

Hefley	McMorris	Ryan (WI)
Hensarling	Meehan	Ryun (KS)
Henger	Meek (FL)	Salazar
Herseeth	Melancon	Saxton
Higgins	Mica	Schiff
Hinojosa	Michaud	Schmidt
Hobson	Miller (FL)	Schwartz (PA)
Hoekstra	Miller (MI)	Schwarz (MI)
Hooley	Miller (NC)	Sensenbrenner
Hostettler	Miller, Gary	Sessions
Hulshof	Moran (KS)	Shadegg
Hunter	Murphy	Shaw
Inglis (SC)	Murtha	Shays
Issa	Musgrave	Shimkus
Istook	Myrick	Shuster
Jenkins	Neal (MA)	Simmons
Jindal	Neugebauer	Simpson
Johnson (CT)	Ney	Skelton
Jones (NC)	Northup	Smith (NJ)
Kaptur	Norwood	Smith (TX)
Keller	Nunes	Smith (WA)
Kelly	Nussle	Snyder
Kennedy (MN)	Ortiz	Sodrel
Kind	Osborne	Souder
King (IA)	Oxley	Spratt
King (NY)	Pascrell	Stearns
Kingston	Pearce	Strickland
Kirk	Pence	Stupak
Kline	Peterson (MN)	Sweeney
Knollenberg	Peterson (PA)	Tancredo
Kolbe	Petri	Tanner
Kuhl (NY)	Pickering	Tauscher
LaHood	Pitts	Taylor (MS)
Lantos	Platts	Taylor (NC)
Latham	Poe	Terry
LaTourette	Pombo	Thomas
Leach	Pomeroy	Thompson (MS)
Levin	Porter	Thornberry
Lewis (CA)	Price (GA)	Tiahrt
Lewis (KY)	Pryce (OH)	Tiberi
Linder	Putnam	Tierney
Lipinski	Radanovich	Turner
LoBiondo	Rahall	Upton
Lofgren, Zoe	Ramstad	Van Hollen
Lucas	Regula	Walden (OR)
Lungren, Daniel E.	Rehberg	Walsh
	Reichert	Wamp
Mack	Renzi	Waxman
Manzullo	Reyes	Weiner
Marchant	Reynolds	Weldon (FL)
Marshall	Rogers (AL)	Weldon (PA)
Matheson	Rogers (KY)	Weller
McCaull (TX)	Rogers (MI)	Westmoreland
McCollum (MN)	Rohrabacher	Whitfield
McCotter	Ros-Lehtinen	Wicker
McCrary	Ross	Wilson (NM)
McHenry	Royce	Wilson (SC)
McHugh	Ruppersberger	Wolf
McIntyre	Rush	Young (AK)
McKeon	Ryan (OH)	Young (FL)

NOT VOTING—13

Cannon	Holden	Obey
Davis (FL)	Holt	Sherwood
Evans	Hyde	Sullivan
Ford	Johnson, Sam	
Gerlach	Kanjorski	

ANNOUNCEMENT BY THE CHAIRMAN

The CHAIRMAN (during the vote). Members are advised that there is 1 minute remaining in this vote.

□ 2304

Mr. MARKEY and Mr. BLUMENAUER changed their vote from “no” to “aye.”

So the amendment was rejected.

The result of the vote was announced as above recorded.

Mr. NEUGEBAUER. Mr. Chairman, I rise today in support of the fiscal year 2007 Science, State, Justice Commerce Appropriations bill. I am particularly pleased that Chairman. WOLF included language that directs the Bureau of Prisons (BOP) to renew agreements with local governments housing federal criminal aliens, as long as the facilities meet Bureau of Prisons’ standards and a fair and reasonable price is offered.

This provision of the bill is notably important to Big Spring, Texas and Garza County, Texas, both of which are located in my district,

because these communities currently house federal criminal aliens and operate under an intergovernmental agreement (IGA) with the BOP. Renewing IGA’s in west Texas will ensure that the federal government can meet the increasing demand for the incarceration of criminal aliens and continue to build upon already strong relationships for the long term.

This language also proves that Congress is committed to fiscal discipline. Big Spring and Garza County offer secure facilities to house dangerous individuals, while providing the American taxpayers some of the lowest per diem rates in the Nation.

Mr. Chairman, in closing I urge my colleagues to support this important piece of legislation.

Mr. GENE GREEN of Texas. Mr. Chairman, I rise to express my support for the fiscal year 2007 Science-State-Justice Commerce appropriations bill. The subcommittee has taken a difficult allocation and done an admirable job of funding important federal programs within these agencies. I am particularly grateful to the subcommittee for dedicating funding for Houston Community College’s Public Safety Institute within the Department of Justice’s accounts.

The Houston Community College has taken the steps to build a much-needed Public Safety Institute in Houston, Texas. PSI will be a state-of-the-art facility that will offer specialized training for area fire fighters, law enforcement, medical technicians and other first responders. While Houston-area first responders will be the first to benefit from PSI’s training programs in bio-hazards, command and control, ship-board spills and swift water rescue, I have no doubt that first responders from across the state—if not the Nation—will soon be traveling to PSI for this high-tech training.

