

103<sup>D</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 4385

---

## AN ACT

To amend title 23, United States Code, to designate the  
National Highway System, and for other purposes.

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

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

4       (a) SHORT TITLE.—This Act may be cited as the  
5       “National Highway System Designation Act of 1994”.

# 1 (b) TABLE OF CONTENTS.—

- Sec. 1. Short title; table of contents.
- Sec. 2. Secretary defined.

## TITLE I—NATIONAL HIGHWAY SYSTEM DESIGNATION AND OTHER PROVISIONS

- Sec. 101. National Highway System designation.
- Sec. 102. Congestion mitigation and air quality improvement program.
- Sec. 103. Quality improvement.
- Sec. 104. Contracting for engineering and design services.
- Sec. 105. Highway safety promotion program.
- Sec. 106. Project eligibility.
- Sec. 107. Wisconsin substitute project.
- Sec. 108. Use of recycled paving material.
- Sec. 109. Work zone safety.
- Sec. 110. Corrected projects.
- Sec. 111. Rescissions.
- Sec. 112. Additional projects.
- Sec. 113. Study of radio and microwave technology for commercial and other motor vehicles.
- Sec. 114. Foothill/Eastern Transportation Corridor Agency.
- Sec. 115. Railway-highway crossings project.
- Sec. 116. New River Parkway, West Virginia.
- Sec. 117. National recreational trails.
- Sec. 118. Coal Heritage.
- Sec. 119. Limitations on funding of operating assistance.
- Sec. 120. Intercity bus transportation.
- Sec. 121. Repeals of existing projects.
- Sec. 122. Miscellaneous transit projects.
- Sec. 123. Multiyear contract for metro rail project.
- Sec. 124. Metric system signing.
- Sec. 125. Metropolitan planning.
- Sec. 126. Statewide planning.
- Sec. 127. High priority corridor feasibility study.
- Sec. 128. Reevaluation.
- Sec. 129. Funding.
- Sec. 130. Nondivisible loans.
- Sec. 131. Commercial motor vehicle accidents.

## TITLE II—TECHNICAL CORRECTIONS TO ISTEA AND RELATED LAWS

- Sec. 201. Definitions.
- Sec. 202. References to Dwight D. Eisenhower System of Interstate and Defense Highways.
- Sec. 203. Federal-Aid Systems.
- Sec. 204. Apportionment.
- Sec. 205. Programs of projects.
- Sec. 206. Advance acquisition of rights-of-way.
- Sec. 207. Standards.
- Sec. 208. Letting of contracts.
- Sec. 209. Prevailing rate of wage.
- Sec. 210. Construction.
- Sec. 211. Advance construction.

- Sec. 212. Maintenance.
- Sec. 213. Certification acceptance.
- Sec. 214. Availability of funds.
- Sec. 215. Federal share.
- Sec. 216. Payment to States for construction.
- Sec. 217. Relocation of utility facilities.
- Sec. 218. Advances to States.
- Sec. 219. Emergency relief.
- Sec. 220. Applicability of axle weight limitations.
- Sec. 221. Toll roads.
- Sec. 222. Rail-highway crossings.
- Sec. 223. Surface transportation program.
- Sec. 224. Metropolitan planning.
- Sec. 225. Statewide planning.
- Sec. 226. Control of junkyards.
- Sec. 227. Nondiscrimination.
- Sec. 228. Enforcement of requirements.
- Sec. 229. Availability of rights-of-way.
- Sec. 230. Highway bridge program.
- Sec. 231. Great River Road.
- Sec. 232. Hazard elimination program.
- Sec. 233. Use of safety belts and motorcycle helmets.
- Sec. 234. National maximum speed limit.
- Sec. 235. Minimum allocation.
- Sec. 236. National minimum drinking age.
- Sec. 237. Revocation of drivers' licenses of individuals convicted of drug offenses.
- Sec. 238. Reimbursement for segments of Interstate System constructed without Federal assistance.
- Sec. 239. Federal lands highway program.
- Sec. 240. Bicycle transportation and pedestrian walkway.
- Sec. 241. State Highway Department.
- Sec. 242. Management systems.
- Sec. 243. State planning and research.
- Sec. 244. Appropriation for highway purposes of Federal lands.
- Sec. 245. International highway transportation outreach program.
- Sec. 246. Highway safety programs.
- Sec. 247. National Highway Safety Advisory Committee.
- Sec. 248. Alcohol-impaired driving countermeasures.
- Sec. 249. Public transit facilities.
- Sec. 250. Roadside barrier technology.
- Sec. 251. Pensacola, Florida.
- Sec. 252. High cost bridge projects.
- Sec. 253. Congestion relief projects.
- Sec. 254. High priority corridors on National Highway System.
- Sec. 255. High priority corridor projects.
- Sec. 256. Rural access projects.
- Sec. 257. Urban access and mobility projects.
- Sec. 258. Innovative projects.
- Sec. 259. Intermodal projects.
- Sec. 260. Miscellaneous Intermodal Surface Transportation Efficiency Act amendments.
- Sec. 261. Disadvantaged business enterprise program.
- Sec. 262. Amendments to Surface Transportation and Uniform Relocation Assistance Act of 1987.

Sec. 263. Freeway service patrols.  
 Sec. 264. Pan American Highway.  
 Sec. 265. Section 3 program amendments.  
 Sec. 266. Metropolitan planning.  
 Sec. 267. Formula grant program.  
 Sec. 268. Mass transit account block grants.  
 Sec. 269. Grants for research and training.  
 Sec. 270. General provisions.  
 Sec. 271. Period of availability and reapportionment of section 16 funds.  
 Sec. 272. Rural transit program.  
 Sec. 273. Nondiscrimination.  
 Sec. 274. Authorizations.  
 Sec. 275. Project management oversight.  
 Sec. 276. Planning and research program.  
 Sec. 277. Needs survey and transferability study.  
 Sec. 278. State responsibility for rail fixed guideway system.  
 Sec. 279. National Transit Institute.  
 Sec. 280. Increased Federal share.  
 Sec. 281. Performance reports on mass transit systems.  
 Sec. 282. Cross reference to Federal Transit Act.  
 Sec. 283. Participation in International Registration Plan and International Fuel Tax Agreement.  
 Sec. 284. Intelligent vehicle-highway systems.  
 Sec. 285. Title 49, United States Code, amendments.  
 Sec. 286. Surface Transportation Assistance Act of 1982 amendments.  
 Sec. 287. Commercial Motor Vehicle Safety Act of 1986 amendments.  
 Sec. 288. Cleveland Harbor, Ohio.  
 Sec. 289. Other Intermodal Surface Transportation Efficiency Act technical amendments.

**1 SEC. 2. SECRETARY DEFINED.**

2 In this Act, the term “Secretary” means the Sec-  
 3 retary of Transportation.

**4 TITLE I—NATIONAL HIGHWAY**  
**5 SYSTEM DESIGNATION AND**  
**6 OTHER PROVISIONS**

**7 SEC. 101. NATIONAL HIGHWAY SYSTEM DESIGNATION.**

8 (a) DESIGNATION; MODIFICATIONS.—Section 103 of  
 9 title 23, United States Code, is amended by inserting after  
 10 subsection (b) the following:

11 “(c) INITIAL DESIGNATION OF NHS.—The National  
 12 Highway System as submitted by the Secretary of Trans-

1 portation on the map entitled ‘Official Submission, Na-  
2 tional Highway System, Federal Highway Administra-  
3 tion’, and dated May 10, 1994, is hereby designated within  
4 the United States, including the District of Columbia and  
5 the Commonwealth of Puerto Rico.

6 “(d) MODIFICATIONS TO THE NHS.—

7 “(1) PROPOSED MODIFICATIONS.—The Sec-  
8 retary may submit for approval to the Committee on  
9 Environment and Public Works of the Senate and  
10 the Committee on Public Works and Transportation  
11 of the House of Representatives proposed modifica-  
12 tions to the National Highway System. The Sec-  
13 retary may only propose a modification under this  
14 subsection if the Secretary determines that such  
15 modification meets the criteria and requirements of  
16 subsection (b). Proposed modifications may include  
17 new segments and deletion of existing segments of  
18 the National Highway System.

19 “(2) APPROVAL OF CONGRESS REQUIRED.—A  
20 modification to the National Highway System may  
21 only take effect if a law has been enacted approving  
22 such modification.

23 “(3) REQUIRED SUBMISSION.—Not later than 2  
24 years after the date of the enactment of the Na-  
25 tional Highway System Designation Act of 1994, the

1 Secretary shall submit under paragraph (1) pro-  
2 posed modifications to the National Highway Sys-  
3 tem. Such modifications shall include a list and de-  
4 scription of additions to the National Highway Sys-  
5 tem consisting of—

6 “(A) connections to major ports, airports,  
7 international border crossings, public transpor-  
8 tation and transit facilities, interstate bus ter-  
9 minals, rail and other intermodal transportation  
10 facilities; and

11 “(B) any congressional high priority cor-  
12 ridor or any segment thereof established by sec-  
13 tion 1105 of the Intermodal Surface Transpor-  
14 tation Efficiency Act of 1991 (105 Stat. 2037)  
15 which was not identified on the National High-  
16 way System designated by subsection (c), sub-  
17 ject to the completion of feasibility studies.”.

18 (b) PROPOSED NTS.—Not later than 2 years after  
19 the date of the enactment of this Act, the Secretary shall  
20 submit to Congress a proposal for a comprehensive Na-  
21 tional Transportation System using the National Highway  
22 System as the backbone for establishing the National  
23 Transportation System. In developing such proposal, the  
24 Secretary shall consult with and consider the views of  
25 States and metropolitan planning organizations.

1 **SEC. 102. CONGESTION MITIGATION AND AIR QUALITY IM-**  
2 **PROVEMENT PROGRAM.**

3 (a) APPORTIONMENT FORMULA.—Section 104(b)(2)  
4 of title 23, United States Code, is amended—

5 (1) by inserting “in fiscal year 1994” after  
6 “State” each place it appears;

7 (2) by inserting “in fiscal year 1994” after  
8 “States” the first place it appears;

9 (3) in subparagraph (A) by inserting “in fiscal  
10 year 1994” after “Act”;

11 (4) in subparagraph (B) by inserting “in fiscal  
12 year 1994” after “subpart”;

13 (5) in subparagraph (C) by inserting “in fiscal  
14 year 1994” after “subpart”;

15 (6) in subparagraph (D) by inserting “in fiscal  
16 year 1994” after “subpart”;

17 (7) in subparagraph (E) by inserting “in fiscal  
18 year 1994” after “subpart”;

19 (8) by inserting “in fiscal year 1994” after  
20 “carbon monoxide”; and

21 (9) by inserting “in fiscal year 1994” after  
22 “relative populations”.

