.

(e) INSPECTION OF SAFETY EQUIPMENT.—Section 31142(a) is amended by striking "part 393 of title 49, Code of Federal Regulations" and inserting "the regulations issued under section 31136".

(f) PROTECTION OF STATES PARTICIPATING IN STATE GROUPS.—Section 31142(c)(1)(C) is amended—

(1) by inserting after "from" the following: "participating in the activities of a voluntary group of States"; and

(2) by striking "that meets" and all that follows through "1984".

(g) REPORT.—Not later than 180 days after the date of the enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the status of implementation of the amendments made by subsection (a)(2) of this section.

SEC. 408. IMPROVED INTERSTATE SCHOOL BUS SAFETY.

(a) APPLICABILITY OF FEDERAL MOTOR CARRIER SAFETY REGULATIONS TO INTERSTATE SCHOOL BUS OPERATIONS.—Section 31136 is amended by adding at the end the following:

"(g) APPLICABILITY TO SCHOOL TRANSPORTATION OPERATIONS OF LOCAL EDUCATION AGENCIES.—Not later than 6 months after the date of the enactment of this subsection, the Secretary shall issue regulations making the relevant commercial motor carrier safety regulations issued under subsection (a) applicable to all interstate school

transportation operations by local educational agencies (as defined in section 14101 of the Elementary and Secondary Education Act of 1965).".

(b) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall submit to Congress a report describing the status of compliance by private for-hire motor carriers and local educational agencies in meeting the requirements of section 31136 of title 49, United States Code, and any activities of the Secretary or the States to enforce such requirements.

SEC. 409. REPEAL OF CERTAIN OBSOLETE MISCELLANEOUS AUTHORITIES.

Subchapter IV of chapter 311 (including sections 31161 and 31162), and the items relating to such subchapter and sections in the table of sections for chapter 311, are repealed.

SEC. 410. COMMERCIAL VEHICLE OPERATORS.

(a) COMMERCIAL MOTOR VEHICLE DEFINED.—Section 31301(4) is amended—

(1) in subparagraph (A)—

(A) by inserting "or gross vehicle weight" after "rating" the first 2 places it appears; and

(B) by inserting ", whichever is greater," after "pounds" the first place it appears; and

(2) in subparagraph (C)(ii) by inserting "is" before "transporting" each place it appears.

(b) PROHIBITION ON CMV OPERATION WITHOUT CDL.—

(1) IN GENERAL.—Section 31302 is amended to read as follows:

"§ 31302. Driver's license requirement

"An individual may operate a commercial motor vehicle only if the individual has a valid commercial driver's license. An individual operating a commercial motor vehicle may have only one driver's license at any time.".

(2) CONFORMING AMENDMENT.—The item relating to section 31302 in the table of sections for chapter 313 is amended to read as follows:

"31302. Driver's license requirement.".

(c) UNIQUE IDENTIFIERS IN CDLS.—

(1) IN GENERAL.—Section 31308(2) is amended by inserting before the semicolon "and each license issued after January 1, 2000, include unique identifiers to minimize fraud and duplication".

(2) DEADLINE FOR ISSUANCE OF REGULATIONS.—Not later than 180 days after the date of the enactment of this Act, the Secretary shall issue regulations to carry out the amendment made by paragraph (1).

(d) COMMERCIAL DRIVER'S LICENSE INFORMATION SYSTEM.—Section 31309 is amended—

(1) in subsection (a) by striking "make an agreement under subsection (b) of this section for the operation of, or establish under subsection (c) of this section," and inserting "maintain";

(2) by inserting after the first sentence of subsection (a) the following: "The system shall be coordinated with activities carried out under section 31106.";

(3) by striking subsections (b) and (c);

(4) in subsection (d)(1)—

(A) by striking "and" at the end of subparagraph (E);

(B) by striking the period at the end of subparagraph (F) and inserting "; and"; and

(C) by adding at the end the following:

"(G) information on all fines, penalties, convictions, and failure to appear for a hearing or trial incurred by the operator with respect to operation of a motor vehicle for a period of not less than 3 years beginning on the date of the imposition of such a fine or penalty or the date of such a conviction or failure to appear.";

(5) by striking subsection (d)(2) and inserting the following:

"(2) The information system under this section must accommodate any unique identifiers required to minimize fraud or duplication of a commercial driver's license under section 31308(2).";

(6) by striking subsection (e) and inserting the following:

"(e) AVAILABILITY OF INFORMATION.—Information in the information system shall be made available and subject to review and correction in accordance with section 31106(e).";

(7) in subsection (f) by striking "If the Secretary establishes an information system under this section, the" and inserting "The";

(8) by striking "shall" in the first sentence of subsection (f) and inserting "may"; and

(9) by redesignating subsections (d), (e), and (f) as subsections (b), (c), and (d), respectively.

(e) REPEAL OF OBSOLETE GRANT PROGRAMS.—Sections 31312 and 31313, and the items relating to such sections in the table of sections for chapter 313, are repealed.

(f) UPDATING AMENDMENTS.—Section 31314 is amended—

(1) by striking "(2), (5), and (6)" each place it appears in subsections (a) and (b) and inserting "(3), and (5)";

(2) in subsection (c) by striking "(1) Amounts" and all that follows through "(2) Amounts" and inserting "Amounts";

(3) by striking subsection (d); and

(4) by redesignating subsection (e) as subsection (d).

SEC. 411. INTERIM BORDER SAFETY IMPROVEMENT PROGRAM.

(a) PROGRAM.—The Secretary shall carry out a program to improve commercial motor vehicle safety in the vicinity of borders between the United States and Canada and the United States and Mexico.

(b) GRANT AND OTHER AUTHORITY.—The Secretary may expend funds made available to carry out this section—

(1) for making grants to border States, local governments, organizations, and other persons to carry out activities described in subsection (c);

(2) for personnel of the Department of Transportation to conduct such activities; and

(3) for entry into contracts for the conduct of such activities.

(c) USE OF FUNDS.—Activities for which funds may be expended under this section include—

(1) employment by the Department of Transportation or a border State of additional personnel to enforce commercial motor vehicle safety regulations described in subsection (a);

(2) training of personnel to enforce such regulations;

(3) development of data bases and communication systems to improve commercial motor vehicle safety; and

(4) education and outreach initiatives.

(d) CRITERIA.—In selecting activities and projects for funding under this section, the Secretary shall consider current levels of enforcement by border States, cross border traffic patterns (including volume of commercial motor vehicle traffic), location of inspection facilities, and such other factors as the Secretary determines will result in the greatest safety improvement and benefit to border States and the Nation.

(e) FEDERAL SHARE.—

(1) IN GENERAL.—The Federal share payable under a grant made under this section for—

(A) any activity described in paragraph (2), (3), or (4) of subsection (c) shall be 80 percent; and

(B) any activity described in subsection (c)(1) shall be—

(i) 80 percent for the first 2 years that a State receives a grant under this section for such activity;

(ii) 50 percent for the third and fourth years that a State receives a grant under this section for such activity; and

(iii) 25 percent for the fifth and sixth years that a State receives a grant under this section for such activity.

(2) IN-KIND CONTRIBUTIONS.—In determining the non-Federal costs under paragraph (1), the Secretary shall include in-kind contributions by the grant recipient, of which up to $2,500,000 may be used to upgrade earthquake simulation facilities as required to carry out the program.

(f) MAINTENANCE OF EFFORT.—A grant may not be made to a State under this section for an activity described in subsection (c)(1) in any fiscal year unless the State enters into such agreements with the Secretary as the Secretary may require to ensure that the State will maintain

its aggregate expenditures from all other sources for employment of personnel to enforce commercial motor vehicle safety regulations in the vicinity of the border at or above the average level of such expenditures in the State's 2 fiscal years preceding the date of the enactment of this section.

(g) FUNDING.—Of amounts made available to carry out the coordinated border infrastructure and safety program under section 116 of this Act, $20,000,000 for fiscal year 1998 and $15,000,000 for each of fiscal years 1999 through 2003 shall be available to carry out this section.

(h) BORDER STATE DEFINED.—In this section, the term "border State" means any State that has a boundary in common with Canada or Mexico.

SEC. 412. VEHICLE WEIGHT ENFORCEMENT.

(a) STUDY.—The Secretary shall conduct a study of State laws and regulations pertaining to penalties for violation of State commercial motor vehicle weight laws.

(b) PURPOSE.—The purpose of the study shall be to determine the effectiveness of State penalties as a deterrent to illegally overweight trucking operations. The study shall evaluate fine structures, innovative roadside enforcement techniques, a State's ability to penalize shippers and carriers as well as drivers, and shall examine the effectiveness of administrative and judicial procedures utilized to enforce vehicle weight laws.

(c) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall transmit to Congress a report on the results of the study conducted under this section, together with any legislative recommendations of the Secretary.

(d) FUNDING.—From amounts made available under subparagraphs (F) through (I) of section 127(a)(3) of this Act, the Secretary may use not to exceed $300,000 to carry out this section.

SEC. 413. PARTICIPATION IN INTERNATIONAL REGISTRATION PLAN AND INTERNATIONAL FUEL TAX AGREEMENT.

Sections 31702, 31703, and 31708, and the items relating to such sections in the table of sections for chapter 317, are repealed.

SEC. 414. TELEPHONE HOTLINE FOR REPORTING SAFETY VIOLATIONS.

(a) IN GENERAL.—For a period of not less than 2 years beginning on or before the 90th day following the date of the enactment of this Act, the Secretary shall establish, maintain, and promote the use of a nationwide toll-free telephone system to be used by drivers of commercial motor vehicles and others to report potential violations of Federal motor carrier safety regulations and any laws or regulations relating to the safe operation of commercial motor ve-

hicles and to report potentially improper inspections, audits, and enforcement activities.

(b) MONITORING.—The Secretary shall monitor reports received by the telephone system and shall consider nonfrivolous information provided by such reports in setting priorities for motor carrier safety audits and other enforcement activities.

(c) PROTECTION OF PERSONS REPORTING VIOLATIONS.—

(1) PROHIBITION.—A person reporting a potential violation to the telephone system while acting in good faith may not be discharged, disciplined, or discriminated against regarding pay, terms, or privileges of employment because of the reporting of such violation.

(2) APPLICABILITY OF SECTION 31105 OF TITLE 49.—For purposes of section 31105 of title 49, United States Code, a violation or alleged violation of paragraph (1) shall be treated as a violation of section 31105(a) of such title.

(d) FUNDING.—From amounts set aside under section 104(a) of title 23, United States Code, the Secretary may use not to exceed $300,000 for each of fiscal years 1998 through 2003 to carry out this section.

SEC. 415. INSULIN TREATED DIABETES MELLITUS.

(a) DETERMINATION.—Not later than 18 months after the date of the enactment of this Act, the Secretary shall determine whether a practicable and cost-effective screening, operating, and monitoring protocol could likely be developed for insulin treated diabetes mellitus individuals who want to operate commercial motor vehicles in interstate commerce that would ensure a level of safety equal to or greater than that achieved with the current prohibition on individuals with insulin treated diabetes mellitus driving such vehicles.

(b) COMPILATION AND EVALUATION.—Prior to making the determination in subsection (a), the Secretary shall compile and evaluate research and other information on the effects of insulin treated diabetes mellitus on driving performance. In preparing the compilation and evaluation, the Secretary shall, at a minimum—

(1) consult with States that have developed and are implementing a screening process to identify individuals with insulin treated diabetes mellitus who may obtain waivers to drive commercial motor vehicles in intrastate commerce;

(2) evaluate the Department's policy and actions to permit certain insulin treated diabetes mellitus individuals who meet selection criteria and who success-

fully comply with the approved monitoring protocol to operate in other modes of transportation;

(3) analyze available data on the safety performance of diabetic drivers of motor vehicles;

(4) assess the relevance of intrastate driving and experiences of other modes of transportation to interstate commercial motor vehicle operations; and

(5) consult with interested groups knowledgeable about diabetes and related issues.

(c) REPORT TO CONGRESS.—If the Secretary determines that no protocol described in subsection (a) could likely be developed, the Secretary shall report to Congress the basis for such determination.

(d) INITIATION OF RULEMAKING.—If the Secretary determines that a protocol described in subsection (a) could likely be developed, the Secretary shall report to Congress a description of the elements of such protocol and shall promptly initiate a rulemaking proceeding to implement such protocol.

SEC. 416. PERFORMANCE-BASED CDL TESTING.

(a) REVIEW.—Not later than 1 year after the date of the enactment of this Act, the Secretary shall complete a review of the procedures established and implemented by States under section 31305 of title 49, United States Code, to determine if the current system for testing is an accurate

measure and reflection of an individual's knowledge and skills as an operator of a commercial motor vehicle and to identify methods to improve testing and licensing standards, including identifying the benefits and costs of a graduated licensing system.

(b) REGULATIONS.—Not later than 1 year after the date of completion of the review under subsection (a), the Secretary shall issue regulations under section 31305 reflecting the results of the review.

SEC. 417. POSTACCIDENT ALCOHOL TESTING.

(a) STUDY.—The Secretary shall conduct a study of the feasibility of utilizing qualified emergency responders and law enforcement officers for conducting postaccident alcohol testing of commercial motor vehicle operators under section 31306 of title 49, United States Code, as a method of obtaining more timely information and reducing the burdens that employers may encounter in meeting the testing requirements of such section.

(b) REPORT.—Not later than 18 months after the date of the enactment of this Act, the Secretary shall transmit to Congress a report on the study conducted under subsection (a) with recommendations regarding the utilization of emergency responders and law enforcement officers in conducting testing described in subsection (a).

SEC. 418. DRIVER FATIGUE.

(a) TECHNOLOGIES TO REDUCE FATIGUE OF COMMERCIAL MOTOR VEHICLE OPERATORS.—

(1) DEVELOPMENT OF TECHNOLOGIES.—As part of the activities of the Secretary relating to the fatigue of commercial motor vehicle operators, the Secretary shall encourage the research, development, and demonstration of technologies that may aid in reducing such fatigue.

(2) IDENTIFICATION OF TECHNOLOGIES.—In identifying technologies pursuant to paragraph (1), the Secretary shall take into account—

(A) the degree to which the technology will be cost efficient;

(B) the degree to which the technology can be effectively used in diverse climatic regions of the Nation; and

(C) the degree to which the application of the technology will further emissions reductions, energy conservation, and other transportation goals.

(3) FUNDING.—The Secretary may use amounts made available under subparagraphs (F) through (I) of section 127(a)(3) of this Act to carry out this subsection.

(b) NONSEDATING ANTIHISTAMINES.—The Secretary shall review available information on the effects of antihistamines on driver fatigue, awareness, and performance and shall consider encouraging the use of nonsedating antihistamines as a means of reducing the adverse effects of the use of other antihistamines by drivers.

SEC. 419. SAFETY FITNESS.

(a) IN GENERAL.—Section 31144 is amended to read as follows:

"§ 31144. Safety fitness of owners and operators

"(a) IN GENERAL.—The Secretary shall—

"(1) determine whether an owner or operator is fit to operate safely commercial motor vehicles;

"(2) periodically update such safety fitness determinations;

"(3) make such safety fitness determinations readily available to the public; and

"(4) prescribe by regulation penalties for violations of this section consistent with section 521.

"(b) PROCEDURE.—The Secretary shall maintain by regulation a procedure for determining whether an owner or operator is fit to operate safely commercial motor vehicles. The procedure shall include, at a minimum, the following elements:

"(1) Specific initial and continuing requirements with which an owner or operator must comply to demonstrate safety fitness.

"(2) A methodology the Secretary will use to determine whether an owner or operator is fit.

"(3) Specific time frames within which the Secretary will determine whether an owner or operator is fit.

"(c) PROHIBITED TRANSPORTATION.—

"(1) IN GENERAL.—Except as provided in sections 521(b)(5)(A) and 5113 and this subsection, an owner or operator who the Secretary determines is not fit may not operate commercial motor vehicles in interstate commerce beginning on the 61st day after the date of such fitness determination and until the Secretary determines such owner or operator is fit.

"(2) OWNERS OR OPERATORS TRANSPORTING PASSENGERS.—With regard to owners or operators of commercial motor vehicles designed or used to transport passengers, an owner or operator who the Secretary determines is not fit may not operate in interstate commerce beginning on the 46th day after the date of such fitness determination and until the Secretary determines such owner or operator is fit.

"(3) OWNERS OR OPERATORS TRANSPORTING HAZARDOUS MATERIAL.—With regard to owners or operators of commercial motor vehicles designed or used to transport hazardous material for which placarding of a motor vehicle is required under regulations prescribed under chapter 51, an owner or operator who the Secretary determines is not fit may not operate in interstate commerce beginning on the 46th day after the date of such fitness determination and until the Secretary determines such owner or operator is fit.

"(4) SECRETARY'S DISCRETION.—Except for owners or operators described in paragraphs (2) and (3), the Secretary may allow an owner or operator who is not fit to continue operating for an additional 60 days after the 61st day after the date of the Secretary's fitness determination, if the Secretary determines that such owner or operator is making a good faith effort to become fit.