Houston is home to the country’s fourth largest metropolitan area and the Nation’s second largest port in terms of foreign tonnage. We are also home to the world’s second largest petrochemical complex and the world’s single largest petrochemical refinery. Given the critical nature of these assets, the PSI’s training programs will help further not only our local law enforcement but also our homeland security.

Mr. Chairman, with great pride that we are working to secure federal funding for PSI, which will be located in our district. While no training scenario can fully simulate a true emergency, the offerings at PSI will be as close as technology will allow. First responders will benefit from PSI’s “skills village,” which will house a number of structures that simulate a real-world training environment for participants. PSI will also house a 10,000 square foot burn building to create fire-fighting scenarios and a 10,000 square foot tower for fire and rescue training.

I appreciate the subcommittee’s recognition that PSI is an important project worthy of federal investment. The Congress can be as proud as I am that this funding will further PSI’s mission to provide comprehensive training to the firefighters and local law enforcement who serve as first responders to any threat the City of Houston, and the national security assets in our area.

Mr. WOLF. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr.

MCCAUL of Texas) having assumed the chair, Mr. HASTINGS of Washington, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 5672) making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2007, and for other purposes, had come to no resolution thereon.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 5688

Mr. GENE GREEN of Texas. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 5688.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken tomorrow.

AMENDING SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5689) to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes.

The Clerk read as follows:

H.R. 5689

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SURFACE TRANSPORTATION TECHNICAL CORRECTIONS.

(a) CORRECTION OF INTERNAL REFERENCES IN DISADVANTAGED BUSINESS ENTERPRISES.—Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1156) is amended in each of paragraphs (3)(A) and (5) by striking “(1)” each place it appears and inserting “(2)”.

(b) TECHNICAL CORRECTION OF DISTRIBUTION OF OBLIGATION AUTHORITY.—Section 1102(c)(5) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1158) is amended by striking “among the States”.

(c) CORRECTION OF DESCRIPTION OF NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROJECT.—Item number 1 of the table contained in section 1302(e) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1205) is amended by inserting “LA,” after “TX,” in the listing of States.

(d) CORRECTION OF INTERSTATE ROUTE 376 HIGH-PRIORITY DESIGNATION.—(1) Section 1105(c)(79) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 119 Stat. 1213) is amended by striking “and on United States Route 422”.

(2) Section 1105(e)(5)(B)(i)(I) of such Act (105 Stat. 2033; 119 Stat. 1213) is amended by striking “and United States Route 422”.

(e) CORRECTION OF AMENDMENT TO ADVANCE CONSTRUCTION.—Section 115 of title 23, United States Code, is amended by redesignating subsection (d) as subsection (c).

(f) CORRECTION OF AMENDMENT TO MOVE AND REDESIGNATE INFRASTRUCTURE FINANCE SECTION.—Section 1602(d)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1247) is amended by striking “through 189 as sections 601 through 609, respectively” and inserting “through 190 as sections 601 through 610, respectively”.

(g) CORRECTION TO ADD DEFINITION FOR TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS.—Section 101(a) of title 23, United States Code, is amended by adding at the end the following:

“(39) TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS.—

“(A) IN GENERAL.—The term ‘transportation systems management and operations’ means an integrated program to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.

“(B) INCLUSIONS.—The term ‘transportation systems management and operations’ includes—

“(i) regional operations collaboration and coordination activities between transportation and public safety agencies; and

“(ii) improvements to the transportation system such as traffic detection and surveillance, arterial management, freeway management, demand management, work zone management, emergency management, electronic toll collection, automated enforcement, traffic incident management, roadway weather management, traveler information services, commercial vehicle operations, traffic control, freight management, and coordination of highway, rail, transit, bicycle, and pedestrian operations.”

(h) CORRECTIONS TO REFERENCE IN APPORTIONMENT OF HIGHWAY SAFETY IMPROVEMENT PROGRAM FUNDS.—Section 104(b)(5)(A)(iii) of title 23, United States Code, is amended by striking “the Federal-aid system” each place it appears and inserting “Federal-aid highways”.

(i) TRANSFER OF UNUSED PROTECTIVE-DEVICE FUNDS TO OTHER HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS.—Section 130(e)(2) of title 23, United States Code, is amended by striking “purposes under this subsection” and inserting “highway safety improvement program purposes”.

(j) CORRECTION OF NATIONAL SCENIC BYWAYS PROGRAM COVERAGE.—Section 162 of title 23, United States Code, is amended—

(1) in subsection (a)(3)(B) by striking “a National Scenic Byway under subparagraph (A)” and inserting “a National Scenic Byway, an All-American Road, or one of America’s Byways under paragraph (1)”;

(2) in subsection (c)(3) by striking “or All-American Road” each place it appears and inserting “All-American Road, or one of America’s Byways”.

(k) CORRECTION OF REFERENCE IN TOLL PROVISION.—Section 166(b)(5)(C) of title 23, United States Code, is amended by striking “paragraph (3)” and inserting “paragraph (4)”.