23 (b) ELIGIBLE PROJECTS.—Section 149(b) of such  
24 title is amended by inserting before “of a national ambi-  
25 ent” each place it appears “or maintenance”.

1 (c) STATES WITHOUT A NONATTAINMENT AREA.—  
2 Section 149(c) of such title is amended by inserting “in  
3 fiscal year 1994” after “Act”.

4 **SEC. 103. QUALITY IMPROVEMENT.**

5 (a) LIFE-CYCLE COST ANALYSIS.—Section 106 of  
6 title 23, United States Code, is amended by adding at the  
7 end the following:

8 “(e) LIFE-CYCLE COST ANALYSIS.—

9 “(1) ESTABLISHMENT.—The Secretary shall es-  
10 tablish a program to require States to conduct an  
11 analysis of the life-cycle costs of all projects on the  
12 National Highway System.

13 “(2) ANALYSIS OF LIFE-CYCLE COSTS DE-  
14 FINED.—In this subsection, the term ‘analysis of  
15 life-cycle costs’ means a process for evaluating the  
16 total economic worth of one or more projects by ana-  
17 lyzing both initial costs as well as discounted future  
18 costs, such as maintenance, reconstruction, rehabili-  
19 tation, restoring, and resurfacing costs, over the life  
20 of the project or projects.”.

21 (b) VALUE ENGINEERING.—Section 106 of such title  
22 is amended by adding at the end the following:

23 “(f) VALUE ENGINEERING FOR NHS.—

24 “(1) REQUIREMENT.—The Secretary shall es-  
25 tablish a program to require States to carry out a



1 value engineering analysis for all projects on the Na-  
2 tional Highway System.

3 “(2) VALUE ENGINEERING DEFINED.—For pur-  
4 poses of this subsection, the term ‘value engineering  
5 analysis’ means a systematic process of review and  
6 analysis of a project or activity during its design  
7 phase by a multidisciplined team of persons not  
8 originally involved in the project or activity in order  
9 to provide suggestions for reducing the total cost of  
10 the project or activity and providing a project or ac-  
11 tivity of equal or better quality. Such suggestions  
12 may include a combination or elimination of ineffi-  
13 cient or expensive parts of the original proposed de-  
14 sign for the project or activity and total redesign of  
15 the proposed project or activity using different tech-  
16 nologies, materials, or methods so as to accomplish  
17 the original purpose of the project or activity.”.

18 (c) GUARANTEE AND WARRANTY CLAUSES.—Section  
19 112 of such title is amended—

20 (1) by redesignating subsection (f) as sub-  
21 section (g); and

22 (2) by inserting after subsection (e) the follow-  
23 ing:

24 “(f) GUARANTEE AND WARRANTY CLAUSES.—The  
25 Secretary shall, by regulation, permit a State highway de-

1 partment, in accordance with standards developed by the  
2 Secretary in such regulations, to include a clause in a con-  
3 tract for the construction of any Federal-aid highway  
4 project requiring the contractor to warrant the materials  
5 and work performed in accordance with the contractor's  
6 obligations and responsibilities under the terms of the con-  
7 tract. The warranty or guarantee clause shall be reason-  
8 ably related to the materials and work performed and in  
9 accordance with the contractor's obligations and respon-  
10 sibilities under the terms of the contract, and shall not  
11 be construed to require the contractor to perform mainte-  
12 nance.''.

13 (d) REGULATIONS.—Not later than 90 days after the  
14 date of the enactment of this Act, the Secretary shall initi-  
15 ate a rulemaking proceeding for developing standards  
16 under section 112(f) of title 23, United States Code, as  
17 added by subsection (c) of this section.

18 **SEC. 104. CONTRACTING FOR ENGINEERING AND DESIGN**  
19 **SERVICES.**

20 (a) PERMANENT PROGRAM.—Section 112(b)(2) of  
21 title 23, United States Code, is amended by adding at the  
22 end the following new subparagraphs:

23 “(C) PERFORMANCE AND AUDITS.—Any  
24 contract or subcontract awarded in accordance  
25 with subparagraph (A), whether funded in

1 whole or in part with Federal-aid highway  
2 funds, shall be performed and audited in com-  
3 pliance with cost principles contained in the  
4 Federal acquisition regulations of part 31 of  
5 title 48 of the Code of Federal Regulations.

6 “(D) INDIRECT COST RATES.—Instead of  
7 performing its own audits, a recipient of funds  
8 under a contract or subcontract awarded in ac-  
9 cordance with subparagraph (A) shall accept in-  
10 direct cost rates established in accordance with  
11 the Federal acquisition regulations for 1-year  
12 applicable accounting periods by a cognizant  
13 government agency or independent certified  
14 public accountant if such rates are not cur-  
15 rently under dispute. Once a firm’s indirect cost  
16 rates are accepted, the recipient of such funds  
17 shall apply such rates for the purposes of con-  
18 tract estimation, negotiation, administration,  
19 reporting, and contract payment and shall not  
20 be limited by administrative or de facto ceilings  
21 in accordance with section 15.901(c) of such  
22 title 48. A recipient of such funds requesting or  
23 using the cost and rate data described in this  
24 subparagraph shall notify any affected firm be-  
25 fore such request or use. Such data shall be

1 confidential and shall not be accessible or pro-  
2 vided, in whole or in part, to any other firm or  
3 to any government agency which is not part of  
4 the group of agencies sharing cost data under  
5 this subparagraph, except by written permission  
6 of the audited firm. If prohibited by law, such  
7 cost and rate data shall not be disclosed under  
8 any circumstances.

9 “(E) STATE OPTION.—Subparagraphs (C)  
10 and (D) shall take effect 2 years after the date  
11 of the enactment of this subparagraph with re-  
12 spect to all States; except that if a State, dur-  
13 ing such 2-year period, adopts by statute an al-  
14 ternative process intended to promote engineer-  
15 ing and design quality and ensure maximum  
16 competition by professional companies of all  
17 sizes providing engineering and design services,  
18 such subparagraphs shall not apply with respect  
19 to such State.”.

20 (b) REPEAL OF PILOT PROGRAM.—Section 1092 of  
21 the Intermodal Surface Transportation Efficiency Act of  
22 1991 (23 U.S.C. 112 note; 105 Stat. 2024) is repealed.

1 **SEC. 105. HIGHWAY SAFETY PROMOTION PROGRAM.**

2 (a) IN GENERAL.—Chapter 3 of title 23, United  
3 States Code, is amended by inserting after section 312 the  
4 following new section:

5 **“§ 313. Highway safety promotion program**

6 “(a) ESTABLISHMENT.—The Secretary shall carry  
7 out education, research, development, and technology  
8 transfer activities to promote the safe operation and main-  
9 tenance of commercial motor vehicles in interstate com-  
10 merce.

11 “(b) GRANTS.—To carry out the purposes of this sec-  
12 tion, the Secretary shall make grants to, and enter into  
13 cooperative agreements with—

14 “(1) a not-for-profit membership organization  
15 that has been engaged exclusively in truck-related  
16 research and education since 1985; and

17 “(2) not-for-profit organizations engaged in  
18 commercial motor vehicle safety research.

19 “(c) FEDERAL SHARE.—The Federal share of the  
20 costs of activities carried out under this section shall be  
21 100 percent.

22 “(d) FUNDING.—Out of administrative funds de-  
23 ducted under section 104(a) of this title for each of fiscal  
24 years 1995 through 1997, the Secretary shall make avail-  
25 able—

1           “(1) for making grants and entering into coop-  
2       erative agreements under subsection (b)(1)  
3       \$1,000,000; and

4           “(2) for making grants and entering into coop-  
5       erative agreements under subsection (b)(2)  
6       \$500,000.

7       Such funds shall remain available until expended.

8       “(e) CONTRACT AUTHORITY.—Notwithstanding any  
9       other provision of law, approval by the Secretary of a  
10      grant under this section shall be deemed a contractual ob-  
11      ligation of the United States for payment of the Federal  
12      share of the grant.

13      “(f) ANNUAL REPORT.—Annually, beginning on Jan-  
14      uary 1, 1996, the Secretary shall transmit to Congress  
15      a report which provides information on the progress and  
16      activities of the programs conducted under this section.”.

17      (b) CONFORMING AMENDMENT.—The analysis for  
18      chapter 3 of such title is amended by inserting after the  
19      item relating to section 312 the following:

          “313. Highway safety promotion program.”.

20      **SEC. 106. PROJECT ELIGIBILITY.**

21      Section 108(b) of the Federal-Aid Highway Act of  
22      1956 (23 U.S.C. 101 note) is amended—

23           (1) by striking “(1)” before “such costs may be  
24      further”; and

1           (2) by striking “, and (2) the amount of such  
2       costs shall not include the portion of the project be-  
3       tween High Street and Causeway Street”.

4   **SEC. 107. WISCONSIN SUBSTITUTE PROJECT.**

5       (a) FEDERAL ASSISTANCE.—Subsection (b) of sec-  
6       tion 1045 of the Intermodal Surface Transportation Effi-  
7       ciency Act of 1991 (105 Stat. 1994) is amended to read  
8       as follows:

9       “(b) ELIGIBILITY FOR FEDERAL ASSISTANCE.—

10       “(1) GENERAL RULE.—Upon approval of any  
11       substitute project or projects under subsection (a)—

12           “(A) the costs of construction of the eligi-  
13       ble transitway project for which such project or  
14       projects are substituted shall not be eligible for  
15       funds authorized under section 108(b) of the  
16       Federal-Aid Highway Act of 1956; and

17           “(B) a sum equal to the amount that  
18       would have been apportioned to the State of  
19       Wisconsin on October 1, 1994, under section  
20       104(b)(5)(A) of title 23, United States Code, if  
21       the Secretary had not approved such project or  
22       projects shall be available to the Secretary from  
23       the Highway Trust Fund to incur obligations  
24       for the Federal share of the costs of such sub-  
25       stitute project or projects.

1           “(2) AVAILABILITY.—Amounts made available  
2           under paragraph (1)(B) shall be available for obliga-  
3           tion on and after October 1, 1994. Amounts made  
4           available under paragraph (1)(B) shall remain avail-  
5           able until expended and shall be subject to any limi-  
6           tation on obligations for Federal-aid highways estab-  
7           lished by law.

8           “(3) APPLICABILITY OF TITLE 23 U.S.C.—  
9           Amounts made available under paragraph (1)(B)  
10          shall be available for obligation in the same manner  
11          as if such funds were apportioned under chapter 1  
12          of title 23, United States Code; except that the Fed-  
13          eral share of the cost of any project carried out with  
14          such funds shall be determined in accordance with  
15          section 103(e)(4)(D) of such title.”.