"(d) REVIEW OF FITNESS DETERMINATIONS.—

"(1) IN GENERAL.—Not later than 45 days after an unfit owner or operator requests a review, the Secretary shall review such owner's or operator's compliance with those requirements with which the owner or operator failed to comply and resulted in the Sec-

retary determining that the owner or operator was not fit.

"(2) OWNERS OR OPERATORS TRANSPORTING PASSENGERS.—Not later than 30 days after an unfit owner or operator of commercial motor vehicles designed or used to transport passengers requests a review, the Secretary shall review such owner's or operator's compliance with those requirements with which the owner or operator failed to comply and resulted in the Secretary determining that the owner or operator was not fit.

"(3) OWNERS OR OPERATORS TRANSPORTING HAZARDOUS MATERIAL.—Not later than 30 days after an unfit owner or operator of commercial motor vehicles designed or used to transport hazardous material for which placarding of a motor vehicle is required under regulations prescribed under chapter 51, the Secretary shall review such owner's or operator's compliance with those requirements with which the owner or operator failed to comply and resulted in the Secretary determining that the owner or operator was not fit.

"(e) PROHIBITED GOVERNMENT USE.—A department, agency, or instrumentality of the United States Government may not use to provide any transportation service an owner

or operator who the Secretary has determined is not fit until the Secretary determines such owner or operator is fit.".

(b) CONFORMING AMENDMENT.—Section 5113 is amended by striking subsections (a), (b), (c), and (d) and inserting the following:

"See section 31144.".

SEC. 420. HAZARDOUS MATERIALS TRANSPORTATION REGULATION AND FARM SERVICE VEHICLES.

(a) EXCEPTIONS.—Section 5117(d)(2) is amended—

(1) by striking "do not prohibit";

(2) in subparagraph (A)—

(A) by inserting "do not prohibit" before "or regulate"; and

(B) by striking "or" the last place it appears;

(3) in subparagraph (B) by inserting "do not prohibit" before "transportation";

(4) by striking the period at the end of subparagraph (B) and inserting "; or"; and

(5) by adding at the end the following:

"(C) do not prohibit a State from providing an exception from requirements relating to placarding, shipping papers, and emergency telephone numbers for the private motor carriage in intrastate transpor-

tation of an agricultural production material from a source of supply to a farm, from a farm to another farm, from a field to another field on a farm, or from the farm back to the source of supply.

In granting any exception under subparagraph (C), a State must certify to the Secretary that such exception is in the public interest, the need for such exception, and that the State shall monitor the exception and take such measures necessary to ensure that safety is not compromised.".

(b) AGRICULTURAL PRODUCTION MATERIAL DEFINED.—Section 5117 is amended by adding at the end the following:

"(f) AGRICULTURAL PRODUCTION MATERIAL DEFINED.—In this section, the term 'agricultural production material' means—

"(1) ammonium nitrate fertilizer in a quantity that does not exceed 16,094 pounds;

"(2) a pesticide in a quantity that does not exceed 502 gallons for liquids and 5,070 pounds for solids; and

"(3) a diluted solution of water and pesticides or fertilizer in a quantity that does not exceed 3,500 gallons.".

SEC. 421. TRUCK TRAILER CONSPICUITY.

(a) ISSUANCE OF FINAL RULE.—Not later than 1 year after the date of the enactment of this Act, the Secretary shall issue a final rule regarding the conspicuity of trailers manufactured before December 1, 1993.

(b) CONSIDERATIONS.—In conducting the rulemaking under subsection (a), the Secretary shall consider, at a minimum, the following:

(1) The cost-effectiveness of any requirement to retrofit trailers manufactured before December 1, 1993.

(2) The extent to which motor carriers have voluntarily taken steps to increase equipment visibility.

(3) Regulatory flexibility to accommodate differing trailer designs and configurations, such as tank trucks.

SEC. 422. DOT IMPLEMENTATION PLAN.

(a) IN GENERAL.—Not later than 18 months after the date of the enactment of this section, the Secretary shall develop and submit to Congress a plan for implementing authority (if subsequently provided by law) to—

(1) investigate and bring civil actions to enforce chapter 5 of title 49, United States Code, or a regulation or order of the Secretary under such chapter, when violated by shippers, freight forwarders, brokers, consignees, or persons (other than rail carriers, motor

carriers, motor carriers of migrant workers, or motor private carriers); and

(2) assess civil or criminal penalties against a person who knowingly aids, abets, counsels, commands, induces, or procures a violation of a regulation or an order of the Secretary under chapter 311 or section 31502 of such title to the same extent as a motor carrier or driver who commits such a violation.

(b) CONTENTS OF IMPLEMENTATION PLAN.—In developing the implementation plan, the Secretary, at a minimum, shall consider—

(1) in what circumstances the Secretary would exercise the new authority;

(2) how the Secretary would determine that shippers, freight forwarders, brokers, consignees, or other persons committed violations described in subsection (a), including what types of evidence would be conclusive;

(3) what procedures would be necessary during investigations to ensure the confidentiality of shipper contract terms prior to the Secretary's findings of violations;

(4) what impact the exercise of the new authority would have on the Secretary's resources, including

whether additional investigative or legal resources would be necessary and whether the staff would need specialized education or training to exercise properly such authority;

(5) to what extent the Secretary would conduct educational activities for persons who would be subject to the new authority; and

(6) any other information that would assist the Congress in determining whether to provide the Secretary the new authority.

TITLE V—PROGRAMMATIC REFORMS AND STREAMLINING

SEC. 501. PROJECT APPROVAL AND OVERSIGHT.

(a) IN GENERAL.—Section 106 is amended by striking the section heading and all that follows through the period at the end of subsection (d) and inserting the following:

"§ 106. Project approval and oversight

"(a) IN GENERAL.—

"(1) SUBMISSION OF PLANS, SPECIFICATIONS, AND ESTIMATES.—Except as otherwise provided in this section, each State highway department shall submit to the Secretary for approval such plans, specifications, and estimates for each proposed project as the Secretary may require.

"(2) PROJECT AGREEMENT.—The Secretary shall act upon the plans, specifications, and estimates as soon as practicable after the date of their submission and shall enter into a formal project agreement with the State highway department formalizing the conditions of the project approval.

"(3) CONTRACTUAL OBLIGATION.—The execution of the project agreement shall be deemed a contractual obligation of the Federal Government for the payment of its proportional contribution thereto.

"(4) GUIDANCE.—In taking action under this subsection, the Secretary shall be guided by the provisions of section 109.

"(b) PROJECT AGREEMENT.—

"(1) PROVISION OF STATE FUNDS.—The project agreement shall make provision for State funds required for the State's pro rata share of the cost of construction of the project and for the maintenance of the project after completion of construction.

"(2) REPRESENTATIONS OF STATE.—The Secretary may rely upon representations made by the State highway department with respect to the arrangements or agreements made by the State highway department and appropriate local officials if a part

of the project is to be constructed at the expense of, or in cooperation with, local subdivisions of the State.

"(c) SPECIAL RULES FOR PROJECT OVERSIGHT.—

"(1) NHS PROJECTS.—

"(A) GENERAL AUTHORITY.—Except as otherwise provided in subsection (d), the Secretary may discharge to the State any of the Secretary's responsibilities under this title for design, plans, specifications, estimates, contract awards, and inspection of projects on the National Highway System.

"(B) AGREEMENT.—The Secretary and the State shall reach agreement as to the extent the State may assume the Secretary's responsibilities under this subsection. The Secretary may not assume any greater responsibility than the Secretary is permitted under this title on September 30, 1997, except upon agreement by the Secretary and the State.

"(2) NON-INTERSTATE SYSTEM PROJECTS.—For all projects under this title that are not on the National Highway System, the State shall assume the Secretary's responsibility under this title for design, plans, specifications, estimates, contract awards, and inspection of projects. For projects that are on the Na-

tional Highway System but not on the Interstate System, the State shall assume the Secretary's responsibility under this title for design, plans, specifications, estimates, contract awards, and inspections of projects unless the State or the Secretary determines that such assumption is not appropriate.

"(d) SECRETARY'S RESPONSIBILITIES.—Nothing in this section, section 133, and section 149 shall affect or discharge any responsibility or obligation of the Secretary under any Federal law, other than this title. Any responsibility or obligation of the Secretary under sections 113 and 114 of this title and section 5333 of title 49, United States Code, shall not be affected and may not be discharged under this section, section 133, or section 149.".

(b) REPEAL OF OBSOLETE PROVISIONS.—Sections 105, 110, and 117, and the items relating to such sections in the table of sections for chapter 1, are repealed.

(c) CONFORMING AMENDMENT.—The table of sections for chapter 1 is amended by striking the item relating to section 106 and inserting:

"106. Project approval and oversight.".

SEC. 502. ENVIRONMENTAL STREAMLINING.

(a) COORDINATED ENVIRONMENTAL REVIEW PROCESS.—

(1) DEVELOPMENT AND IMPLEMENTATION.—The Secretary shall develop and implement a coordinated

environmental review process for highway construction projects that require—

(A) the preparation of an environmental impact statement or environmental assessment under the National Environmental Policy Act of 1969, except that the Secretary may decide not to apply this section to the preparation of an environmental assessment under such Act; or

(B) the conduct of any other environmental review, analysis, opinion, or issuance of an environmental permit, license, or approval by operation of Federal law.

(2) MEMORANDUM OF UNDERSTANDING.—The coordinated environmental review process for each project shall ensure that, whenever practicable (as set forth in this section), all environmental reviews, analyses, opinions, and any permits, licenses, or approvals that must be issued or made by any Federal agency for the concerned highway project shall be conducted concurrently and completed within a cooperatively determined time period. Such process for a project or class of projects may be incorporated into a memorandum of understanding between the Department of Transportation and all other Federal agencies (and, where appropriate, State agencies). In establish-

ing such time period and any time periods for review within such period the Department and all such agencies shall take into account their respective resources and statutory commitments.

(b) ELEMENTS OF COORDINATED ENVIRONMENTAL REVIEW PROCESS.—For each highway project, the coordinated environmental review process established under this section shall provide, at a minimum, for the following elements:

(1) AGENCY IDENTIFICATION.—The Secretary shall, at the earliest possible time, identify all potential Federal agencies that—

(A) have jurisdiction by law over environmental-related issues that may be affected by the project and the analysis of which would be part of any environmental document required by the National Environmental Policy Act of 1969; or

(B) may be required by Federal law to independently—

(i) conduct an environmental-related review or analysis; or

(ii) determine whether to issue a permit, license, or approval or render an opinion on the environmental impact of the project.

(2) TIME LIMITATIONS AND CONCURRENT REVIEW.—The Secretary and the head of each Federal agency identified under paragraph (1)—

(A)(i) shall jointly develop and establish time periods for review for—

(I) all Federal agency comments with respect to any environmental review documents required by the National Environmental Policy Act of 1969 for the project; and

(II) all other independent Federal agency environmental analyses, reviews, opinions, and decisions on any permits, licenses, and approvals that must be issued or made for the project;

whereby each such Federal agency's review shall be undertaken and completed within such established time periods for review; or

(ii) may enter into an agreement to establish such time periods for review with respect to a class of projects; and

(B) shall ensure, in establishing such time periods for review, that the conduct of any such analysis, review, opinion, and decision is undertaken concurrently with all other environmental

reviews for the project, including those required by the National Environmental Policy Act of 1969; except that such review may not be concurrent if the affected Federal agency can demonstrate that such concurrent review would result in a significant adverse impact to the environment or substantively alter the operation of Federal law or would not be possible without information developed as part of the environmental review process.

(3) FACTORS TO BE CONSIDERED.—Time periods for review established under this section shall be consistent with those established by the Council on Environmental Quality under the provisions of sections 1501.8 and 1506.10 of title 40, Code of Federal Regulations.

(4) EXTENSIONS.—The Secretary shall extend any time periods for review under this section if, upon good cause shown, the Secretary and any Federal agency concerned determine that additional time for analysis and review is needed as a result of new information which has been discovered that could not reasonably have been anticipated when such agency's time periods for review were established. Any memo-

randum of understanding shall be modified to incorporate any mutually agreed upon extensions.

(c) DISPUTE RESOLUTION.—When the Secretary determines that a Federal agency which is subject to a time period for its environmental review or analysis under this section has failed to complete such review, analysis, opinion, or decision on issuing any permit, license, or approval within the established time period or within any agreed upon extension to such time period, then the Secretary may close the record. If the Secretary finds after timely compliance with this section, that an environmental issue related to the highway project that an affected Federal agency has jurisdiction over by operation of Federal law has not been resolved, then the Secretary and the head of such agency shall resolve the matter within 30 days of the finding by the Secretary.

(d) ACCEPTANCE OF PURPOSE AND NEED.—For any environmental impact statement prepared pursuant to the National Environmental Policy Act of 1969 or the conduct of any other environmental review, analysis, opinion, or issuance of an environmental permit, license, or approval that requires an analysis of purpose and need, the agency conducting such review with respect to the highway project shall give due consideration to the project purpose and need as defined by the Secretary and the project applicant.

(e) PARTICIPATION OF STATE AGENCIES.—For any project eligible for assistance under chapter 1 of title 23, United States Code, a State, by operation of State law, may require that all State agencies that have jurisdiction by State or Federal law over environmental-related issues that may be affected by the project or must issue any environmental-related reviews, analyses, opinions, or determinations on issuing any permits, licenses, or approvals for the project be subject to the coordinated environmental review process provided for in this section unless the Secretary determines that a State's participation would not be in the public interest. For a State to require State agencies to participate in the review process, all affected agencies of such State shall be subject to the review process.

(f) ASSISTANCE TO AFFECTED FEDERAL AGENCIES.—The Secretary may approve a request by a State to provide funds made available under chapter 1 of title 23, United States Code, to the State for the project subject to the review process established by this section to affected Federal agencies to provide the resources necessary to meet any time limits established by this section. Such requests shall only be approved for the additional amounts that the Secretary determines are necessary for such affected Federal agencies to meet the time limits for environmental review where such

time limits are less than the customary time necessary for such review.

(g) FEDERAL AGENCY DEFINED.—For the purposes of this section, the term "Federal agency" means any Federal agency or any State agency carrying out affected responsibilities required by operation of Federal law.

(h) JUDICIAL REVIEW AND SAVINGS CLAUSE.—

(1) JUDICIAL REVIEW.—Nothing in this section shall affect the reviewability of any final Federal agency action in a district court of the United States or in the court of any State.

(2) SAVINGS CLAUSE.—Nothing in this section shall be construed to affect the applicability of the National Environmental Policy Act of 1969 or any other Federal environmental statute or affect the responsibility of any Federal officer to comply with or enforce any such statute.

(i) STATE ENVIRONMENTAL REVIEW DELEGATION PILOT DEMONSTRATION PROGRAM.—

(1) IN GENERAL.—The Secretary, in cooperation with the Council on Environmental Quality, shall establish and implement a State environmental review pilot demonstration program. Such program shall permit the Secretary, in cooperation with the Council on Environmental Quality, to develop criteria for

States to select up to 8 States for participation in the program. A State interested in participation in the program shall submit to the Secretary an application for participation.

(2) DELEGATION OF AUTHORITY.—For each State selected to participate in the pilot program, the Secretary shall delegate and the State shall accept all of the responsibilities for conducting the Federal environmental review process required by the National Environmental Policy Act of 1969 in the manner required if the projects were undertaken by the Secretary.

(3) CERTIFICATION.—A State that is selected to participate in the pilot program shall, prior to assuming any responsibilities for the Secretary under this subsection, submit to the Secretary and the Secretary, in cooperation with the Council on Environmental Quality, shall approve a certification that shall, at a minimum—

(A) be in a form acceptable to the Secretary;

(B) be executed by the Chief Executive Officer of the recipient of assistance under this section (hereinafter in this section referred to as the "certifying officer");

(C) specify that the certifying officer consents to assume the status of a responsible Federal officer under the National Environmental Policy Act of 1969 (and any applicable regulations issued by the Secretary or the Council on Environmental Quality implementing such Act) for the affected project;

(D) accept jurisdiction of the Federal courts for the purpose of enforcement of the State's responsibilities for the project; and

(E) agree that the Secretary's approval of such certification shall constitute the Secretary's responsibilities under the National Environmental Policy Act of 1969 and any other related provisions of law that the Secretary may specify for the affected project.

(4) OVERSIGHT.—For each State selected to participate in the pilot program, the Secretary shall, in cooperation with the Council on Environmental Quality, conduct quarterly audits in the first year of such participation, and annual audits every year thereafter, to ensure that each selected State is complying with all elements of the certification provided for in this subsection and all requirements delegated pursuant to this subsection.

(5) TERMINATION.—The Secretary, in cooperation with the Council on Environmental Quality, may immediately terminate the participation of any State if the Secretary, in cooperation with the Council on Environmental Quality, finds that such State is not complying with any responsibility or duty set forth in this subsection or that the State's continued participation in the program would result in any adverse impact on the environment.