(l) CORRECTION OF RECREATIONAL TRAILS PROGRAM APPORTIONMENT EXCEPTIONS.—Sec-

tion 206(d)(3)(A) of title 23, United States Code, is amended by striking “(B), (C), and (D)” and inserting “(B) and (C)”.

(m) CORRECTION OF MISCELLANEOUS TYPOGRAPHICAL ERRORS.—(1) Section 1401 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1226) is amended by redesignating subsections (d) and (e) as subsections (c) and (d), respectively.

(2) Section 1404(f)(2)(A) of such Act (119 Stat. 1229) is amended—

(A) by striking the comma after “training”; and

(B) by striking the comma after “volunteers”.

SEC. 2. NONMOTORIZED TRANSPORTATION PILOT PROGRAM.

Section 1807(a)(3) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (119 Stat. 1460) is amended by striking “Minneapolis-St. Paul, Minnesota” and inserting “Minneapolis, Minnesota”.

SEC. 3. GOING-TO-THE-SUN ROAD.

Section 1940 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1511) is amended—

(1) in subsection (a)—

(A) by striking paragraphs (1) and (2);

(B) by redesignating paragraphs (3) through (5) as paragraphs (1) through (3), respectively; and

(C) by striking “\$10,000,000” each place that it appears and inserting “\$16,666,666”; and

(2) by adding at the end the following:

“(c) CONTRACT AUTHORITY.—Except as otherwise provided in this section, funds authorized to be appropriated under this section shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.”

SEC. 4. SURFACE TRANSPORTATION PROGRAM.

Section 1108(f)(1) of the Transportation Equity Act for the 21st Century (23 U.S.C. 133 note; 112 Stat. 140) is amended by striking “2003” and inserting “2009”.

SEC. 5. MAGLEV.

(a) FUNDING.—Section 1101(a)(18) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1155) is amended—

(1) by striking subparagraphs (A) and (B) and inserting the following:

“(A) \$20,000,000 for fiscal year 2007; and

“(B) \$35,000,000 for each of fiscal years 2008 and 2009.”

(b) CONTRACT AUTHORITY.—Section 1307 of such Act (119 Stat. 1217) is amended by adding at the end the following:

“(e) CONTRACT AUTHORITY.—Funds authorized under section 1101(a)(18) of this Act shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of a project under this section shall be determined in accordance with sections 120(b) and 120(c) of such title.”

SEC. 6. DEFINITION OF REPEAT INTOXICATED DRIVER LAW.

Section 164(a)(5)(A) of title 23, United States Code, is amended to read as follows:

“(A) receive (i) a driver’s license suspension for not less than 1 year, or (ii) a combination of suspension of all driving privileges for the first 45 days of the suspension period followed by a reinstatement of limited driving privileges for the propose of getting to and from work, school, or an alcohol treatment program if an ignition interlock device is installed on each of the motor vehi-

cles owned or operated, or both, by the individual;”.

SEC. 7. HIGHWAY SAFETY.

(a) STATE MINIMUM APPORTIONMENTS FOR HIGHWAY SAFETY PROGRAMS.—Section 402(c) of the title 23, United States Code, is amended by striking “The annual apportionment to each State shall not be less than one-half of 1 per centum” and inserting “The annual apportionment to each State shall not be less than three-quarters of 1 percent”.

(b) TECHNICAL CORRECTIONS.—

(1) Section 2002(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1521) is amended—

(A) by striking paragraph (2); and

(B) by redesignating paragraphs (3) and (4) as (2) and (3), respectively.

(2) Section 2007(b)(1) of such Act (119 Stat. 1529) is amended—

(A) by inserting “and” after the semicolon at the end of subparagraph (A);

(B) by striking “and” at the end of subparagraph (B); and

(C) by striking subparagraph (C).

(3) Effective August 10, 2005, section 410(c)(7)(B) of title 23, United States Code, is amended by striking “clause (i)” and inserting “clauses (i) and (ii)”.

(4) Section 411 of title 23, United States Code, is amended by redesignating the second subsection (c), relating to administration expenses, and subsection (d) as subsections (d) and (e), respectively.

SEC. 8. PROJECT AUTHORIZATIONS.

The table contained in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1256) is amended—

(1) in item numbers 959 and 3327 by striking “Northern Section.”;

(2) in item number 983 by striking the project description and inserting “Land acquisition for Highway Mitigation in Cecil, Kent, Queen Annes, and Worcester Counties.”;

(3) in item number 3410 by striking the project description and inserting “Construct eligible sound walls on I-65 between Old Hickory Blvd. and Harding Place in Davidson County.”;

(4) in item number 3631 by striking the project description and inserting “Reconstruct or modify the existing 5th Street Bridge and railroad trestle to provide a 4-lane crossing of the Feather River between Yuba City and Marysville as well as providing improvements to connector roads from east and west.”;

(5) in item number 3219 by striking “Forest” and inserting “Warren”;

(6) in item number 770 by striking the project description and inserting “Improve existing Horns Hill Road in North Newark, Ohio, from Waterworks Road to Licking Springs Road.”;