16          (b) CONFORMING AMENDMENTS.—

17               (1) SUBSECTION (c).—The second sentence of  
18               subsection (c) of section 1045 of such Act is amend-  
19               ed by striking “the authority of section 103(e)(4) of  
20               title 23, United States Code,” and inserting “section  
21               21(a)(2) of the Federal Transit Act”.

22               (2) SUBSECTION (d)(1).—Subsection (d)(1) of  
23               section 1045 of such Act is amended by striking  
24               “project for” and all that follows through the period  
25               at the end thereof and inserting “transit project.”.



1           (3) SUBSECTION (d).—Subsection (d) of section  
2       1045 of such Act is amended by striking paragraph  
3       (3) and by redesignating paragraph (4) as para-  
4       graph (3).

5       (c) REDUCTION OF INTERSTATE CONSTRUCTION AU-  
6       THORIZATION.—Section 108(b) of the Federal-Aid High-  
7       way Act of 1956 is amended by striking “\$1,800,000,000  
8       for the fiscal year ending September 30, 1996” and insert-  
9       ing “\$1,800,000,000, reduced by the amount made avail-  
10      able under section 1045(b)(1)(B) of the Intermodal Sur-  
11      face Transportation Efficiency Act of 1991, for the fiscal  
12      year ending September 30, 1996”.

13   **SEC. 108. USE OF RECYCLED PAVING MATERIAL.**

14       (a) DOT GUIDANCE.—Section 1038(c)(1) of the  
15      Intermodal Surface Transportation Efficiency Act of 1991  
16      (23 U.S.C. 109 note) is amended by striking “an interest  
17      in the use of such asphalt” and inserting the following:  
18      “concern in fulfilling the minimum utilization require-  
19      ments of subsection (d)(1). Such technology transfer ac-  
20      tivities and training programs shall be initiated without  
21      delay and shall include all eligible uses of recycled rubber,  
22      alternative applications, and other materials and shall  
23      focus on achieving the best performance results for all eli-  
24      gible uses. Not later than 90 days after the date of the  
25      enactment of this sentence, the Secretary shall transmit

1 to Congress a report detailing the plans to implement this  
2 subsection.

3 (b) STATE CERTIFICATION.—Section 1038(d)(1) of  
4 such Act is amended—

5 (1) by striking “established by this section.”  
6 and inserting “, other materials, and alternative ap-  
7 plications established by this section. Each State  
8 shall also annually certify its progress in its waste  
9 tire abatement program under paragraph (7).”;

10 (2) by striking “1995” the first place it appears  
11 and inserting “1996”;

12 (3) in subparagraph (A) by striking “1994”  
13 and inserting “1995”;

14 (4) in subparagraph (B) by striking “1995”  
15 and inserting “1996”;

16 (5) in subparagraph (B) by inserting “and”  
17 after the semicolon at the end;

18 (6) in subparagraph (C), by striking “1996;  
19 and” and inserting “1997.”; and

20 (7) by striking subparagraph (D).

21 (c) OTHER MATERIALS.—Section 1038(d)(2) of such  
22 Act is amended by striking the period at the end and in-  
23 serting the following: “; except that, of that amount, no  
24 more than 1/2 may be met with the use of asphalt contain-  
25 ing reclaimed asphalt in fiscal years 1996 and 1997. For

1 the purposes of this paragraph, cold in-place recycling  
2 technology shall be allowable.”.

3 (d) PENALTY.—Section 1038(d)(4) of such Act is  
4 amended—

5 (1) by inserting before “The” the following:  
6 “(A) WITHHOLDING.—”;

7 (2) by indenting subparagraph (A), as des-  
8 ignated by paragraph (1) of this subsection, and  
9 moving such paragraph 2 ems to the right;

10 (3) by inserting before “utilization require-  
11 ment” the following: “by which such State does not  
12 satisfy the”; and

13 (4) by adding at the end the following:

14 “(B) ESCROW ACCOUNT.—Apportionments  
15 withheld from a State by the Secretary under  
16 this subsection shall be placed in escrow for 2  
17 years pending satisfaction of the minimum utili-  
18 zation requirement of paragraph (1) and pend-  
19 ing satisfaction of the requirement for which  
20 the apportionments were originally withheld.  
21 Pending satisfaction of such requirements, the  
22 withheld apportionment shall be returned to the  
23 State.

24 “(C) SUNSET PROVISION.—If a State  
25 which has apportionments withheld under this

1 paragraph has not satisfied current minimum  
2 utilization requirements of paragraph (1) within  
3 2 years and has not fulfilled the previous re-  
4 quirements for which such apportionments were  
5 withheld, then the apportionments held in the  
6 escrow account shall be returned to the High-  
7 way Trust Fund.”.

8 (e) INDIVIDUAL STATE REDUCTION.—Section  
9 1038(d)(7) of such Act is amended—

10 (1) by striking “prior to disposal”; and

11 (2) by adding at the end the following: “The  
12 Secretary, in consultation with the Administrator,  
13 shall exempt from the requirements of paragraph  
14 (1), any State that has implemented a documented  
15 waste tire abatement program if such program will  
16 result in the elimination of tire stockpiles by 1997.”.

17 (f) ALTERNATIVE APPLICATION.—Section 1038(d) of  
18 such Act is further amended by adding at the end the  
19 following:

20 “(8) ALTERNATIVE APPLICATIONS.—

21 “(A) IN GENERAL.—A State may for any  
22 year meet up to ½ of the minimum utilization  
23 requirement established by paragraph (1) (ex-  
24 cluding any deduction a State may take pursu-  
25 ant to subsection (c)) by using an equivalent

1 amount of recycled rubber for alternative appli-  
2 cations, other than making asphalt pavement,  
3 if—

4 “(i) the State certifies that the alter-  
5 native application does not present a  
6 threat to safety, human health, or the envi-  
7 ronment; and

8 “(ii) it is demonstrated that such al-  
9 ternative applications provide equal or en-  
10 hanced engineering benefits.

11 “(B) GUIDELINES.—The Secretary, in con-  
12 sultation with the Administrator, shall issue  
13 guidelines with respect to compliance with alter-  
14 native applications under the conditions set  
15 forth in clauses (i) and (ii).”.

16 (g) DEFINITIONS.—Section 1038(e) of such Act is  
17 amended—

18 (1) by striking “and” at the end of paragraph

19 (1);

20 (2) in paragraph (2) by inserting before  
21 “taken” the following: “(other than tire buffings de-  
22 fined as a byproduct of the retreading industry) or  
23 any products produced from the processing of whole  
24 scrap tires or tire materials”;

1           (3) by striking the period at the end of para-  
2 graph (2) and inserting a semicolon; and

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

4           “(3) the term ‘alternative applications’ means  
5 uses of recycled rubber in such civil engineering ap-  
6 plications such as noise and safety barriers, other  
7 safety hardware, fences, soil retaining walls, slope  
8 stabilization measures, subgrade insulation, and  
9 lightweight fill, where the product or material con-  
10 taining recycled rubber provides a benefit to the  
11 highway construction and is left in place as a result  
12 of the highway construction; such term does not  
13 apply to products or materials, such as traffic cones  
14 or vehicles, which are used only temporarily in con-  
15 struction of the highway;

16           “(4) the term ‘Administrator’ means the Ad-  
17 ministrator of the Environmental Protection Agency;  
18 and

19           “(5) the term ‘State’ has the meaning such  
20 term has under section 101 of title 23, United  
21 States Code.”.

22 **SEC. 109. WORK ZONE SAFETY.**

23           Section 1051 of the Intermodal Surface Transpor-  
24 tation Efficiency Act of 1991 (23 U.S.C. 401 note) is  
25 amended—

1           (1) by inserting “technologies and services,”  
2     after “appurtenances,”;

3           (2) by inserting “training,” after “traffic con-  
4     trol plans,”; and

5           (3) by adding at the end the following new sen-  
6     tence: “The Secretary shall annually review, and  
7     provide to State and local governments, information  
8     and recommendations concerning safety practices  
9     that can enhance safety at highway construction  
10    sites, including information relating to new safety  
11    technologies, services, traffic control plans, training,  
12    and work zone-related bidding practices. The Sec-  
13    retary is directed to develop within the program a  
14    process for assuring that, for each project, there will  
15    be a person trained and certified who will have the  
16    responsibility and authority for assuring that the  
17    provisions of the traffic control plan and other safety  
18    aspects of the work zone are effectively adminis-  
19    tered.”.

20   **SEC. 110. CORRECTED PROJECTS.**

21       (a) IN GENERAL.—The purpose of this section is to  
22    provide assistance for certain highway projects in order  
23    to correct errors and omissions in the Intermodal Surface  
24    Transportation Efficiency Act of 1991.

(b) AUTHORIZATION OF PROJECTS.—The Secretary is authorized to carry out the projects described in this subsection. There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for fiscal year 1995 to carry out each such project the amount listed for each such project:

City/State	Projects	Amount in millions
1. North Minnesota .....	Construction and reconstruction of Forest Highway 11 connecting Aurora-Hoyt Lakes and Silver Bay, MN.	8.5
2. Philadelphia, Pennsylvania .....	Reconstruction of the Old Delaware Avenue Service Road.	1.6

(c) FEDERAL SHARE.—The Federal share payable on account of any project under this section shall be 80 per cent of the cost thereof.

(d) DELEGATION TO STATES.—Subject to the provisions of title 23, United States Code, the Secretary shall delegate responsibility for construction of a project or projects under this section to the State in which such project or projects are located upon request of such State.

(e) ADVANCE CONSTRUCTION.—When a State which has been delegated responsibility for construction of a project under this section—

(1) has obligated all funds allocated under this section for construction of such project; and

(2) proceeds to construct such project without the aid of Federal funds in accordance with all pro-



1       cedures and all requirements applicable to such  
2       project, except insofar as such procedures and re-  
3       quirements limit the State to the construction of  
4       projects with the aid of Federal funds previously al-  
5       located to it;

6       the Secretary, upon the approval of the application of a  
7       State, shall pay to the State the Federal share of the cost  
8       of construction of the project when additional funds are  
9       allocated for such project under this section.

10       (f) APPLICABILITY OF TITLE 23.—Funds authorized  
11       by this section shall be available for obligation in the same  
12       manner as if such funds were apportioned under chapter  
13       1 of title 23, United States Code, except that the Federal  
14       share of the cost of any project under this section shall  
15       be determined in accordance with this section and such  
16       funds shall remain available until expended. Funds au-  
17       thorized by this section shall not be subject to any obliga-  
18       tion limitation.

19       **SEC. 111. RESCISSIONS.**

20       (a) RESCISSIONS.—Effective October 1, 1994, the  
21       following unobligated balances on September 30, 1994, of  
22       funds made available for the following provisions are here-  
23       by rescinded:

1           (1) \$78,993.92 made available by section  
2           131(c) of the Surface Transportation Assistance Act  
3           of 1982.