(6) PERIOD OF APPLICABILITY.—The pilot program shall remain in effect for 3 years. The pilot program shall apply to all projects initiated within such 3-year period, and any such project shall be subject to the provisions of this subsection until the review of the project is completed under this subsection.

(7) REPORT TO CONGRESS.—The Secretary and Council on Environmental Quality shall transmit to Congress annual reports on the pilot program.

SEC. 503. MAJOR INVESTMENT STUDY INTEGRATION.

The Secretary shall eliminate the major investment study set forth in section 450.318 of title 23, Code of Federal Regulations, as a separate requirement and promulgate regulations to integrate such requirement, as appropriate, as part of each analysis undertaken pursuant to the National Environmental Policy Act of 1969 for a project receiving

assistance with funds made available under this Act (including any amendments made by this Act).

SEC. 504. FINANCIAL PLAN.

The Secretary shall require each recipient of Federal financial assistance for a highway or transit project with an estimated total cost of $1,000,000,000 or more to submit to the Secretary an annual financial plan. Such plan shall be based on detailed annual estimates of the cost to complete the remaining elements of the project and on reasonable assumptions, as determined by the Secretary, of future increases in the cost to complete the project.

SEC. 505. UNIFORM TRANSFERABILITY OF FEDERAL-AID HIGHWAY FUNDS.

(a) IN GENERAL.—Chapter 1 is amended by inserting after section 109 the following:

"§ 110. Uniform transferability of Federal-aid highway funds

"(a) GENERAL RULE.—Notwithstanding any other provision of law but subject to subsections (b) and (c), if at least 50 percent of a State's apportionment under section 104 or 144 for a fiscal year or at least 50 percent of the funds set-aside under section 133(d) from the State's apportionment section 104(b)(3) may not be transferred to any other apportionment of the State under section 104 or 144 for such fiscal year, then the State may transfer not to ex-

ceed 50 percent of such apportionment or set aside to any other apportionment of such State under section 104 or 144 for such fiscal year.

"(b) APPLICATION TO CERTAIN SET-ASIDES.—This section shall not apply to funds subject to the last sentence of section 133(d)(1) and funds subject to sections 104(f) and 133(d)(3). The maximum amount that a State may transfer under this section of the State's set-aside under section 133(d)(2) for a fiscal year may not exceed 50 percent of (1) the amount of such set-aside, less (2) the amount of the State's set-aside under section 133(d)(3) for fiscal year 1996.

"(c) APPLICATION TO CERTAIN CMAQ FUNDS.—The maximum amount that a State may transfer under this section of the State's apportionment under section 104(b)(2) for a fiscal year may not exceed 50 percent of (1) the amount of such apportionment, less (2) the amount of the State's apportionment under section 104(b)(2) for fiscal year 1997. Any such funds apportioned under section 104(b)(2) and transferred under this section may only be obligated in geographic areas eligible for the obligation of funds apportioned under section 104(b)(2).".

(b) CONFORMING AMENDMENT.—The table of sections for chapter 1 is amended by inserting after the item relating to section 109 the following:

"110. Uniform transferability of Federal-aid highway funds.".

SEC. 506. DISCRETIONARY GRANT SELECTION CRITERIA AND PROCESS.

(a) ESTABLISHMENT OF CRITERIA.—The Secretary shall establish criteria for all discretionary programs funded from the Highway Trust Fund (including the Mass Transit Account). To the extent practicable, such criteria shall conform to the Executive Order No. 12893 (relating to infrastructure investment). In formulating such criteria, the Secretary shall provide that, if 2 or more applications for a discretionary grant are otherwise equal, then the grant shall be awarded to the application from a State that has a Highway Trust Fund (other than the Mass Transit Account) return of less than 90 percent.

(b) SELECTION PROCESS.—

(1) LIMITATION ON ACCEPTANCE OF APPLICATION.—Before accepting application for grants under any discretionary program for which funds are authorized to be appropriated from the Highway Trust Fund (including the Mass Transit Account) by this Act (including the amendments made by this Act), the Secretary shall publish the criteria established under subsection (a). Such publication shall identify all statutory criteria and any criteria established by regulation that will apply to such program.

(2) EXPLANATION.—At least 14 days before making a grant under a discretionary program described

in paragraph (1), the Secretary shall transmit to the respective committees of the House of Representatives and the Senate having jurisdiction over such program, and shall publish, an explanation of how projects will be selected based on the criteria established for such program under subsection (a).

(c) MINIMUM PROGRAMS.—At a minimum the criteria established under subsection (a) and the process established by subsection (b) shall apply to the following programs:

(1) The high cost Interstate System reconstruction and improvement program.

(2) The research program under title VI of this Act.

(3) The national corridor planning and development program.

(4) The coordinated border infrastructure and safety program.

(5) The construction of ferry boats and ferry terminal facilities.

(6) The scenic byway program.

(7) The discretionary bridge program.

(8) New fixed guideway systems and extensions to existing fixed guideway systems under section 5309 of title 49, United States Code.

(9) Transit research and planning.

SEC. 507. ELIMINATION OF REGIONAL OFFICE RESPONSIBILITIES.

(a) IN GENERAL.—The Secretary shall eliminate any programmatic responsibility of the regional offices of the Federal Highway Administration as part of the Administration's efforts to restructure its field organization, including elimination of regional offices, creation of technical resource centers, and maximum delegation of authority to its State offices.

(b) REPORT TO CONGRESS.—The Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a detailed implementation plan not later than September 30, 1998, and thereafter provide periodic progress reports to such Committees.

(c) IMPLEMENTATION.—The Secretary shall begin implementation of the plan transmitted under subsection (b) not later than December 31, 1998.

SEC. 508. AUTHORITY FOR CONGRESS TO MAKE MIDCOURSE CORRECTIONS TO THE HIGHWAY AND TRANSIT PROGRAMS.

The Secretary shall not apportion or allocate, prior to August 1, 2001, any funds authorized to be appropriated or made available for fiscal year 2001 under title 23, United States Code (other than sections 125 and 157 and

amounts necessary for the administration of the Federal Highway Administration under section 104(a)), title I and VI of this Act (other than section 127(b)), section 31104(a) of title 49, United States Code, section 5338 of title 49, United States Code (other than amounts necessary for the administration of the Federal Transit Administration), and title III of this Act, unless a law has been enacted making midcourse corrections to the Federal-aid highway and transit programs authorized by this Act (including amendments made by this Act) which would, at a minimum—

(1) approve a funding distribution for and any modifications to the high-cost interstate reconstruction and improvement program;

(2) approve a proposed system of performance bonuses to States pursuant to the bonus program established under section 123 of this Act;

(3) approve a cost estimate for States as part of the Appalachian development highway system program;

(4) make any other appropriate programmatic changes and recommendations made to the Committee on Transportation and Infrastructure of the House of Representatives and the Committees on Environment and Public Works and Banking, Housing, and Urban Affairs of the Senate;

(5) approve projects under the capital program for final design and construction of a new fixed guideway system or extension of an existing fixed guideway system; and

(6) include a certification that such law meets the requirements of this section.

TITLE VI—TRANSPORTATION RESEARCH

SEC. 601. AMENDMENTS TO TITLE 23, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the reference shall be considered to be made to a section or other provision of title 23, United States Code.

SEC. 602. APPLICABILITY OF TITLE 23.

Funds made available by subparagraphs (F) through (I) of section 127(a)(3) of this Act shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share payable for a project or activity carried out using such funds shall be determined by the Secretary (unless otherwise expressly provided by this Act) and such funds shall remain available until expended.

SEC. 603. TRANSFERS OF FUNDS.

The Secretary may transfer not to exceed 10 percent of the amounts made available by each of subparagraphs (F) through (I) of section 127(a)(3) of this Act to the amounts made available by any other of such subparagraphs.

Subtitle A—Surface Transportation Research, Technology, and Education

PART I—HIGHWAY RESEARCH

SEC. 611. RESEARCH.

(a) RESEARCH.—Section 307(a) is amended—

(1) in paragraph (1) by striking subparagraph (C); and

(2) by striking paragraph (3) and inserting the following:

"(3) AMOUNTS DEPOSITED BY COOPERATING ORGANIZATIONS AND PERSONS.—There shall be available to the Secretary for carrying out this subsection such funds as may be deposited by any cooperating organization or person in a special account of the Treasury of the United States established for such purpose.".

(b) LONG-TERM PAVEMENT PERFORMANCE.—Section 307(b)(2) is amended to read as follows:

"(2) LONG-TERM PAVEMENT PERFORMANCE.—

"(A) IN GENERAL.—As part of the highway research program under subsection (a), the Secretary shall carry out a long-term pavement performance program to continue to completion the long-term pavement performance tests initiated under the strategic highway research program.

"(B) GRANTS, COOPERATIVE AGREEMENTS, AND CONTRACTS.—In carrying out subparagraph (A), the Secretary shall make grants and enter into cooperative agreements and contracts for the following purposes:

"(i) To continue the monitoring, material-testing, and evaluation of the highway test sections established under the long-term pavement performance program.

"(ii) To carry out analyses of the data collected under the program.

"(iii) To prepare the products required to fulfill the original objectives of the program and to meet future pavement technology needs.".

(c) ADVANCED RESEARCH.—Section 307(b)(4) is amended to read as follows:

"(4) ADVANCED RESEARCH.—

"(A) IN GENERAL.—The highway research program under subsection (a) shall include an advanced research program that addresses longer-term, higher-risk research that shows potential benefits for improving the durability, efficiency, environmental impact, productivity, and safety (including bicycle and pedestrian safety) of highway and intermodal transportation systems. In carrying out this program, the Secretary shall strive to develop partnerships with the public and private sectors.

"(B) RESEARCH AREAS.—In carrying out the advanced research program under subparagraph (A), the Secretary may make grants and enter into cooperative agreements and contracts in such areas as the Secretary determines appropriate, including the following:

"(i) Characterization of materials used in highway infrastructure, including analytical techniques, microstructure modeling, and the deterioration processes.

"(ii) Diagnostics for evaluation of the condition of bridge and pavement structures to enable assessment of failure risks.

"(iii) Design and construction details for composite structures.

"(iv) Safety technology based problems in the areas of pedestrian and bicycle safety, roadside hazards, and composite materials for roadside safety hardware.

"(v) Particulate matter source apportionment, control strategy synthesis evaluation, and model development.

"(vi) Data acquisition techniques for system condition and performance monitoring.

"(vii) Prediction of the response of current and future travelers to new technologies.".

(d) SUPPORTING INFRASTRUCTURE.—Section 307(b)(5) is amended—

(1) by striking subparagraph (C); and

(2) by redesignating subparagraph (D) as subparagraph (C).

(e) REPEALS.—Section 307 is amended—

(1) by striking subsections (c), (d), and (e); and

(2) by redesignating subsections (f), (g), and (h) as subsections (c), (d), and (e), respectively.

(f) SEISMIC RESEARCH PROGRAM.—Section 307(c), as so redesignated, is amended—

(1) by striking paragraph (1) and inserting the following:

"(1) ESTABLISHMENT.—The Secretary shall establish a program to study the vulnerability of the Federal-aid highway system and other surface transportation systems to seismic activity and to develop and implement cost-effective methods to reduce such vulnerability.";

(2) by striking paragraph (4) and inserting the following:

"(4) FUNDING.—Of the amounts made available to carry out this section, the Secretary shall expend not more than $2,000,000 for each of fiscal years 1998 through 2003 to carry out this subsection, of which up to $2,500,000 may be used to upgrade earthquake simulation facilities as required to carry out the program."; and

(3) by striking paragraph (5).

(g) BIENNIAL REPORT.—Section 307(e), as so redesignated, is amended—

(1) by striking "The Secretary" and inserting "BIENNIAL REPORT.—The Secretary"; and

(2) by inserting after "highway needs" the following: ", as well as the backlog of current highway needs,".

(h) RECYCLED MATERIALS RESEARCH PROGRAM.—Section 307 is further amended by adding at the end the following:

"(f) RECYCLED MATERIALS RESEARCH PROGRAM.—

"(1) IN GENERAL.—The Secretary shall conduct a program of research to determine—

"(A) the performance of asphalt pavement containing tire-derived carbonous asphalt modifiers under various climate and use conditions; and

"(B) the degree to which asphalt pavement containing tire-derived carbonous asphalt modifiers can be recycled.

"(2) DATE OF COMPLETION.—The Secretary shall complete the research program under this subsection not later than 3 years after the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998.".

(i) CONFORMING AMENDMENTS.—Chapter 3 is amended—

*(1) in the heading to section 307 by striking "**AND PLANNING**"; and*

(2) in the table of sections for such chapter by striking the item relating to section 307 and inserting the following:

"307. Research.".

SEC. 612. STATE PLANNING AND RESEARCH.

(a) IN GENERAL.—Chapter 3 is amended by inserting after section 312 the following:

"§ 313. State planning and research

"(a) GENERAL RULE.—Two percent of the sums apportioned for each fiscal year beginning after September 30, 1997, under section 104 (other than sections 104(f) and 104(h)) and under section 144 shall be available for expenditure by the State, in consultation with the Secretary, only for the following purposes:

"(1) Engineering and economic surveys and investigations.

"(2) The planning of future highway programs and local public transportation systems and the planning of the financing of such programs and systems, including statewide planning under section 135.

"(3) Development and implementation of management systems under section 303.

"(4) Studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof.

"(5) Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems and study, research, and training on the engineering standards and construction materials for such systems, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use.

"(b) MINIMUM EXPENDITURES ON RESEARCH, DEVELOPMENT, AND TECHNOLOGY TRANSFER ACTIVITIES.—Not less than 25 percent of the funds which are apportioned to a State for a fiscal year and are subject to subsection (a) shall be expended by the State for research, development, and technology transfer activities described in subsection (a) relating to highway, public transportation, and intermodal transportation systems unless the State certifies to the Secretary for such fiscal year that total expenditures by the State for transportation planning under sections 134 and 135 will exceed 75 percent of the amount of such funds and the Secretary accepts such certification. Funds used for research provided under this subsection are not subject to an assessment under the Small Business Research and De-

velopment Enhancement Act of 1992 (Public Law 102–564).

"(c) FEDERAL SHARE.—The Federal share payable on account of any project financed with funds which are subject to subsection (a) shall be 80 percent unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

"(d) ADMINISTRATION OF SUMS.—Funds which are subject to subsection (a) shall be combined and administered by the Secretary as a single fund which shall be available for obligation for the same period as funds apportioned under section 104(b)(1).".

(b) CONFORMING AMENDMENT.—The table of sections for chapter 3 is amended by inserting after the item relating to section 312 the following:

"313. State planning and research.".

(c) HIGHWAY NOISE RESEARCH CENTER.—

(1) IN GENERAL.—The Secretary, in cooperation with a university with an ongoing program relating to noise control and acoustics research, shall carry out research on methods to reduce highway noise.

(2) FUNDING.—Of the amounts made available for each of fiscal years 1999 through 2003 by section 127(a)(3)(H) of this Act, $1,000,000 per fiscal year shall be available to carry out this subsection.

SEC. 613. INTERNATIONAL HIGHWAY TRANSPORTATION OUTREACH PROGRAM.

(a) ACTIVITIES.—Section 325(a) is amended—

(1) by inserting after "expertise" the following: ", goods, and services";

(2) by striking "and" at the end of paragraph (4);

(3) by striking the period at the end of paragraph (5) and inserting "; and"; and

(4) by adding at the end the following:

"(6) gathering and disseminating information on foreign transportation markets and industries.".

(b) FUNDS.—Section 325(c) is amended to read as follows:

"(c) FUNDS.—Funds available to carry out this section shall include funds deposited by any cooperating organization or person in a special account for such purpose with the Secretary of the Treasury. The funds deposited in the special account and other funds available to carry out this section shall be available to cover the cost of any activity eligible under this section, including the cost of promotional materials, travel, reception and representation expenses, and salaries and benefits. Reimbursements for salaries and benefits of Department of Transportation employees providing services under this section shall be credited to the special account.".

(c) ELIGIBILITY.—Section 325 is amended by adding at the end the following:

"(d) ELIGIBLE USE OF STATE PLANNING AND RESEARCH FUNDS.—A State, in coordination with the Secretary, may obligate funds made available to carry out section 313 for any activity authorized under subsection (a).".

PART II—TRANSPORTATION EDUCATION, PROFESSIONAL TRAINING, AND TECHNOLOGY DEPLOYMENT

SEC. 621. NATIONAL HIGHWAY INSTITUTE.

Section 321 is amended by striking subsection (f) and redesignating subsection (g) as subsection (f).

SEC. 622. NATIONAL TECHNOLOGY DEPLOYMENT INITIATIVE.

(a) IN GENERAL.—Chapter 3 is further amended by inserting after section 321 the following:

"§ 322. National technology deployment initiative

"(a) IN GENERAL.—The Secretary shall develop and implement a national technology deployment initiative to expand adoption by the surface transportation community of innovative technologies to improve the safety, efficiency, reliability, service life, and sustainability of transportation systems and to reduce environmental impact.