(7) in item number 2698 by striking the project description and inserting “I-95/Ellis Road and between Grant Road and Micco Road, Interchange Justification Reports, Brevard, FL.”;

(8) in item number 2234 by striking the project description and inserting “North Atherton Signal Coordination Project in Centre County, PA.”;

(9) in item number 1852 by striking “Milepost 9.3” and inserting “Milepost 24.3.”;

(10) in item number 3397 by striking the project description and inserting “Catholic Bridge Protection, allow the Virginia Department of Transportation (VDOT) to select the bridge or bridges that VDOT considers appropriate for cathodic bridge protection modification.”;

(11) in item number 1210 by striking the project description and inserting “Town of New Windsor Riley Road and Shore Drive.”;

(12) in item number 3673 by striking the project description and inserting "Ketchikan: Improve marine dry-dock and facilities";

(13) in item number 1575 by striking the project description and inserting "Highway and road signage, and traffic signal synchronization and upgrades, in Shippensburg Boro, Shippensburg Township, and surrounding municipalities";

(14) in item number 3255 by striking the project description and inserting "Facility acquisition, road construction, and other transportation enhancement related improvements in the Northwest Triangle Redevelopment Area in the city of York, PA";

(15) in item number 655 by inserting ", safety improvement construction," after "Environmental studies";

(16) in item numbers 1926 and 2893 by striking the project description and inserting "Grading, paving, roads, and the transfer of rail-to-truck for the intermodal facility at Rickenbacker Airport, Columbus, Ohio";

(17) by striking item number 2031;

(18) in item number 3327 by striking "\$1,600,000" and inserting "\$2,400,000";

(19) by striking item number 2800;

(20) in item number 1487 by striking "\$800,000" and inserting "\$1,600,000";

(21) by striking item number 61;

(22) in item number 128 by striking "\$2,400,000" and inserting "\$4,800,000";

(23) by striking item number 248;

(24) in item number 240 by striking "\$800,000" and inserting "\$2,400,000";

(25) in item number 34 by striking the project description and inserting "Removal and Reconfiguration of Interstate Ramps—I-40, Memphis";

(26) in item number 87 by striking the project description and inserting "M-291 Highway Outer Road Improvement Project";

(27) in item number 193 by striking the project description and inserting "Improvements to or access to Route 108 to enhance access to the business park near Rumford";

(28) in item number 259 by striking the project description and inserting "Corridor study, EIS, and ROW acquisition for a bridge from east of the Crow Wing Highway 3 bridge crossing the Mississippi River in Brainerd to west of the Minnesota State Highway 6 bridge crossing the Mississippi River north of Crosby";

(29) in item number 463 by striking "Cookeville" and inserting "Putnam County";

(30) in item number 590 by inserting ", including" after "Safety";

(31) in item number 595 by striking "Street Closure at" and inserting "Transportation Improvement Project near";

(32) in item number 649 by striking the project description and inserting "Construction and enhancement of the Fillmore Avenue Corridor, Buffalo";

(33) in item number 881 by striking the project description and inserting "Pedestrian Safety Improvements near North Atlantic Boulevard, Monterey Park";

(34) in item number 1039 by striking the project description and inserting "Widen State Route 98, including storm drain developments, from D. Navarro Avenue to State Route 111";

(35) in item number 1124 by striking "bridge over Stillwater River, Orono" and by inserting "routes";

(36) in item number 1206 by striking "Pleasantville" and inserting "Briarcliff Manor";

(37) in item number 1281 by striking the project description and inserting "Upgrade roads in Attala County District 4 (Roads 4211 and 4204), Kosciusko, Ward 2, and Ethel, Attala County";

(38) in item number 1639 by striking the project description and inserting "Operational and highway safety improvements on Hwy 94 between the 20 mile marker post in Jamul and Hwy 188 in Tecate";

(39) in item number 1810 by striking the project description and inserting "Design, engineering, ROW acquisition, construction, and construction engineering for the reconstruction of TH 95, from 12th Avenue to CSAH 13, including bridge and approaches, ramps, intersecting roadways, signals, turn lanes, and multi-use trail, North Branch";

(40) in item number 1933 by striking the project description and by inserting "Enhance Byzantine Latino Quarter transit plazas at Normandie and Pico, and Hoover and Pico, Los Angeles, by improving streetscapes, including expanding concrete and paving";

(41) in item number 2375 by inserting ", including streets" after "Astoria";

(42) in item number 2482 by striking "Country" and inserting "County";

(43) in item number 2663 by striking the project description and inserting "Rosemead Boulevard safety enhancement and beautification, Temple City";

(44) in item number 2826 by striking "State Street and Cajon Boulevard" and inserting "Palm Avenue";

(45) in item number 2931 by striking "Frazho Road" and inserting "Martin Road";

(46) in item number 3014 by inserting ", including" after "Safety";

(47) in item number 3078 by striking the project description and inserting "US 2/Sultan Basin Road Improvements in Sultan";

(48) in item number 3174 by striking the project description and inserting "Improving Outer Harbor access through planning, design, construction, and relocations of Southtowns Connector—NY Route 5, Fuhrmann Boulevard, and a bridge connecting the Outer Harbor to downtown Buffalo at the Inner Harbor";