4           (2) \$26,500,000 made available by section  
5           404(a)(2) of the Surface Transportation Assistance  
6           Act of 1982.

7           (3) \$1,500,000 made available by section  
8           106(a)(1) of the Surface Transportation and Uni-  
9           form Relocation Assistance Act of 1987.

10          (4) \$942,249 made available for section  
11          149(a)(66) of the Surface Transportation and Uni-  
12          form Relocation Assistance Act of 1987.

13          (5) \$376,194.94 made available for section  
14          149(a)(111)(C) of the Surface Transportation and  
15          Uniform Relocation Assistance Act of 1987.

16          (6) \$36,979.05 made available for section  
17          149(a)(111)(J) of the Surface Transportation and  
18          Uniform Relocation Assistance Act of 1987.

19          (7) \$34,281.53 made available for section  
20          149(a)(111)(K) of the Surface Transportation and  
21          Uniform Relocation Assistance Act of 1987.

22          (8) \$258,131.85 made available for section  
23          149(a)(111)(L) of the Surface Transportation and  
24          Uniform Relocation Assistance Act of 1987.

1           (9) \$446,768 made available for section  
2           149(a)(92) of the Surface Transportation and Uni-  
3           form Relocation Assistance Act of 1987.

4           (10) \$2,058,323 made available for section  
5           149(a)(94) of the Surface Transportation and Uni-  
6           form Relocation Assistance Act of 1987.

7           (11) \$52,834 made available for section  
8           149(a)(95) of the Surface Transportation and Uni-  
9           form Relocation Assistance Act of 1987.

10          (12) \$427,340 made available for section  
11          149(a)(99) of the Surface Transportation and Uni-  
12          form Relocation Assistance Act of 1987.

13          (13) \$3,559,837 made available for section  
14          149(a)(35) of the Surface Transportation and Uni-  
15          form Relocation Assistance Act of 1987.

16          (14) \$797,800 made available for section  
17          149(a)(100) of the Surface Transportation and Uni-  
18          form Relocation Assistance Act of 1987.

19          (15) \$55.43 made available by section 149(c)(3)  
20          of the Surface Transportation and Uniform Reloca-  
21          tion Assistance Act of 1987.

22          (16) \$49,700,000 made available by section  
23          1012(b)(6) of the Intermodal Surface Transpor-  
24          tation Efficiency Act of 1991.

1           (17) \$29,300,000 made available by section  
2           1003(a)(7) of the Intermodal Surface Transpor-  
3           tation Efficiency Act of 1991.

4           (18) \$150,000,000 made available by section  
5           1036(d)(1)(A) of the Intermodal Surface Transpor-  
6           tation Efficiency Act of 1991.

7           (19) \$1,500,000 made available by section  
8           1036(d)(1)(B) of the Intermodal Surface Transpor-  
9           tation Efficiency Act of 1991.

10          (20) \$10,800,000 made available by section  
11          21(a)(1) of the Federal Transit Act.

12          (b) REDUCTIONS IN AUTHORIZED AMOUNTS.—Sec-  
13          tion 1036(d)(1)(A) of the Intermodal Surface Transpor-  
14          tation Efficiency Act of 1991 (105 Stat. 1986) is amend-  
15          ed—

16               (1) by striking “\$100,000,000” the second  
17               place it appears and inserting “\$50,000,000”; and

18               (2) by striking “\$125,000,000” each place it  
19               appears and inserting “\$62,500,000”.

20       **SEC. 112. ADDITIONAL PROJECTS.**

21          (a) AUTHORIZATION OF PROJECTS.—The Secretary  
22          is authorized to carry out the projects described in this  
23          subsection. There is authorized to be appropriated for fis-  
24          cal years 1995, 1996, and 1997 to carry out each such  
25          project the amounts listed for each such project:

State	Project name	Authorization in millions from highway trust fund (other than mass transit account)	Authorization in millions from general fund of the Treasury
1. Alabama .....	Birmingham Northern Beltline .....		2.900
2. Alabama .....	Black Warrior River Bridge Study .....		0.100
3. Alabama .....	I-759 Extension .....		20.000
4. Alabama .....	AL182/1-10 Evacuation Connector Improve- ments.		4.000
5. Alabama .....	Patton Island Bridge Construction .....	9.000	
6. Alabama .....	Montgomery Outer Loop Beltway .....		3.000
7. Arizona .....	Gila River Crossing .....	6.000	
8. Arizona .....	US93 Upgrade: Kingman to Lake Mead .....		3.000
9. Arizona .....	Veterans Memorial Overpass .....		5.000
10. Arkansas .....	US71 Upgrade: Alma to Louisiana Border .....		3.000
11. Arkansas .....	US71 Upgrade: I-40 to Fayetteville .....	3.500	7.000
13. Arkansas .....	Lake Bull Shoals Bridge .....	0.400	
14. Arkansas .....	Van Buren Regional Intermodal Facility .....	0.100	
15. Arkansas .....	US63 Bypass Upgrade, Jonesboro .....		5.000
16. Arkansas .....	Conway Bypass Study and Design .....		3.000
17. California .....	CA84/I-580 Interchange Construction .....	4.000	
18. California .....	CA4 Freeway Expansion, Pittsburg .....		2.000
19. California .....	Galena Street Improvements/I-15 Interchange Construction.		2.000
20. California .....	CA56 Extension: I-5 to I-15 .....		3.000
21. California .....	Stocker Street/La Cienega Interchange .....		7.100
22. California .....	South Lake Tahoe Loop Road Reconfiguration		2.000
23. California .....	Bristol Street Improvement Project .....		3.000
24. California .....	CA30 Extension/Gap Closure .....	2.000	5.000
25. California .....	CA87 Corridor Construction .....	7.000	
26. California .....	CA113 Railroad Grade Separation .....		5.240
27. California .....	Third Feather River Bridge .....	1.500	
28. California .....	I-5/Highway 99W Interchange .....	0.500	
29. California .....	CA113/I-5 Interchange and Improvements .....		0.500
30. California .....	CA905 Congestion Mitigation .....	4.000	5.000
31. California .....	CA119/US101/Rice Avenue Interchange Up- grade.		1.000
32. California .....	Humboldt Bay Port Access Enhancement .....	10.000	
33. California .....	CA7 Improvements: CA98 to I-8 .....		2.000
34. California .....	Ontario Airport Ground Access .....	4.000	
35. California .....	CA71 Planning and Design, Riverside County ..		2.000
36. California .....	CA57 Interchange, Brea .....		0.950
37. California .....	CA41 Expansion .....		3.000
38. California .....	I-15 Widening: Victorville to Barstow .....	2.000	14.000
39. California .....	I-15 Access, George Air Force Base .....		1.000
40. California .....	Arden-Garden Connector .....		6.000
41. California .....	CA126 Improvements: I-5 to McBean Parkway	4.000	
42. California .....	CA138-Avenue P-8 Improvements: CA14 to 50th St, E.		2.000
43. California .....	CA4 Upgrade .....	19.000	
44. California .....	Mare Island Access Study .....		1.000
45. California .....	CA237—Maude Avenue/Middlefield Road Inter- change.	13.500	
46. California .....	I-205 Widening: I-580 to I-5 .....		3.000
47. California .....	I-710/Firestone Boulevard Interchange .....		5.800
48. California .....	CA58 Upgrade, Bakersfield .....	2.000	2.500
49. California .....	CA178 Crosstown Corridor: CA 178 to CA99 ...	2.000	2.500
50. California .....	I-5 Capacity Enhancement .....		9.400
51. California .....	Alameda Corridor .....	4.000	5.000
52. California .....	Arbor Vitae Street Expansion .....		4.000
53. California .....	Pacific Coast Highway Palisades Bluff Sta- bilization.		5.000
54. California .....	US101—Sonoma County Congestion Relief .....		4.000
55. California .....	US101—Marin County HOV Lanes .....		1.000
56. Colorado .....	Powers Boulevard Corridor .....		1.000
57. Colorado .....	120th Avenue Improvements .....	5.500	
58. Connecticut .....	Regional Transportation Center Improvements, Norwich.		6.000
59. Connecticut .....	Hartford Riverfront Access .....		3.000
60. Connecticut .....	Seaview Avenue Reconstruction .....		2.000
61. District of Columbia	Constitution Avenue Rehabilitation .....	3.000	
62. District of Columbia	Independence Avenue Rehabilitation .....	0.590	

State	Project name	Authorization in millions from highway trust fund (other than mass transit account)	Authorization in millions from general fund of the Treasury
63. District of Columbia	First Street Rehabilitation .....	0.260	
64. Florida	Fuller—Warren Bridge .....	2.000	19.000
65. Florida	Jacksonville Airport Access Road .....		2.000
66. Florida	Midpoint Bridge and Corridor .....	2.000	5.000
67. Florida	FL7/US441 Widening .....		5.000
68. Florida	I-4/Greenway Interchange .....	4.000	2.000
69. Florida	US301/University Parkway Intersection Upgrade.		2.000
70. Florida	Palm Beach Port Road Relocations .....	0.265	5.000
71. Florida	Eller Drive/I-595 Improvements .....	2.600	
72. Florida	Northeast Dade Bike Path .....	1.135	
73. Georgia	GA61 Connector with I-20 .....		7.200
74. Georgia	Appalachian Scenic Parkway .....		4.000
75. Georgia	GA92 Corridor Upgrade, Cherokee County .....	1.700	20.000
76. Georgia	GA9 Widening, Roswell .....	8.300	
77. Georgia	Sidney-Lanier Bridge Reconstruction .....	4.000	6.000
78. Georgia	University Center Pedestrian Corridor, Atlanta		12.960
79. Hawaii	Kuakini Street Improvements .....		1.500
80. Illinois	Sauget Road Extension .....	3.100	0.818
81. Illinois	West Boulevard Extension .....	0.900	
82. Illinois	IL159 Relocation, Edwardsville .....		6.000
83. Illinois	US67/IL267 Improvements .....		4.000
84. Illinois	Centennial Bridge Improvements .....		1.000
85. Illinois	Business Loop 55 Widening: I-55 to Clearwater Ave.	5.000	
86. Illinois	Central Avenue Bypass, Chicago .....	15.000	
87. Illinois	US20 Improvements: East Dubuque to Galena		2.000
88. Illinois	Peoria—Chicago Highway .....	3.000	2.000
89. Illinois	Springfield Veterans Parkway .....	2.000	2.000
90. Illinois	Grand View Drive Improvements .....		3.000
91. Illinois	Heartland Riverfront Project .....		2.000
92. Illinois	US67: Macomb to Jacksonville .....		1.000
93. Illinois	Brush Creek Connector .....	3.000	
94. Illinois	Richton Road Improvements, Crete .....	1.720	
95. Illinois	Steger Roadway Improvements, Steger .....	0.720	
96. Illinois	Polk Avenue Extension, Richton Park .....	0.336	
97. Illinois	Minooka Street Improvements, Minooka .....	0.334	
98. Illinois	Rathje Road Improvements, Peotone .....	0.320	
99. Illinois	Main Street Improvements, Ottawa .....	0.312	
100. Illinois	Otter Creek Road Improvements, Streator .....	0.270	
101. Indiana	96th Street Upgrade .....	2.000	5.000
102. Indiana	Hoosier Heartland Corridor: Ft. Wayne to Lafayette.		3.000
103. Indiana	I-265 Extension .....		10.000
104. Indiana	US231 Reconstruction .....		10.000
105. Indiana	Evansville—Bloomington Corridor .....		5.000
106. Indiana	Lafayette Rail Relocation .....	5.000	18.500
107. Indiana	Six Points Road Interchange .....		1.500
108. Indiana	City of Columbus “Front Door” .....		8.000
109. Indiana	IN67 Improvements .....		1.000
110. Indiana	East Chicago Marine Access Road .....		4.834
111. Indiana	Lake Shore Drive Extension Study .....		0.600
112. Iowa	I-29 Corridor Improvements, Sioux City .....		2.000
113. Iowa	IA330: Marshalltown to Des Moines .....		6.000
114. Iowa	Burlington Iowa Southern Arterial Connector ...	0.880	
115. Iowa	US 63: Bremer County to Minnesota Border ...		3.000
116. Iowa	IA5 Relocation .....		10.000
117. Kentucky	US231 Relocation .....	5.000	
118. Kentucky	US27 Improvements .....	1.000	3.000
119. Kentucky	KY114 Widening: Salyersville to US23 .....	1.000	5.000
120. Louisiana	I-10/I-12 Baton Rouge Bypass .....		1.000
121. Louisiana	I-210/Nelson Access Road .....	3.000	
122. Louisiana	I-10: St. Charles Parish Line to Tulane Avenue	2.000	3.000
123. Maryland	MD5/MD373 Interchange .....		10.000
124. Maryland	MD235 Improvements .....		5.000
125. Maryland	MD237 Improvements .....	3.882	
126. Maryland	Beltway Advanced Traffic Monitoring .....		3.000