"(b) INTEGRATION WITH OTHER PROGRAMS.—The Secretary shall integrate activities undertaken pursuant to

this section with the efforts of the Department to disseminate the results of research sponsored by the Department and to facilitate technology transfer.

"(c) LEVERAGING OF FEDERAL RESOURCES.—In selecting projects to be carried out under this section, the Secretary shall give preference to projects that leverage Federal funds with other significant public or private resources.

"(d) GRANTS, CONTRACTS, AND COOPERATIVE AGREEMENTS.—The Secretary may carry out this section either independently or in cooperation with other Federal departments, agencies, and instrumentalities or by making grants to, or entering into contracts, cooperative agreements, or other transactions with any State or local agency, authority, association, institution, corporation (for-profit or non-profit), organization, or person.".

(b) CONFORMING AMENDMENT.—The table of sections for chapter 3 is amended by inserting after the item relating to section 321 the following:

"322. National technology deployment initiative.".

SEC. 623. EDUCATION AND TRAINING PROGRAMS.

(a) LOCAL TECHNICAL ASSISTANCE PROGRAM.—Section 326(a) is amended—

(1) by striking "AUTHORITY" and inserting "LOCAL TECHNICAL ASSISTANCE PROGRAM"; and

(2) by striking "transportation assistance program" and inserting "local technical assistance program".

(b) RESEARCH FELLOWSHIPS.—Section 326 is further amended—

(1) by striking subsection (c);

(2) by redesignating subsection (b) as subsection (c); and

(3) by inserting after subsection (a) the following:

"(b) RESEARCH FELLOWSHIPS.—

"(1) GENERAL AUTHORITY.—The Secretary may, acting either independently or in cooperation with other Federal departments, agencies, and instrumentalities, make grants for research fellowships for any purpose for which research is authorized by this section.

"(2) DWIGHT DAVID EISENHOWER TRANSPORTATION FELLOWSHIP PROGRAM.—The Secretary shall establish and implement a transportation research fellowship program for the purpose of attracting qualified students to the field of transportation. Such program shall be known as the 'Dwight David Eisenhower Transportation Fellowship Program'.".

(c) CONFORMING AMENDMENTS.—Chapter 3 is amended—

*(1) in the heading to section 326 by striking "**program**" and inserting "**programs**"; and*

(2) in the table of sections for such chapter by striking the item relating to section 326 and inserting the following:

"326. Education and training programs.".

SEC. 624. UNIVERSITY TRANSPORTATION RESEARCH.

(a) IN GENERAL.—Subchapter I of chapter 55 of title 49, United States Code, is amended by adding at the end the following:

"§ 5505. University transportation research

"(a) REGIONAL CENTERS.—The Secretary of Transportation shall make grants to nonprofit institutions of higher learning to establish and operate 1 university transportation center in each of the 10 United States Government regions that comprise the Standard Federal Regional Boundary System.

"(b) OTHER CENTERS.—The Secretary shall make grants to nonprofit institutions of higher learning to establish and operate 10 university transportation centers, in addition to the centers receiving grants under subsection (a), to address transportation management and research and development, with special attention to increasing the

number of highly skilled individuals entering the field of transportation.

"(c) SELECTION OF GRANT RECIPIENTS.—

"(1) APPLICATIONS.—In order to be eligible to receive a grant under this section, a nonprofit institution of higher learning shall submit to the Secretary an application that is in such form and contains such information as the Secretary may require.

"(2) SELECTION CRITERIA.—The Secretary shall select each recipient of a grant under this section through a competitive process on the basis of the following:

"(A) For regional centers, the location of the center within the Federal region to be served.

"(B) The demonstrated research and extension resources available to the recipient to carry out this section.

"(C) The capability of the recipient to provide leadership in making national and regional contributions to the solution of immediate and long-range transportation problems.

"(D) The recipient's establishment of a surface transportation program encompassing several modes of transportation.

"(E) The recipient's demonstrated commitment of at least $200,000 in regularly budgeted institutional amounts each year to support ongoing transportation research and education programs.

"(F) The recipient's demonstrated ability to disseminate results of transportation research and education programs through a statewide or regionwide continuing education program.

"(G) The strategic plan the recipient proposes to carry out under the grant.

"(d) OBJECTIVES.—Each university transportation center receiving a grant under this section shall conduct the following programs and activities:

"(1) Basic and applied research, the products of which are judged by peers or other experts in the field to advance the body of knowledge in transportation.

"(2) An education program that includes multidisciplinary course work and participation in research.

"(3) An ongoing program of technology transfer that makes research results available to potential users in a form that can be implemented, utilized, or otherwise applied.

"(e) MAINTENANCE OF EFFORT.—In order to be eligible to receive a grant under this section, a recipient shall enter into an agreement with the Secretary to ensure that the recipient will maintain total expenditures from all other sources to establish and operate a university transportation center and related research activities at a level at least equal to the average level of such expenditures in its 2 fiscal years prior to award of a grant under this section.

"(f) FEDERAL SHARE.—The Federal share of the costs of activities carried out using a grant made under this section is 50 percent of costs. The non-Federal share may include funds provided to a recipient under section 5307 or 5311 of this title or section 313, 322, or 326(a) of title 23, United States Code.

"(g) PROGRAM COORDINATION.—

"(1) COORDINATION.—The Secretary shall coordinate the research, education, training, and technology transfer activities that grant recipients carry out under this section, disseminate the results of the research, and establish and operate a clearinghouse.

"(2) ANNUAL REVIEW AND EVALUATION.—At least annually, the Secretary shall review and evaluate programs the grant recipients carry out.

"(3) FUNDING LIMITATION.—The Secretary may use not more than 1 percent of amounts made avail-

able from Government sources to carry out this subsection.

"(h) LIMITATION ON AVAILABILITY OF FUNDS.—Funds made available to carry out this program shall remain available for obligation for a period of 2 years after the last day of the fiscal year for which such funds are authorized.

"(i) SPECIAL RULE FOR FISCAL YEARS 1998 and 1999.—

"(1) IN GENERAL.—In carrying out subsections (a) and (b) in fiscal years 1998 and 1999, the Secretary shall make grants to each university transportation center and university research institute that received a grant in fiscal year 1997 under section 5316 or 5317 of this title, as in effect on the day before the date of the enactment of this section.

"(2) TERMS AND CONDITIONS.—Notwithstanding any other provision of this section, grants made pursuant to paragraph (1) in fiscal years 1998 and 1999 shall be subject to the same terms and conditions as the fiscal year 1997 grants referred to in paragraph (1); except that the university research institutes at San Jose State University, North Carolina A&T State University, and the University of South Florida

shall each receive $1,000,000 in grants under paragraph (1) in each of fiscal years 1998 and 1999.

"(j) UNIVERSITY RESEARCH INSTITUTES.—Any university research institute that received a grant under section 5316 of this title, as in effect on the day before the date of the enactment of this section, shall be eligible to receive grants made available to university transportation centers under this section.

"(k) APPLICATIONS THAT MAY BE CONSIDERED.—In selecting grant recipients under subsection (b), the Secretary shall consider at a minimum applications submitted by the following:

"(1) Any university transportation center or university research institute described in subsection (i)(1).

"(2) The University of Denver and Mississippi State University.

"(3) The University of Arizona.

"(4) The University of Central Florida.

"(5) Carnegie Mellon and Lehigh Universities.

"(6) University of Southern California and California State University at Long Beach.

"(7) Pace University.

"(8) A consortium of historically black colleges in Alabama.

"(9) Lawson State Community College.

"(10) A consortium consisting of the University of Wisconsin, the University of Illinois, and Purdue University.

"(11) The University of New Hampshire.

"(12) A consortium consisting of George Mason University, along with the University of Virginia and Virginia Tech University.

"(13) The University of Tennessee.

"(14) The Alabama Transportation Institute.

"(15) A consortium consisting of Columbia University, City University of New York, Manhattan College, and New Jersey Institute of Technology.

"(16) Maritime College of the State University of New York.

"(17) University of New Orleans.".

(b) CONFORMING AMENDMENT.—The table of sections for chapter 55 of title 49, United States Code, is amended by inserting after the item relating to section 5504 the following:

"5505. University transportation research.".

(c) APPALACHIAN TRANSPORTATION INSTITUTE.—

(1) GRANTS.—The Secretary shall make grants under section 5505 of title 49, United States Code, to Marshall University, West Virginia, on behalf of a consortium which also may include West Virginia

University Institute of Technology, the College of West Virginia, and Bluefield State College to establish and operate an Appalachian Transportation Institute. Such institute shall conduct research, training, technology transfer, and other transportation related activities in the development and enhancement of transportation systems in the Appalachian region, including the Appalachian Development Highway System.

(2) FUNDING.—Of amounts made available to carry out such section 5505, $2,000,000 shall be available for each of fiscal years 1998 through 2003 to carry out paragraph (1).

(3) FEDERAL SHARE.—The Federal share payable for the costs of the institute referred to in paragraph (1) shall be 80 percent; except that the non-Federal interest shall receive credit for the reasonable cost associated with the establishment and administration of the institute referred to in paragraph (1).

(d) ITS INSTITUTE.—

(1) GRANTS.—The Secretary shall make grants under section 5505 of title 49, United States Code, to the University of Minnesota to continue to operate and expand the ITS Institute. The ITS Institute shall continue to conduct research, education, and development activities that focus on transportation manage-

ment, enhanced safety, human factors, and reduced environmental effects. The ITS Institute shall develop new or expanded programs to address emerging issues of ITS related to transportation policy, intermodalism, sustainable community development, and transportation telematics.

(2) FUNDING.—Of amounts made available to carry out such section 5505, $2,000,000 shall be available for each of fiscal years 1998 through 2003 to carry out paragraph (1).

(3) FEDERAL SHARE.—The Federal share payable for the costs of the institute referred to in paragraph (1) shall be 80 percent; except that the non-Federal interest shall receive credit for the reasonable cost associated with the establishment and administration of the institute referred to in paragraph (1).

SEC. 625. FUNDING ALLOCATIONS.

Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(G) of this Act—

(1) not to exceed $8,000,000 per fiscal year shall be available for the National Highway Institute under section 321 of title 23, United States Code;

(2) not to exceed $10,000,000 per fiscal year shall be available for the local technical assistance program under section 326(a) of such title;

(3) not to exceed $2,000,000 per fiscal year shall be available for the Dwight D. Eisenhower Transportation Fellowship Program under section 326(b) of such title;

(4) not to exceed $14,000,000 for each of fiscal years 1998 and 1999 and $19,000,000 for each of fiscal years 2000 through 2003 shall be available for the national technology deployment initiative program under section 322 of such title; and

(5) not to exceed $17,750,000 per fiscal year shall be available for university transportation centers under section 5505 of title 49, United States Code.

PART III—BUREAU OF TRANSPORTATION STATISTICS AND MISCELLANEOUS PROGRAMS

SEC. 631. BUREAU OF TRANSPORTATION STATISTICS.

(a) IN GENERAL.—Section 111 of title 49, United States Code, is amended—

(1) by striking the second sentence of subsection (b)(4);

(2) in subsection (c)(1)—

(A) in subparagraph (J) by striking "and" at the end;

(B) in subparagraph (K) by striking the period and inserting "; and" ; and

(C) by adding at the end the following:

"(L) transportation-related variables influencing global competitiveness.";

(3) in subsection (c)(2)—

(A) by striking "national transportation system" in the first sentence and inserting "Nation's transportation systems";

(B) by striking subparagraph (A) and inserting the following:

"(A) be coordinated with efforts to measure outputs and outcomes of the Department of Transportation and the Nation's transportation systems under the Government Performance and Results Act of 1993 (107 Stat. 285 et seq.);"; and

(C) in subparagraph (C) by inserting ", made relevant to the States and metropolitan planning organizations," after "accuracy";

(4) in subsection (c)(3) by adding at the end the following: "The Bureau shall review and report to the Secretary of Transportation on the sources and reliability of the statistics proposed by the heads of the operating administrations of the Department to measure outputs and outcomes as required by the Government Performance and Results Act of 1993 (107 Stat.

285 et seq.), and shall undertake such other reviews as may be requested by the Secretary.";

(5) in subsection (c) by adding at the end the following:

"(7) SUPPORTING TRANSPORTATION DECISION-MAKING.—Ensuring that the statistics compiled under paragraph (1) are relevant for transportation decisions by Federal, State, and local governments, transportation-related associations, private businesses, and consumers.";

(6) by redesignating subsections (d), (e), and (f) as subsections (h), (i) and (j), respectively;

(7) by striking subsection (g); and

(8) by inserting after subsection (c) the following:

"(d) INTERMODAL TRANSPORTATION DATA BASE.—The Director shall establish and maintain an intermodal transportation data base. The data base shall be suitable for analyses conducted by the Federal Government, the States, and metropolitan planning organizations. The data base shall include, at a minimum—

"(1) information on the volumes and patterns of movement of goods, including local, interregional, and international movements, by all modes of transpor-

tation and intermodal combinations, and by relevant classification;

"(2) information on the volumes and patterns of movement of people, including local, interregional, and international movements, by all modes of transportation and intermodal combinations, and by relevant classification; and

"(3) information on the location and connectivity of transportation facilities and services and a national accounting of expenditures and capital stocks on each mode of transportation and intermodal combinations.

"(e) NATIONAL TRANSPORTATION LIBRARY.—The Director shall establish and maintain a national transportation library containing a collection of statistical and other information needed for transportation decisionmaking at the Federal, State, and local levels.

"(f) NATIONAL TRANSPORTATION ATLAS DATA BASE.—The Director shall develop and maintain geographic data bases depicting transportation networks; flows of people, goods, vehicles, and craft over those networks; and social, economic, and environmental conditions affecting or affected by those networks. These data bases shall be able to support intermodal network analysis.

"(g) RESEARCH AND DEVELOPMENT GRANTS.—The Secretary may make grants to, or enter into cooperative agreements or contracts with, public and nonprofit private entities to support the programs and activities of the Bureau.";

(9) by striking subsection (i), as so redesignated, and inserting the following:

"(i) PROHIBITION ON CERTAIN DISCLOSURES.—

"(1) INFORMATION OBTAINED UNDER LONG-TERM DATA COLLECTION PROGRAM.—An officer or employee of the Bureau may not—

"(A) make any publication in which the data furnished by an individual or organization under paragraph (c)(2) can be identified;

"(B) use the information furnished under the provisions of subsection (c)(2) for a non-statistical purpose; or

"(C) permit anyone other than the individuals authorized by the Director to examine individual reports furnished under subsection (c)(2).

"(2) COPIES OF REPORTS.—No department, bureau, agency, officer, or employee of the United States, except the Director in carrying out the purpose of this section, shall require, for any reason, copies of reports which have been filed under subsection

(c)(2) with the Bureau or retained by any individual respondent. Copies of such reports which have been so retained or filed with the Bureau or any of its employees, contractors, or agents shall be immune from legal process, and shall not, without the consent of the individual concerned, be admitted as evidence or used for any purpose in any action, suit, or other judicial or administrative proceeding. This paragraph shall only apply to information that permits information concerning an individual or organization to be reasonable inferred by direct or indirect means.

"(3) COLLECTION OF DATA FOR NONSTATISTICAL PURPOSES.—In a case in which the Bureau is authorized by statute to collect data or information for nonstatistical purposes, the Director shall clearly distinguish the collection of such data or information by rule, and on the collection instrument, to inform a respondent requested or required to supply the data or information of the nonstatistical purposes."; and

(10) by adding at the end the following:

"(k) DATA PRODUCT SALES PROCEEDS.—Notwithstanding section 3302 of title 31, United States Code, funds received by the Bureau from the sale of data products may be credited to the Highway Trust Fund (other than the

Mass Transit Account) and shall be available for the purpose of reimbursing the Bureau for such expenses.

"(l) FUNDING.—

"(1) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) $31,000,000 for each of fiscal years 1998 through 2003 to carry out this section, except that amounts for activities under subsection (g) may not exceed $500,000 in any fiscal year. Amounts made available under this subsection shall remain available for a period of 3 fiscal years.

"(2) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.".

(b) CONFORMING AMENDMENT.—Section 5503 of title 49, United States Code, is amended—

(1) by striking subsection (d); and

(2) by redesignating subsections (e), (f), and (g) as subsections (d), (e), and (f), respectively.

SEC. 632. TRANSPORTATION TECHNOLOGY INNOVATION AND DEMONSTRATION PROGRAM.

(a) IN GENERAL.—The Secretary shall carry out a transportation technology innovation and demonstration program in accordance with the requirements of this section.

(b) CONTENTS OF PROGRAM.—

(1) USE OF CONCRETE PAVEMENT.—

(A) IN GENERAL.—The Secretary shall conduct research on improved methods of using concrete pavement in the construction, reconstruction, and repair of Federal-aid highways.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $10,000,000 per fiscal year shall be available to carry out this paragraph.