(49) in item number 3254 by striking the project description and inserting "Reconstruct PA Route 274/34 Corridor, Perry County";

(50) in item number 3456 by striking the project description and by inserting "Phase II/part I project—Elizabeth Ave. in Coleraine to 0.2 Miles West of CSAH 15 (2.9 miles)";

(51) in item number 3537 by inserting "and the study of alternatives along the North South Corridor," after "Valley";

(52) in item number 3582 by striking the project description and inserting "Improving Outer Harbor access through planning, design, construction, and relocations of Southtowns Connector—NY Route 5, Fuhrmann Boulevard, and a bridge connecting the Outer Harbor to downtown Buffalo at the Inner Harbor";

(53) in item number 2015 by striking the project description and inserting "Heidelberg Borough/Scott Township/Carnegie Borough for design, engineering, acquisition, and construction of streetscaping enhancements, paving, lighting and safety upgrades, and parking improvements";

(54) in item number 154 by striking "Virginia" and inserting "Eveleth";

(55) in item number 277 by striking the project description and inserting "Construct connector road from Rushing Drive North to Grand Ave., Williamson County";

(56) in item number 314 by striking the project description and amount and inserting "Streetscape/landscape enhancements, traffic calming, and improvements to traffic flow in the Las Olas Boulevard, Ft. Lauderdale" and "\$610,000", respectively;

(57) in item number 3632 by striking the State, project description, and amount and inserting "FL", "Pine Island Road Pedes-

trian Overpass, City of Tamarac", and "\$610,000", respectively; and

(58) in item number 3634 by striking the State, project description, and amount and inserting "FL", "West Avenue Bridge, City of Miami Beach", and "\$620,000", respectively.

SEC. 9. BUY AMERICA.

Section 1928 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1484) is amended—

(1) by inserting after paragraph (1) the following:

"(2) The Federal Highway Administration's current application of the Buy America test is only applied to components or parts of a bridge project and not the entire bridge project and this is inconsistent with this sense of Congress;" and

(2) by redesignating paragraphs (2), (3), (4), and (5) as (3), (4), (5), and (6), respectively.

SEC. 10. CORRECTION OF INTERSTATE AND NHS DESIGNATIONS.

(a) TREATMENT.—Section 1908(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1469) is amended by striking paragraph (3).

(b) NATIONAL HIGHWAY SYSTEM.—Section 1908(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1470) is amended by striking "from the Arkansas State line" and inserting "from Interstate Route 540".

SEC. 11. TRANSIT TECHNICAL CORRECTIONS.

(a) SECTION 5302.—Section 5302(a)(10) of title 49, United States Code, is amended by striking "charter," and inserting "charter, sightseeing,".

(b) SECTION 5307.—Section 5307(b) of such title is amended—

(1) in paragraph (2)(A) by striking "mass transportation" and inserting "public transportation"; and

(2) in paragraph (3) by striking "section 5305(a)" and inserting "section 5303(k)".

(c) SECTION 5309.—Section 5309(m) of such title is amended—

(1) in the heading for paragraph (2)(A) by striking "MAJOR CAPITAL" and inserting "CAPITAL"; and

(2) in paragraph (7)(B) by striking "section 3039" and inserting "section 3045".

(d) SECTION 5311.—Section 5311 of such title is amended—

(1) in subsection (g)(1)(A) by striking "for any purpose other than operating assistance" and inserting "for a capital project"; and

(2) in subsection (i)(1) by striking "Sections 5323(a)(1)(D) and 5333(b) of this title apply" and inserting "Section 5333(b) applies".

(e) SECTION 5312.—The heading for section 5312(c) of such title is amended by striking "MASS TRANSPORTATION" and inserting "PUBLIC TRANSPORTATION".

(f) SECTION 5314.—Section 5314(a)(3) is amended by striking "section 5323(a)(1)(D)" and inserting "section 5333(b)".

(g) SECTION 5319.—Section 5319 of such title is amended by striking "section 5307(k)" and inserting "section 5307(d)(1)(K)".

(h) SECTION 5320.—Section 5320(a)(1)(A) of such title is amended by striking "intra-agency" and inserting "intraagency".

(i) SECTION 5323.—Section 5323(n) of such title is amended by striking "section 5336(e)(2)" and inserting "section 5336(d)(2)".

(j) SECTION 5336.—

(1) APPORTIONMENTS OF FORMULA GRANTS.—Section 5336 of such title is amended—

(A) in subsection (a) by striking "Of the amount" and all that follows before paragraph (1) and inserting "Of the amount apportioned under subsection (i)(2) to carry out section 5307—";

(B) in subsection (d)(1) by striking “subsections (a) and (h)(2) of section 5338” and inserting “subsections (a)(1)(C)(vi) and (b)(2)(B) of section 5338”; and

(C) by redesignating subsection (c), as added by section 3034(c) of Public Law 109-59 (119 Stat. 1628), as subsection (k).