State	Project name	Authorization in millions from highway trust fund (other than mass transit account)	Authorization in millions from general fund of the Treasury
127. Massachusetts .....	Lincoln Square, Southbridge Street Gateways ..	2.400	
128. Massachusetts .....	I-90/MA146 Reconstruction .....	1.600	
129. Massachusetts .....	Franklin County Bikeway .....		2.250
130. Michigan .....	US23 Expansion .....	3.000	
131. Michigan .....	Bay City Road Interchange .....		3.000
132. Michigan .....	M-59 Corridor .....		20.000
133. Michigan .....	Highway Safety Improvements .....		20.000
134. Michigan .....	Ambassador Bridge Facilities .....	10.000	
135. Michigan .....	Monroe Rail Consolidation .....		10.000
136. Michigan .....	Detroit Airport Access Road .....		5.000
137. Michigan .....	US31 Improvements: Holland to Grand Haven .	1.200	
138. Michigan .....	M-6: Grand Rapids South Beltline Construc- tion.	6.800	4.000
139. Michigan .....	M-102/Grand River Interchange Redesign .....		4.000
140. Michigan .....	McClellan Avenue .....		2.300
141. Michigan .....	US31 Upgrade, Berrien County .....	2.000	5.000
142. Minnesota .....	TH610-Crosstown Expressway .....	1.000	3.000
143. Minnesota .....	Trunk Highway 33 Improvements .....	9.680	
144. Minnesota .....	34th Street Corridor .....		2.000
145. Minnesota .....	TH212 Construction .....		3.000
146. Minnesota .....	77th Street Improvements .....	5.000	10.000
147. Minnesota .....	Wabasha Street Bridge Replacement .....	9.000	11.000
148. Mississippi .....	Norrell Road Interchange .....	3.000	
149. Missouri .....	Lindbergh Boulevard Relocation .....		5.000
150. Missouri .....	St. Joseph Loop Expressway .....	8.300	
151. Missouri .....	Chouteau Bridge Replacement .....		9.000
152. Missouri .....	Cape Girardeau Bridge Replacement .....	6.250	5.000
153. Missouri .....	MO21 Upgrade .....		13.400
154. Missouri .....	MO Highway M Relocation .....	3.000	
155. Missouri .....	I-255/MO231 Intersection .....		1.600
156. Missouri .....	Hannibal Bridge Replacement .....	1.000	2.000
157. Montana .....	MT323 Upgrade .....		5.000
158. Montana .....	Belgrade/I-90 Interchange .....	2.110	
159. Nebraska .....	Niobrara, NE/Springfield, SD Bridge .....		3.000
160. Nebraska .....	27th Street and Highway 2 Pedestrian Bridge .		0.413
161. Nebraska .....	South and East Beltway Study, Lincoln .....		0.400
162. Nevada .....	Spring Mountain I-15 Interchange .....		5.000
163. Nevada .....	I-80/Sparks Road Pyramid Interchange .....	1.000	4.000
164. New Hampshire ....	Second Nashua River Crossing .....	3.000	1.500
165. New Hampshire ....	Manchester Airport Access Road Construction ..	5.000	
166. New Jersey .....	I-287 Improvements: I-78 to US22 .....	4.000	
167. New Jersey .....	NJ21/McCarter Highway Improvements .....	5.000	
168. New Jersey .....	NJ17/NJ4 Interchange, Paramus .....		3.000
169. New Mexico .....	Santa Fe Relief Route .....		5.000
170. New Mexico .....	Sunport Boulevard East Corrdior .....		1.400
171. New Mexico .....	US70/Las Cruces Frontage Road System .....		3.000
172. New York .....	Utica-Rome Expressway .....	6.250	5.000
173. New York .....	Westchester/Putnam Intelligent Vehicle High- way Systems.		2.000
174. New York .....	NY60 Reconstruction, Ellicott .....		3.000
175. New York .....	Quay Street Extension, Niagara Falls .....		2.240
176. New York .....	Delaware Street Reconstruction, Tonawanda ....		2.100
177. New York .....	Williams Road Widening, Wheatfield .....		1.060
178. New York .....	Lockport Corridor Study, Erie and Niagara Counties.		0.800
179. New York .....	Rochester-Brockport Access Study .....		0.800
180. New York .....	NY531 Extension Study: Ogden to Sweden .....		0.400
181. New York .....	Jericho Turnpike Improvements: New York City to Herricks Road.	4.000	2.000
182. New York .....	New York Thruway Upgrade .....		5.000
183. New York .....	US9 Reconstruction, Plattsburgh .....		1.750
184. New York .....	International Bridge Feasibility Study .....		.250
185. New York .....	New York Intermodal Facilities Study .....	1.000	
186. New York .....	NY277 Reconstruction, Cheektowaga .....	4.000	
187. New York .....	Main Street Bascule Bridge .....		2.000
188. New York .....	Bronx/North Manhattan Intelligent Vehicle Highway System.		6.480
189. New York .....	Latta Road Improvements, Monroe County .....	6.000	

State	Project name	Authorization in millions from highway trust fund (other than mass transit account)	Authorization in millions from general fund of the Treasury
190. New York .....	Baldwinsville Bypass .....		5.000
191. North Carolina .....	US220 Construction .....		3.000
192. North Carolina .....	US17 Bridge Replacement .....		5.000
193. North Carolina .....	Charlotte Beltway East Segment .....		2.000
194. North Carolina .....	US64 Improvements .....		6.185
194A. North Carolina ...	Peace St. Crossing in Thomasville .....		2.415
194B. North Carolina ...	Unity St. Crossing in Thomasville .....		1.400
195. North Carolina .....	US74 Improvements .....		10.000
196. North Carolina .....	US19/23 Upgrade .....		1.000
197. North Carolina .....	Southern Charlotte Outer Loop .....		5.000
198. Ohio .....	Lorain Central Corridor .....		5.000
199. Ohio .....	US23-Fostoria Bypass .....		3.000
200. Ohio .....	US22/US33-Lancaster Bypass .....	1.000	5.800
201. Ohio .....	Boston Road Interchange .....		1.000
202. Ohio .....	Cleveland Gateway Project .....		1.000
203. Ohio .....	New Intermodal Terminal, Fearing Boulevard ..		5.000
204. Ohio .....	US30: OH235 to US68 .....		4.000
205. Ohio .....	Alum Creek Drive Improvements .....	2.000	4.000
206. Ohio .....	US30 Widening: Wooster to Riceland .....	3.400	10.000
207. Ohio .....	Mt. Vernon to I-71 Connector Study .....	1.600	
208. Ohio .....	OH43 Improvements .....		3.920
209. Ohio .....	Cuyahoga River Bridge, Cleveland .....		4.320
210. Ohio .....	Cleveland Pedestrian Walkway .....		1.440
211. Ohio .....	Pomeroy to Ravenswood Access Improvements .		8.900
212. Ohio .....	Youngstown-Hubbard Expressway .....	10.000	
212A. Ohio .....	Trotwood Connector in Montgomery Co., Ohio .	.750	
213. Oklahoma .....	I-44 Widening: Arkansas River to Yale Avenue	6.250	5.000
214. Oregon .....	Jordon Cove Road Safety Improvements .....	0.529	
215. Oregon .....	Salem Bypass Improvements .....		4.471
216. Oregon .....	Columbia Slough Intermodal Projects .....		5.000
217. Pennsylvania .....	Philadelphia Traffic Signal Controllers .....	1.800	
218. Pennsylvania .....	Philadelphia Bicycle Network .....	0.472	
219. Pennsylvania .....	Tioga Marine Terminal .....	8.000	
220. Pennsylvania .....	US15 Upgrade—Tioga County .....	5.952	
221. Pennsylvania .....	US 219 Truck Route—Osterhout Street .....	2.880	
222. Pennsylvania .....	PA948 Improvements, Forest County .....	1.168	
223. Pennsylvania .....	Pennsylvania Pier 98, Philadelphia .....		1.000
224. Pennsylvania .....	PA2001 Improvements, Pike County .....	4.800	0.300
225. Pennsylvania .....	PA14 Improvements, Bradford County .....		4.800
226. Pennsylvania .....	PA3011 Improvements, Scranton .....		3.500
227. Pennsylvania .....	PA1069 Widening, Athens .....	0.200	1.400
228. Pennsylvania .....	US219 Improvements, Cambria County .....	10.000	
229. Pennsylvania .....	PA56 Improvements: Johnstown to Cessna .....	8.000	
230. Pennsylvania .....	US 22—Section B07 Reconstruction .....		8.000
231. Pennsylvania .....	US219 Improvements: Carrolltown to I-80 .....	1.000	2.000
232. Rhode Island .....	Davisville Bridges .....		5.000
233. South Carolina .....	US17 Bridges .....	2.485	1.515
234. South Carolina .....	US301 Improvements .....	1.515	
235. South Dakota .....	Vermillion Bridge .....		4.600
236. Tennessee .....	Harding Place Extension .....	5.000	
237. Tennessee .....	Gay Street Bridge Rehabilitation .....	5.760	
238. Tennessee .....	Foothills Parkway—Missing Link .....	.490	10.000
239. Tennessee .....	Old Nashville Highway Bridge .....		4.000
240. Tennessee .....	Murfreesboro Alternative Transportation Sys- tem.		1.000
241. Tennessee .....	I-81 Interchange Construction .....	1.200	
242. Tennessee .....	Memphis Outer Loop Beltway .....		2.000
243. Texas .....	TX121 Upgrade Study .....	2.500	
244. Texas .....	Border Highway Extension .....		10.000
245. Texas .....	NASA Road 1 Upgrade .....	4.500	15.000
246. Texas .....	US59 Upgrade, Ft. Bend County .....	0.500	
247. Texas .....	US67 Widening .....	5.416	
248. Texas .....	Loop 12 Widening .....		2.200
249. Texas .....	TX36 Improvements .....	5.000	
250. Texas .....	Brownsville Navigation District Access .....		1.680
251. Texas .....	Brownsville 6th & 7th Streets Improvements ...		1.600
252. Utah .....	US89 Upgrade .....	4.000	
253. Utah .....	I-15/University Avenue Interchange .....		3.000