(2) MOTOR VEHICLE SAFETY WARNING SYSTEM.—

(A) IN GENERAL.—The Secretary shall expand and continue the study authorized by section 358(c) of the National Highway System Designation Act of 1995 (23 U.S.C. 401 note; 109 Stat. 625) relating to the development of a motor vehicle safety warning system and shall conduct tests of such system.

(B) GRANTS.—In carrying out this paragraph, the Secretary may make grants to State and local governments.

(C) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2000 by section 127(a)(3)(H) of this Act, $700,000 per fiscal year shall be available to carry out this paragraph.

(3) STEEL BRIDGE CONSTRUCTION.—

(A) IN GENERAL.—The Secretary shall make grants for research and construction to improve and demonstrate the use of steel bridge construction.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $10,000,000 per fiscal year shall be available to carry out this paragraph.

(C) FEDERAL SHARE.—The Federal share payable on account of construction activities carried out using a grant made under this paragraph shall be 80 percent of the cost of such activities.

(4) USE OF ASPHALT PAVEMENT.—

(A) IN GENERAL.—The Secretary shall conduct research on improved methods of using asphalt pavement in the construction, reconstruction, and repair of Federal-aid highways.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $10,000,000 per fiscal year shall be available to carry out this paragraph.

(5) USE OF HAZARDOUS MATERIALS MONITORING SYSTEMS.—

(A) IN GENERAL.—The Secretary shall conduct research on improved methods of deploying and integrating existing ITS projects to include hazardous materials monitoring systems across various modes of transportation.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(I) of this Act, $1,500,000 per fiscal year shall be available to carry out this paragraph.

(6) MOTOR CARRIER ADVANCED SENSOR CONTROL SYSTEM.—

(A) IN GENERAL.—The Secretary shall conduct research on the deployment of a system of

advanced sensors and signal processors in trucks and tractor trailers to determine axle and wheel alignment, monitor collision alarm, check tire pressure and tire balance conditions, measure and detect load distribution in the vehicle, and monitor and adjust automatic braking systems.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(I) of this Act, $700,000 per fiscal year shall be available to carry out this paragraph.

(7) OUTREACH AND TECHNOLOGY TRANSFER ACTIVITIES.—

(A) IN GENERAL.—The Secretary shall continue to support the Urban Consortium's ITS outreach and technology transfer activities.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $500,000 per fiscal year shall be available to carry out this paragraph.

(8) TRANSPORTATION ECONOMIC AND LAND USE SYSTEM.—

(A) IN GENERAL.—The Secretary shall continue development and deployment through the

New Jersey Institute of Technology to metropolitan planning organizations of the Transportation Economic and Land Use System.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $1,000,000 per fiscal year shall be available to carry out this paragraph.

(9) GREAT LAKES ITS IMPLEMENTATION.—

(A) IN GENERAL.—The Secretary shall make grants to the State of Wisconsin to continue ITS activities in the corridor serving the Greater Milwaukee, Wisconsin, Chicago, Illinois, and Gary, Indiana, areas initiated under the Intermodal Surface Transportation Efficiency Act of 1991.

(B) FUNDING.—Of the amounts allocated for each of fiscal years 1998 through 2003 under section 657(a) of this Act, $2,000,000 per fiscal year shall be available to carry out this paragraph.

(10) NORTHEAST ITS IMPLEMENTATION.—

(A) IN GENERAL.—The Secretary shall make grants to the States to continue ITS activities in the Interstate Route I–95 corridor in the

northeastern United States initiated under the Intermodal Surface Transportation Efficiency Act of 1991.

(B) FUNDING.—Of the amounts allocated for each of fiscal years 1998 through 2003 under section 657(a) of this Act, $5,000,000 per fiscal year shall be available to carry out this paragraph.

(11) COMPOSITE MATERIALS.—

(A) IN GENERAL.—The Secretary shall conduct research in the use of composite materials for guardrails and bridge decking.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(F) of this Act, $700,000 per fiscal year shall be available to carry out this paragraph.

(12) INTELLIGENT TRANSPORTATION INFRASTRUCTURE.—

(A) IN GENERAL.—The Secretary shall carry out a program to advance the deployment of an operational intelligent transportation infrastructure system for the measurement of various transportation system activities to aid in the transportation planning and analysis while

making a significant contribution to the ITS program under this title. This program shall be located in the 2 largest metropolitan areas in the State of Pennsylvania.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $1,700,000 per fiscal year shall be available to carry out this paragraph.

(C) FEDERAL SHARE.—The Federal share payable on account of the program carried out under this paragraph shall be 80 percent of the cost of such program.

(13) CORROSION CONTROL AND PREVENTION.—

(A) IN GENERAL.—The Secretary shall make a grant to conduct a study on the costs and benefits of corrosion control and prevention. The study shall be conducted in conjunction with an interdisciplinary team of experts from the fields of metallurgy, chemistry, economics, and others, as appropriate. Not later than September 30, 2001, the Secretary shall submit to Congress a report on the study results, together with any recommendations.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1999 and 2000 by section 127(a)(3)(H) of this Act, $500,000 per fiscal year shall be available to carry out this paragraph.

(14) RECYCLED MATERIALS.—

(A) IN GENERAL.—The Secretary shall make grants to the University of New Hampshire to continue research on the use of recycled materials in the construction of transportation projects.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1999 through 2003 by section 127(a)(3)(F) of this Act, $1,000,000 per fiscal year shall be available to carry out this paragraph.

(15) TRANSLINK.—

(A) IN GENERAL.—The Secretary shall make grants to the Texas Transportation Institute to continue the Translink Research program.

(B) FUNDING.—Of the amounts allocated for each of fiscal years 1999 through 2001 under section 657(a) of this Act, $1,300,000 per fiscal

year shall be available to carry out this paragraph.

(16) FUNDAMENTAL PROPERTIES OF ASPHALTS AND MODIFIED ASPHALTS.—

(A) IN GENERAL.—The Secretary shall continue to carry out section 6016 of the Intermodal Surface Transportation Efficiency Act of 1991. Additional areas of the program under such section shall be asphalt-water interaction studies and asphalt-aggregate thin film behavior studies.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1999 through 2003 by section 127(a)(3)(F) of this Act, $3,000,000 per fiscal year shall be available to carry out this paragraph.

(17) NATIONAL CENTER FOR TRANSPORTATION MANAGEMENT, RESEARCH, AND DEVELOPMENT.—

(A) IN GENERAL.—The Secretary shall make grants to design, develop, and implement research, training, and technology transfer activities to increase the number of highly skilled minority individuals and women entering the transportation workforce. The grant recipient shall be an institution with a predominantly minority student population, a dedicated graduate

degree program in transportation studies, and a demonstrated record for at least 5 years in pursuing the objectives for which grants are authorized by this subparagraph.

(B) FUNDING.—Of the amounts made available by section 127(a)(3)(H) of this Act, $1,000,000 shall be available to carry out this paragraph for fiscal year 2000, $1,250,000 for fiscal year 2001, $1,500,000 for fiscal year 2002, and $1,750,000 for fiscal year 2003.

(18) INFRASTRUCTURE TECHNOLOGY INSTITUTE.—

(A) IN GENERAL.—The Secretary shall make grants to study techniques to evaluate and monitor infrastructure conditions, to improve information systems for infrastructure construction and management, and to study advanced materials and automated processes for constructing and rehabilitating public works facilities. The recipient shall be an institution with a demonstrated record for at least 5 years in pursuing the objectives for which grants are authorized by this subparagraph.

(B) FUNDING.—Of the amounts made available for each of fiscal years 2000 through 2003

by section 127(a)(3)(H) of this Act, $3,000,000 per fiscal year shall be available to carry out this paragraph.

Subtitle B—Intelligent Transportation Systems

SEC. 651. DEFINITIONS.

As used in this subtitle, the following definitions apply:

(1) INTELLIGENT TRANSPORTATION SYSTEMS; ITS.—The terms "intelligent transportation systems" and "ITS" mean electronics, communications, or information processing used singly or in combination to improve the efficiency and safety of surface transportation systems.

(2) INTELLIGENT TRANSPORTATION INFRASTRUCTURE.—The term "intelligent transportation infrastructure" means fully integrated public sector ITS components, as defined by the Secretary.

(3) SECRETARY.—The term "Secretary" means the Secretary of Transportation.

(4) STATE.—The term "State" has the meaning given such term under section 101 of title 23, United States Code.

SEC. 652. SCOPE OF PROGRAM.

(a) SCOPE.—Subject to the provisions of this subtitle, the Secretary shall conduct an ongoing ITS program to research, develop, and operationally test intelligent transportation systems and advance nationwide deployment of such systems as a component of the Nation's surface transportation systems.

(b) GOALS.—The goals of the ITS program include—

(1) enhancement of surface transportation efficiency to enable existing facilities to meet a significant portion of future transportation needs and to reduce regulatory, financial, and other transaction costs to public agencies and system users;

(2) enhancement of safe operation of motor vehicles, including motorcycles, and nonmotorized vehicles on the Nation's surface transportation systems, with a particular emphasis on decreasing the number and severity of collisions;

(3) protection and enhancement of the natural environment and communities affected by surface transportation, with particular emphasis on assisting States to attain air quality goals established pursuant to the Clean Air Act (42 U.S.C. 7401 et seq.);

(4) accommodation of the needs of all users of the Nation's surface transportation systems, including the

operators of commercial vehicles, passenger vehicles, and motorcycles;

(5) improvement of public access to employment, goods, and services;

(6) development of a technology base and necessary standards and protocols for intelligent transportation systems;

(7) improvement of the Nation's ability to respond to emergencies and natural disasters and enhancement of national defense mobility; and

(8) promotion of the access and use of data collected from projects conducted under the program by public and private organizations.

SEC. 653. GENERAL AUTHORITIES AND REQUIREMENTS.

(a) COOPERATION AND CONSULTATION REQUIREMENTS.—

(1) COOPERATION WITH GOVERNMENTAL, PRIVATE, AND EDUCATIONAL ENTITIES.—The Secretary shall carry out the ITS program in cooperation with State and local governments and other public entities, the United States private sector, and colleges and universities, including historically black colleges and universities and other minority institutions of higher education.

(2) CONSULTATION WITH FEDERAL OFFICIALS.—In carrying out the ITS program, the Secretary, as appropriate, shall consult with the Secretary of Commerce, the Secretary of the Treasury, the Administrator of the Environmental Protection Agency, the Director of the National Science Foundation, and the heads of other Federal departments and agencies.

(b) STANDARDS.—

(1) DEVELOPMENT OF NATIONAL ITS ARCHITECTURE.—The Secretary shall develop, implement, and maintain a national ITS architecture and standards and protocols to promote the widespread use and evaluation of ITS technology as a component of the Nation's surface transportation systems.

(2) INTEROPERABILITY AMONG ITS TECHNOLOGIES.—The national ITS architecture shall promote interoperability among ITS technologies implemented throughout the States.

(3) USE OF SERVICES OF STANDARDS-SETTING ORGANIZATIONS.—In carrying out this subsection, the Secretary may use the services of standards-setting organizations.

(4) ESTABLISHMENT OF DEDICATED SHORT-RANGE VEHICLE TO WAYSIDE WIRELESS STANDARD.—In carrying out this subsection, the Secretary, in con-

sultation with the Secretary of Commerce, the Secretary of Defense, and the Federal Communications Commission, shall take such actions as may be necessary to secure the necessary spectrum for the near-term establishment of a dedicated short-range vehicle to wayside wireless standard.

(c) EVALUATIONS.—

(1) GUIDELINES AND REQUIREMENTS.—The Secretary shall issue guidelines and requirements for the evaluation of field and related operational tests carried out under section 655 of this Act.

(2) OBJECTIVITY AND INDEPENDENCE.—The guidelines and requirements issued under paragraph (1) shall include provisions to ensure the objectivity and independence of the evaluator and to avoid any real or apparent conflict of interest or potential influence on the outcome by parties to the tests or any other formal evaluation conducted under this subtitle.

(d) INFORMATION CLEARINGHOUSE.—

(1) ESTABLISHMENT.—The Secretary shall establish and maintain a repository for technical and safety data collected as a result of federally-sponsored projects under this subtitle and shall make, upon request, such information (except for proprietary infor-

mation and data) readily available to all users of the repository at an appropriate cost.

(2) DELEGATION OF AUTHORITY.—The Secretary may delegate the responsibility of the Secretary under this subsection, with continuing oversight by the Secretary, to an appropriate entity that is not within the Department of Transportation. Any entity to which such responsibility is delegated shall be eligible for Federal assistance under this subtitle.

(e) ADVISORY COMMITTEES.—

(1) IN GENERAL.—The Secretary may utilize 1 or more advisory committees in carrying out this subtitle.

(2) APPLICABILITY OF FEDERAL ADVISORY COMMITTEE ACT.—Any advisory committee utilized under this subsection shall be subject to the Federal Advisory Committee Act (5 U.S.C. App., 86 Stat. 770).

(3) FUNDING.—Funding provided for an advisory committee utilized under this subsection shall be available from moneys appropriated for advisory committees as specified in relevant appropriations Acts and from funds allocated for research, development, and implementation activities in connection with the ITS program.

(f) CONFORMITY WITH STANDARDS.—

(1) IN GENERAL.—The Secretary shall ensure that ITS projects carried out using funds made available out of the Highway Trust Fund conform to the national ITS architecture and standards and protocols developed under subsection (b).

(2) EXCEPTION.—Paragraph (1) shall not apply to projects carried out using funds authorized for specific research objectives in the National ITS Program Plan under section 654 of this Act.

(g) LIFE-CYCLE COST ANALYSIS.—The Secretary shall require an analysis of the life-cycle costs of each project carried out using funds made available under this subtitle, and each project authorized in section 656 of this Act, for operations and maintenance of ITS elements, where the total initial capital costs of the such elements exceed $3,000,000.

(h) PROCUREMENT METHODS.—

(1) TECHNICAL ASSISTANCE.—The Secretary shall develop appropriate technical assistance and guidance to assist State and local agencies in evaluating and selecting appropriate methods of procurement for its projects carried out using funds made available from the Highway Trust Fund, including innovative and nontraditional methods of procurement.

(2) ITS SOFTWARE.—To the maximum extent practicable, contracting officials shall use as a critical

evaluation criterion the Software Engineering Institute's Capability Maturity Model, or another similar recognized standard risk assessment methodology, to reduce the cost, schedule, and performance risks associated with the development, management, and integration of ITS software.

SEC. 654. NATIONAL ITS PROGRAM PLAN.

(a) NATIONAL ITS PROGRAM PLAN.—

(1) UPDATES.—The Secretary shall maintain and update, as necessary, the National ITS Program Plan developed by the Department of Transportation and the Intelligent Transportation Society of America.

(2) SCOPE.—The National ITS Program Plan shall—

(A) specify the goals, objectives, and milestones for the deployment of intelligent transportation infrastructure in the context of major metropolitan areas, smaller metropolitan and rural areas, and commercial vehicle information systems and networks;

(B) specify how specific programs and projects relate to the goals, objectives, and milestones referred to in subparagraph (A), including

consideration of the 5-, 10-, and 20-year timeframes for the goals and objectives;

(C) establish a course of action necessary to achieve the program's goals and objectives;

(D) provide for the evolutionary development of standards and protocols to promote and ensure interoperability in the implementation of ITS technologies; and

(E) establish a cooperative process with State and local governments for determining desired surface transportation system performance levels and developing plans for national incorporation of specific ITS capabilities into surface transportation systems.

(b) IMPLEMENTATION REPORTS.—Not later than 1 year after the date of the enactment of this Act, and biennially thereafter, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on implementation of the National ITS Program Plan.

SEC. 655. TECHNICAL ASSISTANCE, PLANNING, RESEARCH, AND OPERATIONAL TESTS.

(a) TECHNICAL ASSISTANCE, TRAINING, AND INFORMATION.—The Secretary may provide technical assistance,

training, and information to State and local governments seeking to implement, operate, maintain, and evaluate ITS technologies and services.

(b) TRANSPORTATION PLANNING.—The Secretary may provide funding to support adequate consideration of transportation system management and operations, including ITS, within metropolitan and statewide transportation planning processes.

(c) RESEARCH AND OPERATIONAL TESTS.—The Secretary may provide funding for research and operational tests relating to ITS.

(d) DEMONSTRATION AND EVALUATION OF INTELLIGENT VEHICLE HIGHWAY SYSTEMS.—The Secretary may conduct research and development activities for the purpose of demonstrating integrated intelligent vehicle highway systems and roadway safety systems. Such research shall include state-of-the-art systems and shall integrate collision avoidance, in-vehicle information, and other safety related systems (including infrastructure-based systems). Development work shall incorporate human factors research findings.

SEC. 656. ITS DEPLOYMENT.

(a) INTELLIGENT TRANSPORTATION INFRASTRUCTURE DEPLOYMENT INCENTIVES PROGRAM.—The Secretary shall conduct a program to promote the deployment of regionally

integrated, intermodal intelligent transportation systems and, through financial and technical assistance under this subtitle, shall assist in the development and implementation of such systems.