(2) TECHNICAL AMENDMENTS.—Effective August 10, 2005, section 3034(d)(2) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (119 Stat. 1629), is amended by striking “paragraph (2)” and inserting “subsection (a)(2)”.

(k) SECTION 5337.—Section 5337(a) of title 49, United States Code, is amended by striking “for each of fiscal years 1998 through 2003” and inserting “for each of fiscal years 2005 through 2009”.

(l) SECTION 5338.—Section 5338(d)(1)(B) of such title is amended by striking “section 5315(a)(16)” and inserting “section 5315(b)(2)(P)”.

(m) SAFETEA-LU.—

(1) Section 3040.—Section 3040(4) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (119 Stat. 1639) is amended by striking “\$7,871,895,000” and inserting “\$7,872,893,000”.

(2) Section 3043.—Section 3043(c)(217) of such Act (119 Stat. 1648) is amended by striking “San Diego” and inserting “San Diego Transit”.

(3) Section 3044.—

(A) PROJECTS.—The table contained in section 3044(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1652) is amended—

(i) in item number 36 by striking the project description and inserting “36. Los Angeles County Metropolitan Transportation Authority (LACMTA) for bus and bus-related facilities in the LACMTA’s service area”;

(ii) in item number 94 by striking the project description and inserting “94. Pacific Transit, WA Vehicle Replacement”;

(iii) in item number 361 by striking “Roanoke Railway and Link Passenger facility” and inserting “Intermodal Facility”; and

(iv) in item number 416 by striking “Improve marine intermodal” and inserting “Improve marine dry-dock and”.

(B) SPECIAL RULE.—Section 3044(c) of such Act (119 Stat. 1705) is amended—

(i) by inserting “, or other entity,” after “State or local government authority”; and

(ii) by striking “projects numbered 258 and 347” and inserting “projects numbered 258, 347, and 411”.

(4) Section 3046.—Section 3046(a)(7) of such Act (119 Stat. 1708) is amended—

(A) by striking “hydrogen fuel cell vehicles” and inserting “hydrogen fueled vehicles”;

(B) by striking “hydrogen fuel cell employee shuttle vans” and inserting “hydrogen fueled employee shuttle vans”; and

(C) by striking “in Allentown, Pennsylvania” and inserting “to the DaVinci Center in Allentown, Pennsylvania”.

SEC. 12. TRANSPORTATION IMPROVEMENTS.

Item number 436 of the table contained in section 1934(c) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1485) is amended by inserting “, Saole, ” after “Sua”.

SEC. 13. TECHNICAL AMENDMENTS RELATING TO MOTOR CARRIER SAFETY.

(a) CONFORMING AMENDMENT RELATING TO HIGH-PRIORITY ACTIVITIES.—Section 31104(f) of title 49, United States Code, is amended by striking the designation and heading for paragraph (1) and by striking paragraph (2).

(b) NEW ENTRANT AUDITS.—

(1) CORRECTIONS OF REFERENCES.—Section 4107(b) of the Safe, Accountable, Flexible, Ef-

ficient Transportation Equity Act: A Legacy for Users (119 Stat. 1720) is amended—

(A) by striking “Section 31104” and inserting “Section 31144”; and

(B) in paragraph (2) by inserting “(c)” after “the second subsection”.

(2) CONFORMING AMENDMENT.—Section 7112 of such Act (119 Stat. 1899) is amended by striking subsection (c).

(c) PROHIBITED TRANSPORTATION.—Section 4114(c)(1) of the such Act (119 Stat. 1726) is amended by striking “the second subsection (c)” and inserting “(f)”.

(d) EFFECTIVE DATE RELATING TO MEDICAL EXAMINERS.—Section 4116(f) of such Act (119 Stat. 1728) is amended by striking “amendment made by subsection (a)” and inserting “amendments made by subsections (a) and (b)”.

(e) ROADABILITY TECHNICAL CORRECTION.—Section 31151(a)(3)(E)(ii) of title 49, United States Code, is amended by striking “Act” and inserting “section”.

(f) CORRECTION OF SUBSECTION REFERENCE.—Section 4121 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1734) is amended by striking “31139(f)(5)” and inserting “31139(g)(5)”.

(g) CDL LEARNER’S PERMIT PROGRAM TECHNICAL CORRECTION.—Section 4122(2)(A) of such Act (119 Stat. 1734) is amended by striking “license” and inserting “licenses”.

(h) CDL INFORMATION SYSTEM FUNDING REFERENCE.—Section 31309(f) of title 49, United States Code, is amended by striking “31318” and inserting “31313”.

(i) CLARIFICATION OF REFERENCE.—Section 229(a)(1) of the Federal Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 31136 note; 119 Stat. 1743) is amended by inserting “of title 49, United States Code,” after “31502”.

(j) REGISTRATION OF BROKERS.—Section 4142(c)(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1747) is amended by inserting “each place it appears” before the semicolon.

(k) REDESIGNATION OF SECTION.—The second section 39 of chapter 2 of title 18, United States Code, relating to commercial motor vehicles required to stop for inspections, and the item relating to such section in the analysis for such chapter, are redesignated as section 40.