State	Project name	Authorization in millions from highway trust fund (other than mass transit account)	Authorization in millions from general fund of the Treasury
254. Utah .....	20th East Highway Project .....	6.000	
255. Utah .....	I-15 Corridor Improvements, Salt Lake County .....		6.000
256. Virgin Islands .....	Christiansted Bypass .....	5.000	
257. Virginia .....	Coleman Bridge Expansion .....		2.000
258. Virginia .....	I-95/Outer Connector/VA627 Interchange .....		2.000
259. Virginia .....	Coalfields Expressway .....	5.000	
260. Virginia .....	VA123 Philadelphia, Northern Virginia .....	10.000	
261. Virginia .....	Fairfax County Parkway/Franconia-Springfield Parkway.		5.000
262. Virginia .....	I-81 to I-40 "I-83" Connector .....		5.000
263. Virginia .....	Pinnars Point Connector .....		4.400
264. Virginia .....	S. Battlefield Boulevard/VA168 .....		5.000
265. Virginia .....	14th Street Bridge Lane Addition .....	5.000	7.000
266. Washington .....	I-5/196th Street Interchange .....	3.336	
267. Washington .....	WA305 Improvements .....		0.672
268. Washington .....	Port Angeles Multi-Model Center .....		6.400
269. Washington .....	WA18 Improvements: 312th Way to Maple Val- ley.	4.000	1.000
270. Washington .....	I-405/Northeast 8th Street Interchange .....		1.000
271. Washington .....	US12 Improvements .....		9.000
272. Washington .....	US395 Improvements .....		9.000
273. Washington .....	Chelan/Douglas Transportation Center .....		2.000
274. Washington .....	Mill Plain Extension .....		5.000
275. West Virginia .....	Fairmont Riverside Expressway .....	10.000	.....
276. West Virginia .....	New River Parkway .....	14.400	
277. Wisconsin .....	Janesville River Street Realignment .....	3.454	
278. Wisconsin .....	Main Street Bridge Replacement, Racine .....		2.000
279. Wisconsin .....	CTH P Improvements .....	0.480	
280. Wisconsin .....	WI29 Upgrade .....	10.000	
281. Wisconsin .....	Oshkosh Rail Relocation .....	6.000	
282. Wisconsin .....	US10 Upgrade: Anderson Road to CTH U .....	4.000	
283. Wisconsin .....	US41 Upgrade: Kaukauna to CTH F .....	.....	3.000

1 (b) ALLOCATION PERCENTAGES FOR HTF FUNDS.—

2 65.86 percent of the amount allocated by subsection (a)  
3 from the Highway Trust Fund for each project authorized  
4 by subsection (a) shall be available for obligation in fiscal  
5 year 1995. 17.07 percent of such amount shall be available  
6 for obligation in each of fiscal years 1996 and 1997.

7 (c) APPROPRIATIONS CAP.—Of the amounts author-  
8 ized to be appropriated from the general fund of the  
9 Treasury by subsection (a), not more than \$300,000,000  
10 may be appropriated in any single fiscal year.

1 (d) FEDERAL SHARE.—The Federal share payable on  
2 account of any project under this section shall be 80 per-  
3 cent of the cost thereof.

4 (e) DELEGATION TO STATES.—Subject to the provi-  
5 sions of title 23, United States Code, the Secretary shall  
6 delegate responsibility for construction of a project or  
7 projects under this section to the State in which such  
8 project or projects are located upon request of such State.

9 (f) ADVANCE CONSTRUCTION.—When a State which  
10 has been delegated responsibility for construction of a  
11 project under this section—

12 (1) has obligated all funds allocated under this  
13 section for construction of such project; and

14 (2) proceeds to construct such project without  
15 the aid of Federal funds in accordance with all pro-  
16 cedures and all requirements applicable to such  
17 project, except insofar as such procedures and re-  
18 quirements limit the State to the construction of  
19 projects with the aid of Federal funds previously al-  
20 located to it;

21 the Secretary, upon the approval of the application of a  
22 State, shall pay to the State the Federal share of the cost  
23 of construction of the project when additional funds are  
24 allocated for such project under this section.

1 (g) APPLICABILITY OF TITLE 23.—Funds authorized  
2 by this section from the Highway Trust Fund shall be  
3 available for obligation in the same manner as if such  
4 funds were apportioned under chapter 1 of title 23, United  
5 States Code, except that the Federal share of the cost of  
6 any project under this section shall be determined in ac-  
7 cordance with this section and such funds shall remain  
8 available until expended. Funds authorized by this section  
9 shall not be subject to any obligation limitation.

10 **SEC. 113. STUDY OF RADIO AND MICROWAVE TECHNOLOGY**  
11 **FOR COMMERCIAL AND OTHER MOTOR VEHI-**  
12 **CLES.**

13 (a) IN GENERAL.—Section 6057 of the Intermodal  
14 Surface Transportation Efficiency Act of 1991 (105 Stat.  
15 2194) is amended by redesignating subsection (b) as sub-  
16 section (c) and by inserting after subsection (a) the follow-  
17 ing new subsection:

18 “(b) STUDY OF RADIO AND MICROWAVE TECH-  
19 NOLOGY FOR COMMERCIAL AND OTHER MOTOR VEHI-  
20 CLES.—

21 “(1) IN GENERAL.—The Secretary shall con-  
22 duct a research study to develop and evaluate radio  
23 and microwave technology for furtherance of safety  
24 in commercial and other motor vehicles.

1           “(2) EQUIPMENT.—Equipment developed under  
2           the study to be conducted under paragraph (1) shall  
3           be directed toward, but not limited to, warning driv-  
4           ers of obstructions in a highway or limited visibility  
5           conditions caused by snow, rain, fog, or dust.

6           “(3) SAFETY APPLICATIONS.—In conducting  
7           the study under paragraph (1), the Secretary shall  
8           determine whether the technology described in para-  
9           graph (1) has other safety applications consistent  
10          with the goals of this Act.”.

11          (b) FUNDING.—Such section is further amended by  
12          adding at the end the following new subsection:

13          “(d) FUNDING.—Of the funds made available in fis-  
14          cal year 1995 to carry out section 6058(b), \$500,000 shall  
15          be used to conduct the study under subsection (b).”.

16          (c) CONFORMING AMENDMENTS.—Such section is  
17          further amended—

18                  (1) in the section heading by inserting “**AND**  
19                  **OTHER**” after “**COMMERCIAL**”; and

20                  (2) in the heading to subsection (a) by inserting  
21                  “OF SAFETY TECHNOLOGY FOR COMMERCIAL  
22                  MOTOR VEHICLES” after “STUDY”.

1 **SEC. 114. FOOTHILL/EASTERN TRANSPORTATION COR-**  
2 **RIDOR AGENCY.**

3 (a) FEDERAL LINE OF CREDIT.—For the purpose of  
4 carrying out a demonstration of the construction of public  
5 toll roads in Orange County, California, authorized by sec-  
6 tion 129(d) of title 23, United States Code, there is au-  
7 thorized to be appropriated \$10,000,000 for the Secretary  
8 to enter into an agreement to make a line of credit avail-  
9 able, with a principal amount not to exceed \$120,000,000  
10 to the public entity or entities with the statutory authority  
11 to construct such facilities.

12 (b) EFFECTIVE PERIOD.—The line of credit under  
13 this section shall be available for draws during the period  
14 beginning on the date of completion of construction and  
15 ending on the last day of the tenth calendar year following  
16 the date construction of the facilities is completed.

17 (c) PURPOSES.—The line of credit under this section  
18 shall be available to pay the costs of extraordinary repair  
19 and replacement of the facilities, unexpected Federal or  
20 State environmental restrictions, operation and mainte-  
21 nance expenses of the facilities, and debt service on tax-  
22 exempt or taxable obligations financing the facilities.

23 (d) LIMITATIONS.—

24 (1) CAPITAL EXPENDITURES.—With respect to  
25 capital expenditures, draws on the line of credit  
26 under this section shall only be made if and to the

1 extent proceeds from the sale of the obligations is-  
2 sued by the public entity or entities which otherwise  
3 would be available for such purposes are exhausted,  
4 or are otherwise unavailable for the payment of such  
5 capital expenditures.

6 (2) EXPENSES.—With respect to expenses, in-  
7 cluding operation and maintenance expenses and  
8 debt service, a draw on the line of credit under this  
9 section shall only be made if revenues from toll oper-  
10 ations and capitalized interest are insufficient (or  
11 are otherwise unavailable) for such purposes.

12 (3) PER YEAR.—No more than 10 percent of  
13 the total principal amount of the line of credit under  
14 this section shall be available for draws in any one  
15 year.

16 (4) THIRD PARTY CREDITOR RIGHTS.—No third  
17 party creditor of the public entity or entities shall  
18 have any right against the Federal Government with  
19 respect to draws on the line of credit under this sec-  
20 tion.

21 (5) AVAILABILITY FOR PARTICULAR COSTS.—  
22 There is no guaranteed availability of proceeds of  
23 the line of credit under this section for the payment  
24 of any particular cost of the public entity or entities  
25 which might be financed under this section.