(b) GOALS.—In accordance with the National ITS Program Plan under section 654 of this Act, the Secretary shall provide incentives for the deployment of integrated applications of intermodal, intelligent transportation infrastructure and system technologies to—

(1) stimulate sufficient deployment to validate and accelerate the establishment of national ITS standards and protocols;

(2) realize the benefits of regionally integrated, intermodal deployment of intelligent transportation infrastructure and commercial vehicle operations, including electronic border crossing applications; and

(3) motivate innovative approaches to overcoming non-technical constraints or impediments to deployment.

(c) PROJECT SELECTION.—In order to be eligible for funding under this section, a project shall—

(1) contribute to national deployment goals and objectives outlined in the National ITS Program Plan under section 654 of this Act;

(2) demonstrate a strong commitment to cooperation among agencies, jurisdictions, and the private sector, as evidenced by signed memorandums of understanding that clearly define the responsibilities and relation of all parties to a partnership arrangement, including institutional relationships and financial agreements needed to support deployment, and commitment to the criteria provided in paragraphs (3) through (7);

(3) demonstrate commitment to a comprehensive plan of fully integrated ITS deployment in accordance with the national ITS architecture and standards and protocols established under section 653(b) of this Act;

(4) be part of approved plans and programs developed under applicable statewide and metropolitan transportation planning processes and applicable State air quality implementation plans, as appropriate, at the time Federal funds are sought;

(5) minimize the relative percentage and amount of Federal contributions under this section to total project costs;

(6) ensure continued, long-term operations and maintenance without continued reliance on Federal funding under this subtitle, along with documented

evidence of fiscal capacity and commitment from anticipated public and private sources;

(7) demonstrate technical capacity for effective operations and maintenance or commitment to acquiring necessary skills; and

(8) identify the impacts on bicycle and pedestrian transportation and safety and evaluate options to mitigate any adverse impacts on bicycle and pedestrian transportation and safety.

(d) FUNDING LIMITATIONS.—

(1) PROJECTS IN METROPOLITAN AREAS.—Funding under this section for intelligent transportation infrastructure projects in metropolitan areas shall be limited to activities primarily necessary to integrate intelligent transportation infrastructure elements either deployed or to be deployed with other sources of funds.

(2) OTHER PROJECTS.—For commercial vehicle projects and projects outside metropolitan areas, funding provided under this subtitle may also be used for installation of intelligent transportation infrastructure elements.

(3) FISCAL YEAR LIMITATIONS.—Of the amounts made available to carry out this section in a fiscal year—

(A) not more than $15,000,000 may be used for projects in a metropolitan area;

(B) not more than $2,000,000 may be used for a project in a rural area;

(C) not more than $5,000,000 may be used for a commercial vehicle information system and network project; and

(D) not more than $35,000,000 may be used for projects in a State.

(4) PRIORITIES.—In providing funding for projects under this section, the Secretary shall allocate—

(A) not less than 25 percent of the funds made available to carry out this section to eligible State and local entities for the implementation of commercial vehicle information systems and networks, and international border crossing improvements, in support of public sector commercial vehicle operations nationwide; and

(B) not less than 10 percent of such funds for other intelligent transportation infrastructure deployment activities outside of metropolitan areas.

SEC. 657. FUNDING ALLOCATIONS.

(a) INTELLIGENT TRANSPORTATION INFRASTRUCTURE DEPLOYMENT INCENTIVES PROGRAM.—

(1) ALLOCATION.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(I) of this Act, $75,000,000 per fiscal year shall be available to carry out section 656 of this Act.

(2) USE OF UNALLOCATED AMOUNTS.—In addition to amounts made available by subsection (b), any amounts made available under paragraph (1) and not allocated by the Secretary for carrying out section 656 of this Act may be used by the Secretary for carrying out other activities authorized under this subtitle.

(b) ITS RESEARCH AND PROGRAM SUPPORT ACTIVITIES.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(I) of this Act, $100,000,000 per fiscal year shall be available to carry out multi-year research and technology development initiatives under this subtitle (other than projects under section 656 of this Act).

(c) FEDERAL SHARE PAYABLE.—

(1) INTELLIGENT TRANSPORTATION INFRASTRUCTURE DEPLOYMENT INCENTIVES PROGRAM.—For activities funded with amounts allocated under sub-

section (a), the Federal share payable from such amounts shall not exceed 50 percent of the costs of the activities, and the total Federal share payable from all eligible sources (including subsection (a)) shall not exceed 80 percent of the costs of the activities.

(2) OTHER PROGRAMS.—For activities funded with amounts allocated under subsection (b), unless the Secretary determines otherwise, the Federal share payable on account of such activities shall not exceed 80 percent of the costs of the activities.

(3) LONG-RANGE ACTIVITIES.—For long-range activities undertaken in partnership with private entities for the purposes of section 655(d) of this Act, the Federal share payable from funds allocated under this subtitle on account of such activities shall not exceed 50 percent of the costs of the activities, and the total Federal share payable from all eligible sources (including subsection (a)) shall not exceed 80 percent of the costs of the activities.

(4) PARTICIPATION OF OTHER PUBLIC AND PRIVATE SOURCES.—The Secretary shall seek maximum participation in the funding of activities under this subtitle from other public and private sources, and shall minimize the use of funds provided under this

subtitle for the construction or long-term acquisition of buildings and grounds.

(d) ADVANCED TRAFFIC MONITORING AND RESPONSE CENTER.—

(1) IN GENERAL.—The Secretary shall make grants to the Pennsylvania Transportation Institute, in conjunction with the Pennsylvania Turnpike Commission, to establish an advanced traffic monitoring and emergency response center at Letterkenny Army Depot in Chambersburg, Pennsylvania. The center shall help develop and coordinate traffic monitoring and ITS systems on the entire Pennsylvania Turnpike system and I–81, coordinate emergency response with State and local governments in the Central Pennsylvania Region, and conduct research.

(2) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 127(a)(3)(H) of this Act, $1,667,000 per fiscal year shall be available to carry out this subsection.

SEC. 658. GLOBAL POSITIONING SATELLITE DATA.

(a) MORATORIUM.—Before the last day of the 2-year period beginning on the date of enactment of this Act or the 90th day after a study has been submitted under subsection (c), whichever is later, records produced by global positioning satellite systems shall not be subpoenaed or oth-

erwise used by the Secretary in enforcement cases to verify compliance with hours-of-service requirements for employees of motor carriers.

(b) EXCEPTIONS TO MORATORIUM.—Notwithstanding subsection (a), the Secretary may use such records in a case in which any of the following conditions exist:

(1) Global positioning satellite systems are a motor carrier's primary method of maintaining or verifying records of duty status.

(2) State or Federal safety officials are investigating the cause of a fatal crash involving a motor carrier.

(3) A motor carrier has an unacceptable safety profile as determined by the Secretary and the Secretary gives approval for an examination of the global positioning satellite records.

In carrying out this subsection, the Secretary may seek access to data from an information technology provider only if access to such data cannot be obtained from the motor carrier.

(c) INDEPENDENT ASSESSMENT.—

(1) IN GENERAL.—The Secretary shall contract with an entity that is independent of the Department of Transportation to conduct a study to identify, examine, and evaluate current and future issues and

policies related to government access to data produced by electronic systems for motor carriers. The entity shall have demonstrated knowledge about the motor carrier industry, motor carrier safety regulations, and the electronic information industry.

(2) INSPECTOR GENERAL.—The Office of the Inspector General of the Department of Transportation shall approve the statement of work of the entity referred to in paragraph (1) and approve the contract award under paragraph (1). In carrying out its responsibilities under this paragraph, the Office of the Inspector General shall perform such overview and validation or verification of data as may be necessary to ensure that the study to be conducted under paragraph (1) meets the requirements of paragraph (1).

(3) DEADLINE.—The study to be conducted under paragraph (1) shall be completed not later than 2 years after the date of the enactment of this Act. A report containing the results of the study shall be submitted to the Secretary and Congress.

(4) FUNDING.—Of amounts made available under section 127(a)(3)(H), $100,000 for fiscal year 1998, $200,000 for fiscal year 1999, and $200,000 for fiscal year 2000 shall be available to carry out this subsection.

SEC. 659. REPEAL.

Part B of title VI of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2189–2195) is repealed.

TITLE VII—TRUTH IN BUDGETING

SEC. 701. BUDGETARY TREATMENT OF HIGHWAY TRUST FUND.

Notwithstanding any other provision of law (except the Line Item Veto Act of 1996), the receipts and disbursements of the Highway Trust Fund established by section 9503 of the Internal Revenue Code of 1986—

(1) shall not be counted as new budget authority, outlays, receipts, or deficit or surplus for purposes of—

(A) the budget of the United States Government as submitted by the President,

(B) the congressional budget (including allocations of budget authority and outlays provided therein), or

(C) the Balanced Budget and Emergency Deficit Control Act of 1985; and

(2) shall be exempt from any general budget limitation imposed by statute on expenditures and net lending (budget outlays) of the United States Government.

SEC. 702. APPLICABILITY.

This title shall apply to fiscal years beginning after September 30, 1997.

TITLE VIII—RECREATIONAL BOATING SAFETY PROGRAM

SEC. 801. SHORT TITLE.

This title may be cited as the "Recreational Boating Safety Improvement Act of 1998".

SEC. 802. AMENDMENTS RELATING TO RECREATIONAL BOATING SAFETY PROGRAM.

(a) IN GENERAL.—Section 13106 of title 46, United States Code, is amended—

(1) in subsection (a)—

(A) by striking "(1)" and all that follows through the first sentence and inserting the following: "Except as provided in subsection (c) and subject to such amounts as are provided in appropriations laws, the Secretary may expend for each fiscal year the amount transferred for such fiscal year to the Boat Safety Account under section 9503(c)(4) of the Internal Revenue Code of 1986 (26 U.S.C. 9503(c)(4))."; and

(B) by striking paragraph (2); and

(2) by striking subsection (c) and inserting the following:

"(c)(1) Of the amount transferred for each fiscal year to the Boat Safety Account under section 9503(c)(4) of the Internal Revenue Code of 1986 (26 U.S.C. 9503(c)(4))—

"(A) up to two percent is available to the Secretary to pay the costs of investigations, personnel, and activities related to administering State recreational boating safety programs;

"(B) up to two percent is available to the Secretary to ensure compliance with chapter 43 of this title; and

"(C) up to three percent is available to the Secretary to establish, operate, and maintain aids to navigation that promote primarily recreational boating safety.

"(2) Amounts made available by this subsection shall remain available until expended.".

(b) COMPREHENSIVE SURVEYS.—Section 13103(c) of title 46, United States Code, is amended—

(1) by inserting "(1)" after "(c)"; and

(2) by adding at the end the following:

"(2) The Secretary shall use amounts allocated under this subsection to conduct and report to the Congress the findings of a comprehensive survey of recreational boating in the United States, by not later than December 1 of 1999 and of every fifth year thereafter. The amount expended for

each survey may not exceed 50 percent of the amounts allocated under this subsection for the fiscal year in which the survey is conducted.''.

(c) REQUIREMENT TO USE STATE PROGRAM ASSISTANCE FOR CERTAIN PUBLIC ACCESS FACILITIES.—Section 13106 of title 46, United States Code, is amended by adding at the end the following:

''(d)(1) The Secretary shall require that of the amount appropriated for a fiscal year to which this subsection applies that is allocated and distributed under this chapter for State recreational boating safety programs, the amount described in paragraph (2) shall be available only for use pursuant to subsection (b)(4) for public access facilities for transient nontrailerable recreational vessels.

''(2) The amount referred to in paragraph (1) is equal to five percent of the portion of sums appropriated for the fiscal year to carry out this chapter that is in excess of $35,000,000.

''(3) This subsection applies to any fiscal year for which the total amount appropriated to carry out this chapter exceeds $35,000,000.''.

(d) EFFECTIVE DATE.—This section shall take effect October 1, 1998.

TITLE IX—RAILROADS

SEC. 901. HIGH-SPEED RAIL.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 26104 of title 49, United States Code, is amended—

(1) by redesignating subsection (d) as subsection (h); and

(2) by inserting after subsection (c) the following new subsections:

"(d) FISCAL YEAR 1998.—(1) There are authorized to be appropriated to the Secretary $10,000,000 for fiscal year 1998, for carrying out section 26101 (including payment of administrative expenses related thereto).

"(2) There are authorized to be appropriated to the Secretary $25,000,000 for fiscal year 1998, for carrying out section 26102 (including payment of administrative expenses related thereto).

"(e) FISCAL YEAR 1999.—(1) There are authorized to be appropriated to the Secretary $10,000,000 for fiscal year 1999, for carrying out section 26101 (including payment of administrative expenses related thereto).

"(2) There are authorized to be appropriated to the Secretary $25,000,000 for fiscal year 1999, for carrying out section 26102 (including payment of administrative expenses related thereto).

"(f) FISCAL YEAR 2000.—(1) There are authorized to be appropriated to the Secretary $10,000,000 for fiscal year 2000, for carrying out section 26101 (including payment of administrative expenses related thereto).

"(2) There are authorized to be appropriated to the Secretary $25,000,000 for fiscal year 2000, for carrying out section 26102 (including payment of administrative expenses related thereto).

"(g) FISCAL YEAR 2001.—(1) There are authorized to be appropriated to the Secretary $10,000,000 for fiscal year 2001, for carrying out section 26101 (including payment of administrative expenses related thereto).

"(2) There are authorized to be appropriated to the Secretary $25,000,000 for fiscal year 2001, for carrying out section 26102 (including payment of administrative expenses related thereto).".

(b) DEFINITION.—Section 26105(2) of title 49, United States Code, is amended to read as follows:

"(2) the term 'high-speed rail' means all forms of nonhighway ground transportation that run on rails or electromagnetic guideways providing transportation service which is—

"(A) reasonably expected to reach sustained speeds of more than 125 miles per hour; and

"(B) made available to members of the general public as passengers,

but does not include rapid transit operations within an urban area that are not connected to the general rail system of transportation;".

SEC. 902. LIGHT DENSITY RAIL LINE PILOT PROJECTS.

(a) AMENDMENT.—Part B of subtitle V of title 49, United States Code, is amended by adding at the end the following new chapter:

"CHAPTER 223—LIGHT DENSITY RAIL LINE PILOT PROJECTS

"Sec.
"22301. Light density rail line pilot projects.

"§ 22301. Light density rail line pilot projects

"(a) GRANTS.—The Secretary of Transportation may make grants to States that have State rail plans described in section 22102 (1) and (2), to fund pilot projects that demonstrate the relationship of light density railroad services to the statutory responsibilities of the Secretary, including those under title 23.

"(b) LIMITATIONS.—Grants under this section may be made only for pilot projects for making capital improvements to, and rehabilitating, publicly and privately owned rail line structures, and may not be used for providing operating assistance.

"(c) PRIVATE OWNER CONTRIBUTIONS.—Grants made under this section for projects on privately owned rail line structures shall include contributions by the owner of the rail line structures, based on the benefit to those structures, as determined by the Secretary.

"(d) STUDY.—The Secretary shall conduct a study of the pilot projects carried out with grant assistance under this section to determine the public interest benefits associated with the light density railroad networks in the States and their contribution to a multimodal transportation system. Not later than March 31, 2003, the Secretary shall report to Congress any recommendations the Secretary considers appropriate regarding the eligibility of light density rail networks for Federal infrastructure financing.

"(e) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary to carry out this section $25,000,000 for each of the fiscal years 1998, 1999, 2000, 2001, 2002, and 2003. Such funds shall remain available until expended.".

(b) TABLE OF CHAPTERS.—The table of chapters of subtitle V of title 49, United States Code, is amended by inserting after the item relating to chapter 221 the following new item:

"223. LIGHT DENSITY RAIL LINE PILOT PROJECTS ..... 22301".

SEC. 903. MIAMI-ORLANDO-TAMPA CORRIDOR PROJECT.

There are authorized to be appropriated to the Secretary of Transportation $200,000,000, to be made available to the Florida Department of Transportation to reimburse the Florida Overland Express project in the Miami-Orlando-Tampa corridor for capital costs of that project. The Florida Department of Transportation shall deposit funds received under this section into a separate account which shall, to the extent not yet required for the purposes of this section, be invested in United States Treasury securities. Funds authorized under this section shall not be counted in calculating the allocation to the State of Florida under section 111.

SEC. 904. ALASKA RAILROAD.

(a) GRANTS.—The Secretary may make grants to the Alaska Railroad for capital rehabilitation of and improvements to its passenger services.

(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section $5,250,000 for each of fiscal years 1998 through 2003.

SEC. 905. RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION IN HIGH SPEED RAIL CORRIDORS.

There is authorized to be appropriated to carry out section 104(d)(2) of title 23, United States Code, $5,250,000 for each of fiscal years 1998 through 2003.