(l) OFFICE OF INTERMODALISM.—Section 5503 of title 49, United States Code, is amended—

(1) in subsection (f)(2) by striking “Surface Transportation Safety Improvement Act of 2005”, and inserting “Motor Carrier Safety Reauthorization Act of 2005”; and

(2) by redesignating the first subsection (h), relating to authorization of appropriations, as subsection (i) and moving it after the second subsection (h).

(m) USE OF FEES FOR UNIFIED CARRIER REGISTRATION SYSTEM.—Section 13908 of title 49, United States Code, is amended by redesignating subsection (e) as subsection (f) and by inserting after subsection (d) the following:

“(e) USE OF FEES FOR UNIFIED CARRIER REGISTRATION SYSTEM.—Fees collected under this section may be credited to the Department of Transportation appropriations account for purposes for which such fees are collected and shall be available for expenditure for such purposes until expended.”.

(n) COMMERCIAL MOTOR VEHICLE DEFINITION.—Section 14504a(a)(1)(B) of title 49, United States Code, is amended by striking “a motor carrier required to make any filing or pay any fee to a State with respect to the motor carrier’s authority or insurance related to operation within such State, the motor carrier” and inserting “determining the size of a motor carrier or motor private carrier’s fleet in calculating the fee to be

paid by a motor carrier or motor private carrier pursuant to subsection (f)(1), the motor carrier or motor private carrier”.

(o) CLARIFICATION OF UNREASONABLE BURDEN.—Section 14504a(c)(2) of title 49, United States Code, is amended by striking “interstate” the last place it appears and inserting “intrastate”.

(p) CONTENTS OF AGREEMENT TYPO.—Section 14504a(f)(1)(A)(ii) of title 49, United States Code, is amended by striking “or” the last place it appears.

(q) OTHER UNIFIED CARRIER REGISTRATION SYSTEM TECHNICAL CORRECTIONS.—Section 14504a of title 49, United States Code, is amended—

(1) in subsection (c)(1)(B) by striking “the a” and inserting “a”; and

(2) in subsection (f)(1)(i) by striking “in connection with the filing of proof of financial responsibility”.

SEC. 14. HIGHWAY RESEARCH FUNDING.

(a) F-SHRP FUNDING.—Notwithstanding any other provision of law, for each of fiscal years 2006 through 2009, whenever an apportionment is made of the sums authorized to be appropriated for the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the bridge program, and the highway safety improvement program, the Secretary of Transportation shall deduct from each of such sums an amount not to exceed 0.205 percent of each such sum and shall transfer the amount so deducted, and make such amount available, to carry out section 510 of title 23, United States Code.

(b) CONFORMING AMENDMENTS.—(1) Section 5101(a)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1179) is amended by striking “509, and 510” and inserting “and 509”.

(2) Section 5210 of such Act (119 Stat. 1804) is amended—

(A) by striking subsection (c); and

(B) by redesignating subsection (d) as subsection (c).

(c) CONTRACT AUTHORITY.—Funds made available under this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of such title, except that the Federal share shall be determined under section 510(f) of title 23, United States Code.

(d) APPLICABILITY OF OBLIGATION LIMITATION.—Funds made available under this section shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs in section 1102 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (23 U.S.C. 104 note; 119 Stat. 1157) or any other Act.

(e) EQUITY BONUS FORMULA.—Notwithstanding any other provision of law, in allocating funds for the equity bonus program under section 105 of title 23, United States Code, for each of fiscal years 2006 through 2009, the Secretary of Transportation shall make the required calculations under such section as if this section had not been enacted.

(f) FUNDING FOR RESEARCH ACTIVITIES.—Of the amount made available by section 5101(a)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1179), at least \$1,000,000 shall be made available for each of fiscal years 2006 through 2009 to carry out section 502(h) of title 23, United States Code, and at least \$4,900,000 shall be made available for each of fiscal years 2006 through 2009 to carry out section 502(i) of such title.

(g) TECHNICAL AMENDMENTS.—(1) Section 502 of title 23, United States Code, is amended by striking the first subsection (h), relating to infrastructure investment needs reports beginning with the report for January 31, 1999.

(2) Section 5512(a)(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1829) is amended by striking “PROGRAM APPRECIATION.—” and inserting “PROGRAM APPLICATION.—”.

SEC. 15. RESEARCH TECHNICAL CORRECTIONS.

(a) UNIVERSITY TRANSPORTATION RESEARCH GRANTS.—Section 5506(e)(5)(C) of title 49, United States Code, is amended by striking “\$2,225,000” and inserting “\$2,250,000”.

(b) UNIVERSITY TRANSPORTATION RESEARCH FUNDING.—Section 5101(a)(4) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1779) is amended by striking “\$69,700,000” and all that follows through “2009” and inserting “\$40,400,000 for fiscal year 2005, \$76,400,000 for each of fiscal years 2006 through 2008, and \$78,900,000 for fiscal year 2009”.

SEC. 16. TECHNICAL AMENDMENTS RELATING TO HAZARDOUS MATERIALS TRANSPORTATION.