1       (e) INTEREST RATE AND REPAYMENT PERIOD.—Any  
2 draws (except for operation and maintenance expenses) on  
3 the line of credit under this section shall accrue interest  
4 at the 30-year United States Treasury bond rate begin-  
5 ning on the date such draws are made and shall be repaid  
6 in not more than 30 years; except that any draws under  
7 the line of credit for operation and maintenance expenses  
8 shall accrue interest at the 3-year United States Treasury  
9 note rate beginning on the date such draws are made and  
10 shall be repaid in not more than 3 years.

11 **SEC. 115. RAILWAY-HIGHWAY CROSSINGS PROJECT.**

12       Of the funds appropriated by Public Law 103–122  
13 for railroad-highway crossings projects, \$20,000,000 shall  
14 be made available for costs, not to exceed 80 percent, of  
15 a project to reduce rail-highway conflicts on M–59 near  
16 Pontiac, Michigan, and a project on Bristol Road near  
17 Flint, Michigan. From the \$20,000,000 made available  
18 under the preceding sentence, \$500,000 shall be made  
19 available to improve and upgrade Maple Road at Bishop  
20 Airport, Michigan.

21 **SEC. 116. NEW RIVER PARKWAY, WEST VIRGINIA.**

22       (a) PRIORITY CONSIDERATION.—

23               (1) COMPLETION OF STUDIES.—The Secretary  
24 shall require, as a matter of the highest priority, the  
25 completion of all remaining studies associated with

1 the project authorized by section 149(a)(69) of the  
2 Surface Transportation and Uniform Relocation As-  
3 sistance Act of 1987 (101 Stat. 191).

4 (2) SCHEDULE.—Notwithstanding any other  
5 provision of law, the Secretary is authorized and di-  
6 rected to establish a schedule—

7 (A) for the completion by other Federal  
8 agencies of any reviews required by law of such  
9 studies; and

10 (B) by which the reconciliation of any dis-  
11 crepancies among reviewing Federal agencies  
12 must be met.

13 (3) DEADLINE.—The schedule referred to in  
14 paragraph (2) shall provide for the project referred  
15 to in paragraph (1) to proceed to construction before  
16 December 31, 1995.

17 (b) VISITORS CENTER.—

18 (1) GRANTS.—The Secretary shall make grants  
19 to the Secretary of the Interior, acting through the  
20 Director of the National Park Service, for the plan-  
21 ning, design, and construction of a visitors center,  
22 and such other related facilities as may be deter-  
23 mined to be necessary, to facilitate visitor under-  
24 standing and enjoyment of scenic, historic, cultural,  
25 and recreational resources accessible by the New



1 River Parkway, West Virginia, and any related  
2 buildings as may be determined to be necessary for  
3 the administration of the parkway.

4 (2) SITE.—The visitors center, related facilities,  
5 and buildings referred to in paragraph (1) shall be  
6 located at a suitable location on a site for which title  
7 is held by the United States in the vicinity of the  
8 intersection of the New River Parkway and Inter-  
9 state Route 64 or along the New River Parkway it-  
10 self.

11 (3) CONSULTATION.—The Director of the Na-  
12 tional Park Service shall consult with the New River  
13 Parkway Authority and the State of West Virginia  
14 in the planning, design, and construction of the visi-  
15 tors center, related facilities, and buildings referred  
16 to in paragraph (1).

17 (4) FUNDING.—Of the amounts made available  
18 pursuant to section 1003(a)(6)(C) of the Intermodal  
19 Surface Transportation Efficiency Act of 1991 (105  
20 Stat. 1919) \$1,300,000 for fiscal year 1995 and  
21 \$1,200,000 for fiscal year 1996 shall be made avail-  
22 able for the purposes of carrying out this subsection.  
23 Such funds shall remain available until expended.

1 **SEC. 117. NATIONAL RECREATIONAL TRAILS.**

2 (a) STATE ELIGIBILITY.—Section 1302(c) of the  
3 Intermodal Surface Transportation Act of 1991 (33  
4 U.S.C. 1261(c)) is amended—

5 (1) by striking “Act” each place it appears and  
6 inserting “part”;

7 (2) in paragraph (2) by striking subparagraph  
8 (B) and redesignating subparagraphs (C) and (D)  
9 as subparagraphs (B) and (C), respectively; and

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

11 “(3) SIXTH YEAR PROVISION.—On and after  
12 the date that is 5 years after the date of the enact-  
13 ment of this part, a State shall be eligible to receive  
14 moneys under this part in a fiscal year only if the  
15 State agrees to expend from non-Federal sources for  
16 carrying out projects under this part an amount  
17 equal to 20 percent of the amount received by the  
18 State under this part in such fiscal year.”.

19 (b) ADMINISTRATIVE COSTS.—Section 1302(d)(1) of  
20 such Act (33 U.S.C. 1261(d)(1)) is amended—

21 (1) in subparagraph (C) by striking “national  
22 surveys” and inserting “a 1-time national survey”;

23 (2) by striking “and” at the end of subpara-  
24 graph (C);

1           (3) by redesignating subparagraph (D) as sub-  
2           paragraph (E) and inserting after subparagraph (C)  
3           the following:

4                   “(D) contracting for services with other  
5           land management agencies; and”; and

6           (4) by adding the end the following:

7           “The 3 percent limitation in the preceding sentence  
8           shall not apply to expenditures to pay the cost of  
9           conducting the 1-time national survey described in  
10          subparagraph (C).”.

11          (c) ENVIRONMENTAL MITIGATION.—

12           (1) IN GENERAL.—Section 1302(e) of such Act  
13          (33 U.S.C. 1261(e)) is amended by redesignating  
14          paragraphs (5), (6), (7), and (8) as paragraphs (6),  
15          (7), (8), and (9), respectively, and by inserting after  
16          paragraph (4) the following:

17                   “(5) ENVIRONMENTAL MITIGATION.—

18                           “(A) REQUIREMENT.—To the extent prac-  
19           ticable and consistent with other requirements  
20           of this section, in complying with paragraph  
21           (4), a State shall give priority to project propos-  
22           als which provide for the redesign, reconstruc-  
23           tion, nonroutine maintenance, or relocation of  
24           trails in order to mitigate and minimize the im-  
25           pact to the natural environment.

1           “(B) COMPLIANCE.—The State shall re-  
2           ceive guidance for determining compliance with  
3           subparagraph (A) from the recreational trail  
4           advisory board satisfying the requirements of  
5           subsection (c)(2)(A).”.

6           (2) CONFORMING AMENDMENT.—Section  
7           1302(e)(4) of such Act (33 U.S.C. 1261(e)(4)) is  
8           amended by striking “paragraphs (6) and (8)(B)”  
9           and inserting paragraphs “(7) and (9)(B)”.

10          (d) EXCLUSIONS.—Section 1302(e)(7) of such Act,  
11          as redesignated by subsection (c), is amended—

12               (1) by striking “(7) SMALL STATE EXCLU-  
13               SION.—Any State” and inserting the following:

14               “(7) EXCLUSIONS.—

15               “(A) SMALL STATE.—Any State”;

16               (2) by moving the text of subparagraph (A), as  
17               so designated, 2 ems to the right; and

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

19               “(B) BEST INTEREST OF A STATE.—Any  
20               State which determines based on trail needs  
21               identified in its State Comprehensive Outdoor  
22               Recreation Plan that it is in the best interest  
23               of the State to be exempt from the require-  
24               ments of paragraph (4) may apply to the Sec-  
25               retary for such an exemption. Before approving

1 or disapproving an application for such an ex-  
2 emption, the Secretary shall publish in the Fed-  
3 eral Register notice of receipt of the application  
4 and provide an opportunity for public comment  
5 on the application.”.

6 (e) RETURN OF MONEYS NOT EXPENDED.—Section  
7 1302(e)(9) of such Act, as redesignated by subsection (c),  
8 is amended—

9 (1) by inserting “the State” before “may be ex-  
10 empted”; and

11 (2) by striking “and expended or committed”  
12 and all that follows before the period.

13 (f) AUTHORIZATION OF APPROPRIATIONS.—Section  
14 1302 of such Act (16 U.S.C. 1261) is amended by adding  
15 at the end the following:

16 “(h) AUTHORIZATION OF APPROPRIATIONS.—

17 “(1) IN GENERAL.—There is authorized to be  
18 appropriated out of the Highway Trust Fund (other  
19 than the Mass Transit Account) to carry out this  
20 section and section 1303 \$6,000,000 for fiscal year  
21 1995.

22 “(2) APPLICABILITY OF TITLE 23.—Funds au-  
23 thorized by paragraph (1) shall be available for obli-  
24 gation in the same manner as if the funds were ap-  
25 portioned under chapter 1 of title 23, United States

1 Code; except that the Federal share of the cost of  
2 activities conducted with such funds shall be as pro-  
3 vided in this section, such funds shall not be subject  
4 to any obligation limitation other than subsection  
5 (d)(3), and such funds shall remain available until  
6 expended.

7 “(3) TREATMENT.—Funds authorized by para-  
8 graph (1) shall be treated as if such funds were part  
9 of the National Recreational Trails Trust Fund for  
10 purposes of making allocations to the States under  
11 subsection (d).”.

12 (g) ADVISORY COMMITTEE.—Section 1303 of such  
13 Act (16 U.S.C. 1262) is amended—

14 (1) in subsection (b) by striking “11 members”  
15 and inserting “12 members”;

16 (2) in subsection (b) by redesignating para-  
17 graphs (2), (3), and (4) as paragraphs (3), (4), and  
18 (5), respectively, and by inserting after paragraph  
19 (1) the following:

20 “(2) 1 member appointed by the Secretary rep-  
21 resenting individuals with disabilities;”.

22 **SEC. 118. COAL HERITAGE.**

23 (a) GRANTS.—The Secretary shall make grants to  
24 the State of West Virginia for the purpose of erecting  
25 signs or other informational devices depicting Coal Herit-

1 age along public roads identified as “Heritage Tour  
2 Routes” and “Tour Route Connectors” on the map enti-  
3 tled “Alternative Concept C” in the the study entitled “A  
4 Coal Mining Heritage Study: Southern West Virginia”  
5 (1993, United States Department of the Interior, National  
6 Park Service) and along additional public roads which pro-  
7 vide access to the interpretive sites and areas identified  
8 on such map. Such signs or devices shall be devised by  
9 the West Virginia Division of Culture and History with  
10 the concurrence of the West Virginia Division of Highways  
11 and shall be subject to public comment.

12 (b) TECHNICAL ASSISTANCE.—With respect to areas  
13 along the roads referred to in subsection (a) which are  
14 administered by Federal, State, local, or nonprofit entities,  
15 the Secretary may, pursuant to cooperative agreements  
16 with such entities and in consultation with the State of  
17 West Virginia, provide technical assistance in the develop-  
18 ment of interpretive devices and information in order to  
19 contribute to public appreciation of the historical, cultural,  
20 natural, scenic, and recreational sites along such roads.