SEC. 906. RAILROAD REHABILITATION AND IMPROVEMENT FINANCING.

(a) AMENDMENTS.—Title V of the Railroad Revitalization and Regulatory Reform Act of 1976 is amended—

(1) by striking sections 501 through 504 and inserting the following new sections:

"SEC. 501. DEFINITIONS.

"For purposes of this title:

"(1)(A) The term 'cost' means the estimated long-term cost to the Government of a direct loan or loan guarantee, calculated on a net present value basis, excluding administrative costs and any incidental effects on governmental receipts or outlays.

"(B) The cost of a direct loan shall be the net present value, at the time when the direct loan is disbursed, of the following cash flows:

"(i) Loan disbursements.

"(ii) Repayments of principal.

"(iii) Payments of interest and other payments by or to the Government over the life of the loan after adjusting for estimated defaults, prepayments, fees, penalties, and other recoveries.

"(C) The cost of a loan guarantee shall be the net present value when a guaranteed loan is disbursed, of the following cash flows:

"(i) Estimated payments by the Government to cover defaults and delinquencies, interest subsidies, or other payments.

"(ii) Estimated payments to the Government, including origination and other fees, penalties, and recoveries.

"(D) Any Government action that alters the estimated net present value of an outstanding direct loan or loan guarantee (except modifications within the terms of existing contracts or through other existing authorities) shall be counted as a change in the cost of that direct loan or loan guarantee. The calculation of such changes shall be based on the estimated present value of the direct loan or loan guarantee at the time of modification.

"(E) In estimating net present values, the discount rate shall be the average interest rate on marketable Treasury securities of similar maturity to the direct loan or loan guarantee for which the estimate is being made.

"(2) The term 'direct loan' means a disbursement of funds by the Government to a non-Federal borrower under a contract that requires the repayment of such funds. The term includes the purchase of, or participation in, a loan made by another lend-

er. The term does not include the acquisition of a federally guaranteed loan in satisfaction of default claims.

"(3) The term 'direct loan obligation' means a binding agreement by the Secretary to make a direct loan when specified conditions are fulfilled by the borrower.

"(4) The term 'intermodal' means of or relating to the connection between rail service and other modes of transportation, including all parts of facilities at which such connection is made.

"(5) The term 'loan guarantee' means any guarantee, insurance, or other pledge with respect to the payment of all or a part of the principal or interest on any debt obligation of a non-Federal borrower to a non-Federal lender, but does not include the insurance of deposits, shares, or other withdrawable accounts in financial institutions.

"(6) The term 'loan guarantee commitment' means a binding agreement by the Secretary to make a loan guarantee when specified conditions are fulfilled by the borrower, the lender, or any other party to the guarantee agreement.

"SEC. 502. DIRECT LOANS AND LOAN GUARANTEES.

"(a) GENERAL AUTHORITY.—The Secretary may provide direct loans and loan guarantees to State and local governments, government sponsored authorities and corporations, railroads, and joint ventures that include at least 1 railroad.

"(b) ELIGIBLE PURPOSES.—

"(1) IN GENERAL.—Direct loans and loan guarantees under this section shall be used to—

"(A) acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops;

"(B) refinance outstanding debt incurred for the purposes described in subparagraph (A); or

"(C) develop or establish new intermodal or railroad facilities.

"(2) OPERATING EXPENSES NOT ELIGIBLE.—Direct loans and loan guarantees under this section shall not be used for railroad operating expenses.

"(c) PRIORITY PROJECTS.—In granting applications for direct loans or guaranteed loans under this section, the Secretary shall give priority to projects that—

"(1) enhance public safety;

"(2) enhance the environment;

"(3) promote economic development;

"(4) enable United States companies to be more competitive in international markets;

"(5) are endorsed by the plans prepared under section 135 of title 23, United States Code, by the State or States in which they are located; or

"(6) preserve rail or intermodal service to small communities or rural areas.

"(d) EXTENT OF AUTHORITY.—The aggregate unpaid principal amounts of obligations under direct loans and loan guarantees made under this section shall not exceed $5,000,000,000 at any one time. Of this amount, not less than $1,000,000,000 shall be available solely for projects primarily benefiting freight railroads other than Class I carriers.

"(e) RATES OF INTEREST.—

"(1) DIRECT LOANS.—The Secretary shall require interest to be paid on a direct loan made under this section at a rate not less than that necessary to recover the cost of making the loan.

"(2) LOAN GUARANTEES.—The Secretary shall not make a loan guarantee under this section if the interest rate for the loan exceeds that which the Secretary determines to be reasonable, taking into consideration the prevailing interest rates and customary

fees incurred under similar obligations in the private capital market.

"(f) INFRASTRUCTURE PARTNERS.—

"(1) AUTHORITY OF SECRETARY.—In lieu of or in combination with appropriations of budget authority to cover the costs of direct loans and loan guarantees as required under section 504(b)(1) of the Federal Credit Reform Act of 1990, the Secretary may accept on behalf of an applicant for assistance under this section a commitment from a non-Federal source to fund in whole or in part credit risk premiums with respect to the loan that is the subject of the application. In no event shall the aggregate of appropriations of budget authority and credit risk premiums described in this paragraph with respect to a direct loan or loan guarantee be less than the cost of that direct loan or loan guarantee.

"(2) CREDIT RISK PREMIUM AMOUNT.—The Secretary shall determine the amount required for credit risk premiums under this subsection on the basis of—

"(A) the circumstances of the applicant, including the amount of collateral offered;

"(B) the proposed schedule of loan disbursements;

"(C) historical data on the repayment history of similar borrowers;

"(D) consultation with the Congressional Budget Office; and

"(E) any other factors the Secretary considers relevant.

"(3) PAYMENT OF PREMIUMS.—Credit risk premiums under this subsection shall be paid to the Secretary before the disbursement of loan amounts.

"(4) COHORTS OF LOANS.—In order to maintain sufficient balances of credit risk premiums to adequately protect the Federal Government from risk of default, while minimizing the length of time the Government retains possession of those balances, the Secretary shall establish cohorts of loans. When all obligations attached to a cohort of loans have been satisfied, credit risk premiums paid for the cohort, and interest accrued thereon, which were not used to mitigate losses shall be returned to the original source on a pro rata basis.

"(g) PREREQUISITES FOR ASSISTANCE.—The Secretary shall not make a direct loan or loan guarantee under this section unless the Secretary has made a finding in writing that—

"(1) repayment of the obligation is required to be made within a term of not more than 25 years from the date of its execution;

"(2) the direct loan or loan guarantee is justified by the present and probable future demand for rail services or intermodal facilities;

"(3) the applicant has given reasonable assurances that the facilities or equipment to be acquired, rehabilitated, improved, developed, or established with the proceeds of the obligation will be economically and efficiently utilized;

"(4) the obligation can reasonably be repaid, using an appropriate combination of credit risk premiums and collateral offered by the applicant to protect the Federal Government; and

"(5) the purposes of the direct loan or loan guarantee are consistent with subsection (b).

"(h) CONDITIONS OF ASSISTANCE.—The Secretary shall, before granting assistance under this section, require the applicant to agree to such terms and conditions as are sufficient, in the judgment of the Secretary, to ensure that, as long as any principal or interest is due and payable on such obligation, the applicant, and any railroad or railroad partner for whose benefit the assistance is intended—

"(1) will not use any funds or assets from railroad or intermodal operations for purposes not related to such operations, if such use would impair the ability of the applicant, railroad, or railroad partner to provide rail or intermodal services in an efficient and economic manner, or would adversely affect the ability of the applicant, railroad, or railroad partner to perform any obligation entered into by the applicant under this section;

"(2) will, consistent with its capital resources, maintain its capital program, equipment, facilities, and operations on a continuing basis; and

"(3) will not make any discretionary dividend payments that unreasonably conflict with the purposes stated in subsection (b).

"SEC. 503. ADMINISTRATION OF DIRECT LOANS AND LOAN GUARANTEES.

"(a) APPLICATIONS.—The Secretary shall prescribe the form and contents required of applications for assistance under section 502, to enable the Secretary to determine the eligibility of the applicant's proposal, and shall establish terms and conditions for direct loans and loan guarantees made under that section.

"(c) ASSIGNMENT OF LOAN GUARANTEES.—The holder of a loan guarantee made under section 502 may assign

the loan guarantee in whole or in part, subject to such requirements as the Secretary may prescribe.

"(d) MODIFICATIONS.—The Secretary may approve the modification of any term or condition of a direct loan, loan guarantee, direct loan obligation, or loan guarantee commitment, including the rate of interest, time of payment of interest or principal, or security requirements, if the Secretary finds in writing that—

"(1) the modification is equitable and is in the overall best interests of the United States; and

"(2) consent has been obtained from the applicant and, in the case of a loan guarantee or loan guarantee commitment, the holder of the obligation.

"(e) COMPLIANCE.—The Secretary shall assure compliance, by an applicant, any other party to the loan, and any railroad or railroad partner for whose benefit assistance is intended, with the provisions of this title, regulations issued hereunder, and the terms and conditions of the direct loan or loan guarantee, including through regular periodic inspections.

"(f) COMMERCIAL VALIDITY.—For purposes of claims by any party other than the Secretary, a loan guarantee or loan guarantee commitment shall be conclusive evidence that the underlying obligation is in compliance with the provisions of this title, and that such obligation has been

approved and is legal as to principal, interest, and other terms. Such a guarantee or commitment shall be valid and incontestable in the hands of a holder thereof, including the original lender or any other holder, as of the date when the Secretary granted the application therefor, except as to fraud or material misrepresentation by such holder.

"(g) DEFAULT.—The Secretary shall prescribe regulations setting forth procedures in the event of default on a loan made or guaranteed under section 502. The Secretary shall ensure that each loan guarantee made under that section contains terms and conditions that provide that—

"(1) if a payment of principal or interest under the loan is in default for more than 30 days, the Secretary shall pay to the holder of the obligation, or the holder's agent, the amount of unpaid guaranteed interest;

"(2) if the default has continued for more than 90 days, the Secretary shall pay to the holder of the obligation, or the holder's agent, 90 percent of the unpaid guaranteed principal;

"(3) after final resolution of the default, through liquidation or otherwise, the Secretary shall pay to the holder of the obligation, or the holder's agent, any remaining amounts guaranteed but which were not recovered through the default's resolution;

"(4) the Secretary shall not be required to make any payment under paragraphs (1) through (3) if the Secretary finds, before the expiration of the periods described in such paragraphs, that the default has been remedied; and

"(5) the holder of the obligation shall not receive payment or be entitled to retain payment in a total amount which, together with all other recoveries (including any recovery based upon a security interest in equipment or facilities) exceeds the actual loss of such holder.

"(h) RIGHTS OF THE SECRETARY.—

"(1) SUBROGATION.—If the Secretary makes payment to a holder, or a holder's agent, under subsection (g) in connection with a loan guarantee made under section 502, the Secretary shall be subrogated to all of the rights of the holder with respect to the obligor under the loan.

"(2) DISPOSITION OF PROPERTY.—The Secretary may complete, recondition, reconstruct, renovate, repair, maintain, operate, charter, rent, sell, or otherwise dispose of any property or other interests obtained pursuant to this section. The Secretary shall not be subject to any Federal or State regulatory requirements when carrying out this paragraph.

"(i) ACTION AGAINST OBLIGOR.—The Secretary may bring a civil action in an appropriate Federal court in the name of the United States in the event of a default on a direct loan made under section 502, or in the name of the United States or of the holder of the obligation in the event of a default on a loan guaranteed under section 502. The holder of a guarantee shall make available to the Secretary all records and evidence necessary to prosecute the civil action. The Secretary may accept property in full or partial satisfaction of any sums owed as a result of a default. If the Secretary receives, through the sale or other disposition of such property, an amount greater than the aggregate of—

"(1) the amount paid to the holder of a guarantee under subsection (g) of this section; and

"(2) any other cost to the United States of remedying the default,

the Secretary shall pay such excess to the obligor.

"(j) BREACH OF CONDITIONS.—The Attorney General shall commence a civil action in an appropriate Federal court to enjoin any activity which the Secretary finds is in violation of this title, regulations issued hereunder, or any conditions which were duly agreed to, and to secure any other appropriate relief.

"(k) ATTACHMENT.—No attachment or execution may be issued against the Secretary, or any property in the con-

trol of the Secretary, prior to the entry of final judgment to such effect in any State, Federal, or other court.

"(l) INVESTIGATION CHARGE.—The Secretary may charge and collect from each applicant a reasonable charge for appraisal of the value of the equipment or facilities for which the direct loan or loan guarantee is sought, and for making necessary determinations and findings. Such charge shall not aggregate more than one-half of 1 percent of the principal amount of the obligation.";

(2) by striking sections 505 through 515 (other than 511(c)), 517, and 518;

(3) in section 511(c) by striking "this section" and inserting "section 502";

(4) by moving subsection (c) of section 511 (as amended by paragraph (3) of this section) from section 511 to section 503 (as inserted by paragraph (1) of this section), inserting it after subsection (a), and redesignating it as subsection (b); and

(5) by redesignating section 516 as section 504.

(b) TECHNICAL AND CONFORMING PROVISIONS.—

(1) TABLE OF CONTENTS.—The table of contents of title V of the Railroad Revitalization and Regulatory Reform Act of 1976 is amended by striking the items relating to sections 502 through 518 and inserting the following:

"Sec. 502. Direct loans and loan guarantees.

"Sec. 503. Administration of direct loans and loan guarantees.
"Sec. 504. Employee protection.".

(2) SAVINGS PROVISION.—A transaction entered into under the authority of title V of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 821 et seq.) before the date of the enactment of this Act shall be administered until completion under its terms as if this Act were not enacted.

(3) REPEAL.—Section 211(i) of the Regional Rail Reorganization Act of 1973 (45 U.S.C. 721(i)) is repealed.

TITLE X—CONDITIONS FOR IMPLEMENTATION OF FUNDING

SEC. 1001. CONDITIONS FOR IMPLEMENTATION OF FUNDING.

(a) PURPOSE.—The purpose of this section is to ensure that all additional spending provided by this Act above the levels assumed for those programs under section 257 of the Balanced Budget and Emergency Deficit Control Act of 1985 in the baseline projections contained in the Congressional Budget Office document entitled "Revised Baseline Budget Projections for Fiscal Years 1999–2008," dated March 3, 1998, except that for programs with discretionary outlays the projections shall assume obligation authority at the 1998 enacted level and that the programs shall be adjusted for the transfer of general fund programs to the trust

fund, is fully offset through mandatory and discretionary offsets set forth in this Act.

(b) DUTY IMPOSED ON SECRETARY.—The Secretary of Transportation shall not apportion, allocate, or obligate any funds authorized or provided by this Act unless it contains a section stating that the conditions set forth in subsection (c) have been met.

(c) ENUMERATION OF SPECIFIC CONDITIONS.—The conditions referred to in subsection (b) are that this Act shall contain provisions that offset any increase in outlays from the Highway Trust Fund caused by this Act above the levels assumed for those programs under section 257 of the Balanced Budget and Emergency Deficit Control Act of 1985 in the baseline projections contained in the Congressional Budget Office document entitled "Revised Baseline Budget Projections for Fiscal Years 1999–2008," dated March 3, 1998, except that for programs with discretionary outlays the projections shall assume obligation authority at the 1998 enacted level and that the programs shall be adjusted for the transfer of general fund programs to the trust fund, by reducing mandatory and discretionary spending.

TITLE XI—EXTENSION AND MODIFICATION OF HIGHWAY-RELATED TAXES AND TRUST FUND

Sec. 1101. Short title; amendment of 1986 Code.
Sec. 1102. Extension of highway-related taxes and trust fund.
Sec. 1103. Modifications to Highway Trust Fund.
Sec. 1104. Provisions relating to Aquatic Resources Trust Fund.
Sec. 1105. Repeal of excise tax on tires.
Sec. 1106. Repeal of 4.3 cent excise tax on diesel fuel and gasoline used in trains.
Sec. 1107. Delay in effective date of new requirement for approved diesel or kerosene terminals.
Sec. 1108. Simplified fuel tax refund procedures.
Sec. 1109. Repeal of National Recreational Trails Trust Fund.

SEC. 1101. SHORT TITLE; AMENDMENT OF 1986 CODE.

(a) SHORT TITLE.—This title may be cited as the "Surface Transportation Revenue Act of 1998".

(b) AMENDMENT OF 1986 CODE.—Except as otherwise expressly provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of the Internal Revenue Code of 1986.

SEC. 1102. EXTENSION OF HIGHWAY-RELATED TAXES AND TRUST FUND.

(a) EXTENSION OF TAXES.—

(1) IN GENERAL.—The following provisions are each amended by striking "1999" each place it appears and inserting "2005":

(A) Section 4041(a)(1)(C)(iii)(I) (relating to rate of tax on certain buses).

(B) Section 4041(a)(2)(B) (relating to rate of tax on special motor fuels), as amended by section 907(a)(1) of the Taxpayer Relief Act of 1997.