(a) DEFINITION OF HAZMAT EMPLOYEES.—Section 7102(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1982) is amended—

(1) by striking “(3)(A)” and inserting “(3)”;

(2) in subparagraph (A) by striking “clause (i)” and inserting “clause (i) of subparagraph (A)”;

(3) in subparagraph (B) by striking “clause (ii)” and inserting “subparagraph (A)(ii)”.

(b) TECHNICAL CORRECTION.—Section 5103a(g)(1)(B)(ii) of title 49, United States Code, is amended by striking “Act” and inserting “subsection”.

(c) RELATIONSHIP TO OTHER LAWS.—Section 7124(3) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1908) is amended by inserting “the first place it appears” before “and inserting”.

(d) SECTION HEADING.—Section 5128 of title 49, United States Code, is amended by striking the section designation and heading and inserting the following:

“§ 5128. Authorization of appropriations”.

(e) CHAPTER ANALYSIS.—The analysis for chapter 57 of title 49, United States Code, is amended in the item relating to section 5701 by striking “Transportation” and inserting “transportation”.

(f) NORMAN Y. MINETA RESEARCH AND SPECIAL PROGRAMS IMPROVEMENT ACT.—Section 5(b) of the Norman Y. Mineta Research and Special Programs Improvement Act (49 U.S.C. 108 note; 118 Stat. 2427) is amended by inserting “(including delegations by the Secretary of Transportation)” after “All orders”.

SEC. 17. RESCISSION.

Section 10212 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1937) is amended by striking “\$8,543,000,000” each place it appears and inserting “\$8,713,000,000”.

SEC. 18. EFFECTIVE DATE.

This Act and the amendments made by this Act shall take effect on the date of enactment of this Act; except that the amendments made by this Act (other than sections 8, 11(m), and 12) to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59) and the amendment made by section 13(a) of this Act shall take effect simultaneously with the enactment of the Safe, Account-

able, Flexible, Efficient Transportation Equity Act: A Legacy for Users. For purposes of all Federal laws, the amendments made by this Act (other than sections 8, 11(m), and 12) to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users shall be treated as being included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users at the time of the enactment of such Act, and the provisions of such Act (including the amendments made by such Act) (as in effect on the day before the date of enactment of this Act) that are amended by this Act (other than sections 8, 11(m), and 12) shall be treated as not being enacted.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 5689.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 5689 amends the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users, or SAFETEA-LU, to make technical corrections. This bill was introduced by myself, Mr. JIM OBERSTAR of Minnesota, Mr. PETER DEFAZIO of Oregon and Mr. PETRI from Wisconsin, who worked together on the development and passage of SAFETEA-LU authorization bill last year.

Mr. Speaker, this bill is necessary because the technical corrections included in this bill have been identified by the Department of Transportation and are mostly of a conforming nature, or correct drafting errors. The most important correction we are making is the strengthening of the Federal highway research program by ensuring the continuation of legacy research programs carried out by the Department of Transportation. This bill has been scored by CBO and has no budgetary impact.

Mr. Speaker, I support this legislation and encourage my colleagues to do the same.

Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield myself such time as I may consume.

This legislation simply corrects a number of oversights and drafting errors, technical mistakes made in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

It does a number of things, clarifying the sense of Congress concerning Buy America requirements and the Federal aid bridge program. It addresses errors made in the research program funding

calculations, the Future Strategic Highway Research Program, University Transportation Center Program and the biennial Conditions and Performance Report, and it modifies the Repeat Intoxicated Driver Law to allow for use of ignition interlock devices.

These are technical matters that we have both agreed on, need to be adjusted. They do not result in any increase of cost over the original bill as passed.

I yield 2 minutes to the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. I thank the ranking member. I thank the chairman for bringing this bill forward with such dispatch.

The bill, as the chairman has stated, has no budgetary impact. It makes other technical corrections, particularly going to those where we research the future needs and the condition of our interstate system, which will be vital for future transportation initiatives.

Mr. OBERSTAR. Mr. Speaker, I reserve the balance of my time.

Mr. YOUNG of Alaska. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 5689.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

CONGRATULATING THE NATIONAL HOCKEY LEAGUE CHAMPIONS, THE CAROLINA HURRICANES, ON THEIR VICTORY IN THE 2006 STANLEY CUP FINALS

Mrs. SCHMIDT. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 881) congratulating the National Hockey League Champions, the Carolina Hurricanes, on their victory in the 2006 Stanley Cup Finals.

The Clerk read as follows:

H. Res. 881

Whereas on Monday, June 19, 2006, in Raleigh, North Carolina, the Carolina Hurricanes won the National Hockey League (NHL) Stanley Cup with a 3-1 victory over the Edmonton Oilers in the decisive seventh game of the championship series;

Whereas the Edmonton Oilers proved worthy opponents and should be congratulated for a hard-fought Stanley Cup series;

Whereas the Hurricanes' win marked their first Stanley Cup title in franchise history;

Whereas the Hurricanes' win marked the first major professional sports championship won by a team from the State of North Carolina;

Whereas owner Peter Karmanos and general manager Jim Rutherford have created a model franchise, assembling a team that rose