(C) Section 4041(m)(1)(A) (relating to certain alcohol fuels), as amended by section 907(b) of the Taxpayer Relief Act of 1997.

(D) Section 4051(c) (relating to termination).

(E) Section 4081(d)(1) (relating to termination).

(F) Section 4481(e) (relating to period tax in effect).

(G) Section 4482(c)(4) (relating to taxable period).

(H) Section 4482(d) (relating to special rule for taxable period in which termination date occurs).

(2) TAX ON TIRES EXTENDED ONLY THROUGH SEPTEMBER 30, 2000.—Section 4071(d) (relating to termination) is amended by striking "1999" and inserting "2000".

(3) OTHER PROVISIONS.—

(A) FLOOR STOCKS REFUNDS.—Section 6412(a)(1) (relating to floor stocks refunds) is amended—

(i) by striking "1999" each place it appears and inserting "2005", and

(ii) by striking "2000" each place it appears and inserting "2006".

(B) INSTALLMENT PAYMENTS OF HIGHWAY USE TAX.—Section 6156(e)(2) (relating to installment payments of highway use tax on use of highway motor vehicles) is amended by striking "1999" and inserting "2005".

(b) EXTENSION OF CERTAIN EXEMPTIONS.—The following provisions are each amended by striking "1999" and inserting "2005":

(1) Section 4221(a) (relating to certain tax-free sales).

(2) Section 4483(g) (relating to termination of exemptions for highway use tax).

(c) EXTENSION OF DEPOSITS INTO, AND CERTAIN TRANSFERS FROM, TRUST FUND.—

(1) IN GENERAL.—Subsection (b), and paragraphs (2) and (3) of subsection (c), of section 9503 (relating to the Highway Trust Fund) are each amended—

(A) by striking "1999" each place it appears (other than in subsection (b)(4)) and inserting "2005", and

(B) by striking "2000" each place it appears and inserting "2006".

(2) MOTORBOAT AND SMALL-ENGINE FUEL TAX TRANSFERS.—

(A) IN GENERAL.—Paragraphs (4)(A)(i) and (5)(A) of section 9503(c) are each amended by striking "1998" and inserting "2003".

(B) CONFORMING AMENDMENTS TO LAND AND WATER CONSERVATION FUND.—Section 201(b) of the Land and

Water Conservation Fund Act of 1965 (16 U.S.C. 460l–11(b)) is amended—

(i) by striking "1997" and inserting "2003", and

(ii) by striking "1998" each place it appears and inserting "2004".

(3) CONFORMING AMENDMENT.—The heading for paragraph (3) of section 9503(c) is amended to read as follows:

"(3) FLOOR STOCKS REFUNDS.—".

(d) EXTENSION AND EXPANSION OF EXPENDITURES FROM TRUST FUND.—

(1) HIGHWAY ACCOUNT.—

(A) EXTENSION OF EXPENDITURE AUTHORITY.—Paragraph (1) of section 9503(c) is amended by striking "1998" and inserting "2003".

(B) EXPANSION OF PURPOSES.—Paragraph (1) of section 9503(c) is amended—

(i) by striking "or" at the end of subparagraph (C), and

(ii) by striking "1991." in subparagraph (D) and all that follows

through the end of paragraph (1) and inserting "1991, or

"(E) authorized to be paid out of the Highway Trust Fund under the Building Efficient Surface Transportation and Equity Act of 1998.

In determining the authorizations under the Acts referred to in the preceding subparagraphs, such Acts shall be applied as in effect on the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998.".

(2) MASS TRANSIT ACCOUNT.—

(A) EXTENSION OF EXPENDITURE AUTHORITY.—Paragraph (3) of section 9503(e) is amended by striking "1998" and inserting "2003".

(B) EXPANSION OF PURPOSES.—Paragraph (3) of section 9503(e) is amended—

(i) by striking "or" at the end of subparagraph (A),

(ii) by adding "or" at the end of subparagraph (B), and

(iii) by striking all that follows subparagraph (B) and inserting:

"(C) the Building Efficient Surface Transportation and Equity Act of 1998,

as such sections and Acts are in effect on the date of the enactment of the Building Efficient Surface Transportation and Equity Act of 1998.".

(e) TECHNICAL CORRECTION RELATING TO TRANSFERS TO MASS TRANSIT ACCOUNT.—

(1) IN GENERAL.—Section 9503(e)(2) is amended by striking the last sentence and inserting the following: "For purposes of the preceding sentence, the term 'mass transit portion' means, for any fuel with respect to which tax was imposed under section 4041 or 4081 and otherwise deposited into the Highway Trust Fund, the amount determined at the rate of—

"(A) except as otherwise provided in this sentence, 2.86 cents per gallon,

"(B) 1.43 cents per gallon in the case of any partially exempt meth-

anol or ethanol fuel (as defined in section 4041(m)) none of the alcohol in which consists of ethanol,

"(C) 1.86 cents per gallon in the case of liquefied natural gas,

"(D) 2.13 cents per gallon in the case of liquefied petroleum gas, and

"(E) 9.71 cents per MCF (determined at standard temperature and pressure) in the case of compressed natural gas.".

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) shall take effect as if included in the amendment made by section 901(b) of the Taxpayer Relief Act of 1997.

SEC. 1103. MODIFICATIONS TO HIGHWAY TRUST FUND.

(a) DETERMINATION OF TRUST FUND BALANCES AFTER SEPTEMBER 30, 1998.—

(1) IN GENERAL.—Section 9503 (relating to Highway Trust Fund) is amended by adding at the end the following new subsection:

"(f) DETERMINATION OF TRUST FUND BALANCES AFTER SEPTEMBER 30, 1998.—For pur-

poses of determining the balances of the Highway Trust Fund and the Mass Transit Account after September 30, 1998—

"(1) the opening balance of the Highway Trust Fund (other than the Mass Transit Account) on October 1, 1998, shall be $8,000,000,000,

"(2) the opening balance of the Mass Transit Account on such date shall be $5,500,000,000, and

"(3) no interest on any obligation held by such Fund shall be credited to such Fund if such interest accrues after September 30, 1998.

The Secretary shall cancel obligations held by the Highway Trust Fund to reflect the reduction in the balances under this subsection.".

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) shall take effect on October 1, 1998.

(b) REPEAL OF LIMITATION ON EXPENDITURES ADDED BY TAXPAYER RELIEF ACT OF 1997.—

(1) IN GENERAL.—Subsection (c) of section 9503 (relating to expenditures from

Highway Trust Fund) is amended by striking paragraph (7).

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) shall take effect as if included in the amendments made by section 901 of the Taxpayer Relief Act of 1997.

(c) LIMITATION ON EXPENDITURE AUTHORITY.—Subsection (b) of section 9503 (relating to transfers to Highway Trust Fund) is amended by adding at the end the following new paragraph:

"(6) LIMITATION ON TRANSFERS TO HIGHWAY TRUST FUND.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), no amount may be appropriated to the Highway Trust Fund on and after the date of any expenditure from the Highway Trust Fund which is not permitted by this section. The determination of whether an expenditure is so permitted shall be made without regard to—

"(i) any provision of law which is not contained or referenced in this title or in a revenue Act, and

"(ii) whether such provision of law is a subsequently enacted provision or directly or indirectly seeks to waive the application of this paragraph.

"(B) EXCEPTION FOR PRIOR OBLIGATIONS.—Subparagraph (A) shall not apply to any expenditure to liquidate any contract entered into (or for any amount otherwise obligated) before October 1, 2003, in accordance with the provisions of this section.".

(d) MODIFICATION OF MASS TRANSIT ACCOUNT RULES ON ADJUSTMENTS OF APPORTIONMENTS.—Paragraph (4) of section 9503(e) is amended to read as follows:

"(4) LIMITATION.—Rules similar to the rules of subsection (d) shall apply to the Mass Transit Account.".

SEC. 1104. PROVISIONS RELATING TO AQUATIC RESOURCES TRUST FUND.

(a) INCREASED TRANSFERS.—

(1)(A) Effective with respect to taxes imposed after September 30, 1999, and before October 1, 2000, subparagraph (D) of section 9503(b)(4) is amended by striking "11.5 cents" and inserting "14.9 cents".

(B) Effective with respect to taxes imposed after September 30, 2000, paragraph (4) of section 9503(b) is amended by striking subparagraph (D) and by redesignating subparagraphs (E), (F), and (G) as subparagraphs (D), (E), and (F), respectively.

(2) Subparagraph (A) of section 9503(c)(4), as amended by section 1102(c)(2)(A), is amended to read as follows:

"(A) TRANSFERS TO BOAT SAFETY ACCOUNT.—

"(i) IN GENERAL.—The Secretary shall pay from time to time from the Highway Trust Fund into the Boat Safety Account in the Aquatic Resources Trust

Fund amounts (as determined by the Secretary) equivalent to one-half of the motorboat fuel taxes received after September 30, 1998, and before October 1, 2003.

"(ii) LIMIT ON AMOUNT IN FUND.—No amount shall be transferred under this subparagraph during any fiscal year if the Secretary determines that such transfer would result in increasing the unobligated balance in the Boat Safety Account to a sum in excess of one-half of the total amount received as motorboat fuel taxes during the preceding fiscal year.".

(b) EXTENSION AND EXPANSION OF EXPENDITURE AUTHORITY FROM BOAT SAFETY ACCOUNT.—Section 9504(c) (relating to expenditures from Boat Safety Account) is amended—

(1) by striking "1998" and inserting "2003", and

(2) by striking "October 1, 1988" and inserting "the date of the enactment of

the Building Efficient Surface Transportation and Equity Act of 1998".

(c) LIMITATION ON EXPENDITURE AUTHORITY.—Section 9504 (relating to Aquatic Resources Trust Fund) is amended by redesignating subsection (d) as subsection (e) and by inserting after subsection (c) the following:

"(d) LIMITATION ON TRANSFERS TO AQUATIC RESOURCES TRUST FUND.—

"(1) IN GENERAL.—Except as provided in paragraph (2), no amount may be appropriated or paid to any Account in the Aquatic Resources Trust Fund on and after the date of any expenditure from any such Account which is not permitted by this section. The determination of whether an expenditure is so permitted shall be made without regard to—

"(A) any provision of law which is not contained or referenced in this title or in a revenue Act, and

"(B) whether such provision of law is a subsequently enacted provision or directly or indirectly seeks to

waive the application of this subsection.

"(2) EXCEPTION FOR PRIOR OBLIGATIONS.—Paragraph (1) shall not apply to any expenditure to liquidate any contract entered into (or for any amount otherwise obligated) before October 1, 2003, in accordance with the provisions of this section.".

(d) EFFECTIVE DATES.—

(1) IN GENERAL.—Except as otherwise provided in this section, the amendments made by this section shall take effect on the date of the enactment of this Act.

(2) INCREASED TRANSFERS.—The amendment made by subsection (a)(2) shall take effect on October 1, 1998.

SEC. 1105. REPEAL OF EXCISE TAX ON TIRES.

(a) IN GENERAL.—Subchapter A of chapter 32 (relating to automotive and related items) is amended by striking part II.

(b) CONFORMING AMENDMENTS.—

(1) Section 4051 is amended by striking subsection (d).

(2) Section 4218 is amended—

(A) by striking "(other than a tire taxable under section 4071)" in subsection (a),

(B) by striking subsection (b), and

(C) by redesignating subsection (c) as subsection (b).

(3)(A) The third sentence of section 4221(a) is amended to read as follows: "Paragraphs (4) and (5) shall not apply to the tax imposed by section 4051 on and after October 1, 2005."

(B) Subsection (e) of section 4221 is amended—

(i) by striking paragraphs (2) and (3),

(ii) by striking so much of such subsection as precedes the text of paragraph (1) and inserting:

"(e) RECIPROCITY REQUIRED IN CASE OF CIVIL AIRCRAFT.—", and

(iii) by moving such text 2 ems to the left.

(4) Paragraph (1) of section 4223(b) is amended by striking "section 4218(c)" and inserting "section 4218(b)".

(5)(A) Paragraph (1) of section 6412(a) is amended—

(i) by striking "TIRES AND TAXABLE" in the heading and inserting "TAXABLE", and

(ii) by striking "4071 or".

(B) Subsection (c) of section 6412 is amended by striking "sections 4071 and" and inserting "section".

(6)(A) Paragraph (1) of section 6416(b) is amended—

(i) by striking "or (C)" in subparagraph (A), and

(ii) by striking subparagraph (C).

(B) Paragraph (2) of section 6416(b) is amended by adding "or" at the end of subparagraph (D), by striking subparagraph (E), and by redesignating subparagraph (F) as subparagraph (E).

(C) Subsection (b) of section 6416 is amended by striking paragraph (4) and redesignating paragraphs (5) and (6) as paragraphs (4) and (5), respectively.

(D) Subsection (d) of section 4216 is amended by striking "section 6416(b)(5)" and inserting "section 6416(b)(4)".

(7) Paragraph (1) of section 9503(b) is amended by striking subparagraphs (C) and (D) and by redesignating subparagraphs (E) and (F) as subparagraphs (C) and (D), respectively.

(8) Paragraph (5) of section 9503(b) is amended by striking "and (E)" and inserting "and (C)".

(9) The table of parts for subchapter A of chapter 32 is amended by striking the item relating to part II.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2000; except that the amendment made by subsection (b)(6) shall not apply to amounts received in the Treasury with respect to taxes imposed before such date.

SEC. 1106. REPEAL OF 4.3 CENT EXCISE TAX ON DIESEL FUEL AND GASOLINE USED IN TRAINS.

(a) DIESEL FUEL.—

(1) IN GENERAL.—Clause (ii) of section 4041(a)(1)(C) (relating to rate of tax) is amended to read as follows:

"(ii) RATE OF TAX ON TRAINS.—In the case of any sale for use, or use, of diesel fuel in a train, the rate of tax imposed by this paragraph shall be—

"(I) 5.55 cents per gallon after September 30, 1995, and before October 1, 1999,

"(II) 4.3 cents per gallon after September 30, 1999, and before October 1, 2000, and

"(III) zero after September 30, 2000.".

(2) CONFORMING AMENDMENT.—Subparagraph (B) of section 6427(l)(3) is amended to read as follows:

"(B) so much of the rate specified in section 4081(a)(2)(A) as does not exceed—

"(i) 5.55 cents per gallon after September 30, 1995, and before October 1, 1999,

"(ii) 4.3 cents per gallon after September 30, 1999, and before October 1, 2000, and

"(iii) zero after September 30, 2000.".

(b) GASOLINE.—Subparagraph (B) of section 6421(f)(3) is amended to read as follows:

"(B) so much of the rate specified in section 4081(a)(2)(A) as does not exceed—

"(i) 5.55 cents per gallon after September 30, 1995, and before October 1, 1999,

"(ii) 4.3 cents per gallon after September 30, 1999, and before October 1, 2000, and

"(iii) zero after September 30, 2000.".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date of the enactment of this Act.

SEC. 1107. DELAY IN EFFECTIVE DATE OF NEW REQUIREMENT FOR APPROVED DIESEL OR KEROSENE TERMINALS.

Subsection (f) of section 1032 of the Taxpayer Relief Act of 1997 is amended to read as follows:

"(f) EFFECTIVE DATES.—

"(1) Except as provided in paragraph (2), the amendments made by this section shall take effect on July 1, 1998.

"(2) The amendment made by subsection (d) shall take effect on July 1, 2000.".

SEC. 1108. SIMPLIFIED FUEL TAX REFUND PROCEDURES.

(a) IN GENERAL.—Subparagraph (A) of section 6427(i)(2) is amended to read as follows:

"(A) IN GENERAL.—If, at the close of any quarter of the taxable year of any person, at least $750 is payable in the aggregate under subsections (a), (b), (d), (h), (l), and (q) of this section and section 6421 to such person with respect to fuel used—

"(i) during such quarter, or

"(ii) any prior quarter during such taxable year for which no other claim has been filed,

a claim may be filed under this section with respect to such fuel.".

(b) CONFORMING AMENDMENTS.—

(1) Subsection (i) of section 6427 is amended by striking paragraph (4) and by redesignating paragraph (5) as paragraph (4).

(2) Paragraph (2) of section 6427(k) is amended to read as follows:

"(2) EXCEPTION.—Paragraph (1) shall not apply to a payment of a claim filed under paragraph (2), (3), or (4) of subsection (i).".

(3) Paragraph (2) of section 6421(d) is amended to read as follows:

"(2) EXCEPTION.—

"For payments per quarter based on aggregate amounts payable under this section and section 6427, see section 6427(i)(2).".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 1998.

SEC. 1109. REPEAL OF NATIONAL RECREATIONAL TRAILS TRUST FUND.

(a) IN GENERAL.—Section 9511 (relating to National Recreational Trails Trust Fund) is repealed.

(b) CONFORMING AMENDMENTS.—

(1) Section 9503(c) is amended by striking paragraph (6).

(2) The table of sections for subchapter A of chapter 98 is amended by striking the item relating to section 9511.