21 (c) FUNDING.—Of amounts made available pursuant  
22 to section 1047(d) of the Intermodal Surface Transpor-  
23 tation Efficiency Act of 1991 (105 Stat. 1998), there shall  
24 be available \$1,000,000 per fiscal year for each of fiscal

1 years 1995 and 1996 for the purposes of carrying out this  
2 section. Such sums shall remain available until expended.

3 **SEC. 119. LIMITATIONS ON FUNDING OF OPERATING AS-**  
4 **SISTANCE.**

5 Section 9(k)(2) of the Federal Transit Act (49 U.S.C.  
6 App. 1607a(k)(3)) is amended—

7 (1) by redesignating subparagraphs (B) and  
8 (C) as subparagraphs (E) and (F), respectively;

9 (2) in subparagraph (E), as redesignated by  
10 paragraph (1), by inserting “INCREASE.—” before  
11 “Beginning”;

12 (3) in subparagraph (F), as redesignated by  
13 paragraph (1)—

14 (A) by inserting “CONSUMER PRICE INDEX  
15 DEFINED.—” before “As”; and

16 (B) by striking “(B)” and inserting “(E)”;

17 (4) by moving subparagraphs (E) and (F), as  
18 redesignated by paragraph (1), 4 ems to the right;  
19 and

20 (5) by striking “(2)” and subparagraph (A) and  
21 inserting the following:

22 “(2) LIMITATIONS ON FUNDING OF OPERATING  
23 ASSISTANCE.—

24 “(A) IN GENERAL.—The amount of funds  
25 apportioned under this section which may be



1       used for operating assistance shall not exceed  
2       80 percent of the amount of funds apportioned  
3       in fiscal year 1982 under paragraphs (1)(A),  
4       (2)(A), and (3)(A) of section 5(a) of this Act to  
5       an urbanized area with a population of  
6       1,000,000 or more, 90 percent of funds so ap-  
7       portioned to an urbanized area with a popu-  
8       lation of 200,000 or more and less than  
9       1,000,000 population; and 95 percent of funds  
10      so apportioned to an urbanized area of less  
11      than 200,000 population. Notwithstanding the  
12      preceding sentence, an urbanized area that first  
13      became an urbanized area under the 1980 cen-  
14      sus or thereafter may use each fiscal year for  
15      operating assistance not to exceed an amount  
16      equal to  $\frac{2}{3}$  of its apportionment during the  
17      first full year it received funds under this sec-  
18      tion.

19           “(B) SPECIAL RULE FOR CERTAIN URBAN-  
20      IZED AREAS WITH REDUCED POPULATIONS.—If  
21      an urbanized area had a population under the  
22      1980 decennial census of the United States of  
23      more than 1,000,000 and has a population  
24      under the 1990 decennial census of less than  
25      1,000,000, the maximum percentage of funds

1 which may be used for operating assistance for  
2 purposes of subparagraph (A) shall be 90 per-  
3 cent of the amount of funds apportioned in fis-  
4 cal year 1982 under such paragraphs (1)(A),  
5 (2)(A), and (3)(A) to such area.

6 “(C) SPECIAL RULE FOR URBANIZED  
7 AREAS OF LESS THAN 200,000.—If an urbanized  
8 area had a population under the 1990 decennial  
9 census of the United States of less than  
10 200,000, 100 percent of the funds apportioned  
11 to such area under this section for each of fiscal  
12 years 1995, 1996, and 1997 may be used for  
13 operating assistance, notwithstanding any limi-  
14 tation otherwise imposed on operating assist-  
15 ance.

16 “(D) OFFSET.—The amount of funds ap-  
17 portioned under this section to each urbanized  
18 area with a population of 200,000 or more in  
19 each of fiscal years 1995, 1996, and 1997  
20 which may be used for operating assistance but  
21 for this subparagraph shall be reduced by the  
22 amount determined by multiplying—

23 “(i) the aggregate amount of in-  
24 creases of operating assistance under sub-  
25 paragraph (C) in such fiscal year; by

1 “(ii) the quotient determined by divid-  
2 ing—

3 “(I) the amount of funds appor-  
4 tioned under this section to such area  
5 in such fiscal year which may be used  
6 for operating assistance but for this  
7 subparagraph; by

8 “(II) the aggregate amount of  
9 funds apportioned to all urbanized  
10 areas with a population of 200,000 or  
11 more under this section in such fiscal  
12 year but for this subparagraph which  
13 may be used for operating assist-  
14 ance.”.

15 **SEC. 120. INTERCITY BUS TRANSPORTATION.**

16 (a) BASIC PROGRAM.—Section 18(i)(1) of the Fed-  
17 eral Transit Act (49 U.S.C. App. 1614(i)(1)) is amend-  
18 ed—

19 (1) by striking “and” before “15 percent”;

20 (2) by inserting “, and 7.5 percent of such  
21 amounts in fiscal year 1995” after “1994”; and

22 (3) by inserting after “demonstration projects,”  
23 the following: “the purchase of accessibility de-  
24 vices,”.

1       (b) DISCRETIONARY PROGRAM.—Section 3 of such  
2 Act (49 U.S.C. App. 1602) is amended by adding at the  
3 end the following new subsection:

4       “(o) INTERCITY BUS TRANSPORTATION.—Of the  
5 amounts made available by subsection (k)(1)(C) in each  
6 fiscal year beginning after September 30, 1994, the Sec-  
7 retary shall make to operators of intercity bus transpor-  
8 tation systems capital grants to support such systems, in-  
9 cluding the purchase of accessibility devices, an amount  
10 equal to 7.5 percent of the amounts made available under  
11 section 18 in such fiscal year. The Federal grant for any  
12 project under this subsection shall be 80 percent of the  
13 net project cost; except that the Federal grant for the pur-  
14 chase of accessibility devices under this subsection shall  
15 be 90 percent of the net project cost.”.

16 **SEC. 121. REPEALS OF EXISTING PROJECTS.**

17       (a) LONG BEACH METRO LINK FIXED RAIL  
18 PROJECT.—Section 3035(o) of the Intermodal Surface  
19 Transportation Efficiency Act of 1991 (105 Stat. 2131)  
20 is repealed.

21       (b) HONOLULU RAPID TRANSIT PROJECT.—Section  
22 3035(ww) of such Act (105 Stat. 2136) is repealed.

1 **SEC. 122. MISCELLANEOUS TRANSIT PROJECTS.**

2 (a) PORTLAND WESTSIDE LIGHT RAIL PROJECT.—

3 Section 3035(b) of the Intermodal Surface Transportation  
4 Efficiency Act of 1991 (105 Stat. 2129) is amended—

5 (1) by inserting “(1) IN GENERAL.—” after  
6 “WESTSIDE LIGHT RAIL PROJECT.—”;

7 (2) by striking the last sentence;

8 (3) by indenting paragraph (1) and moving it  
9 2 ems to the right; and

10 (4) by adding at the end the following:

11 “(2) AMENDMENT.—

12 “(A) NEGOTIATION.—Within 90 days after  
13 the date of the enactment of this paragraph,  
14 the Secretary shall negotiate and sign an  
15 amendment to the Westside Light Rail Project  
16 multiyear grant agreement authorized under  
17 paragraph (1) with the Tri-County Metropoli-  
18 tan Transportation District of Oregon to carry  
19 out the final design and construction of the lo-  
20 cally preferred alternative for the Hillsboro ex-  
21 tension, systems related costs as authorized in  
22 Public Law 102–240, and acquisition of low  
23 floor light rail vehicles, as set forth in Public  
24 Law 102–388.

25 “(B) ADVANCE CONSTRUCTION; CONTIN-  
26 GENT COMMITMENT.—The amendment nego-

1           tiated under this paragraph shall provide for  
2           the use of advance construction authority under  
3           section 3(l) of the Federal Transit Act and for  
4           the use of contingent commitment authority  
5           under section 3(a)(4)(C) of the Federal Transit  
6           Act for the activities set forth in subparagraph  
7           (A) for an amount equivalent to the Federal  
8           share authorized under section 3 of the Federal  
9           Transit Act for each specific activity; except  
10          that the Federal share of the cost of the final  
11          design and construction of the Hillsboro exten-  
12          sion shall not exceed  $\frac{1}{3}$ .

13                 “(C) SPECIAL RULE FOR ADVANCE CON-  
14          STRUCTION.—In the event that the Tri-County  
15          Metropolitan Transportation District of Oregon  
16          uses advance construction authority under this  
17          paragraph, the Secretary shall convert that au-  
18          thority into a grant and shall reimburse the  
19          Tri-County Metropolitan Transportation Dis-  
20          trict of Oregon from funds made available  
21          under section 3 of the Federal Transit Act in  
22          fiscal years 1998 and 1999 for the Federal  
23          share of the amounts expended (plus any eligi-  
24          ble financing costs).

1           “(D) INTEGRATED PROJECT FINANCING  
2           PLAN.—The amendment negotiated under this  
3           paragraph shall also include an integrated  
4           project financing plan to permit the inter-  
5           changeable use of Federal funds for activities  
6           set forth in paragraph (1) and subparagraph  
7           (A) to maintain the entire project construction  
8           schedule.

9           “(3) TREATMENT AS A SINGLE PROJECT.—The  
10          Hillsboro extension to the Westside Light Rail  
11          Project shall be considered by the Federal Transit  
12          Administration as a single project extending from  
13          downtown Portland, Oregon, to downtown Hillsboro,  
14          Oregon, for the purposes of project review, evalua-  
15          tion, and approval of construction under section 3(i)  
16          of the Federal Transit Act and for the purpose of  
17          preparing a report under section 3(j) of such Act.”.

18          (b) NEW JERSEY URBAN CORE PROJECT.—Section  
19          3031(d) of the Intermodal Surface Transportation Effi-  
20          ciency Act of 1991 (105 Stat. 2122–2123) is amended—

21               (1) by inserting after “Hudson River Water-  
22          front Transportation System” the following: “(in-  
23          cluding corridor connections to and within the city  
24          of Bayonne)”; and

1           (2) by inserting after “Concourse,” the follow-  
2           ing: “the West Shore Line,”.

3           (c) NORTH BAY FERRY SERVICE.—Section 3035(c)  
4 of such Act (105 Stat. 2129) is amended by striking  
5 “\$8,000,000” and all that follows through “1993” and in-  
6 serting “\$17,000,000”.

7           (d) STATEN ISLAND-MIDTOWN MANHATTAN FERRY  
8 SERVICE.—Section 3035(d) of such Act is amended by  
9 striking “\$1,000,000” and all that follows through  
10 “1993” and inserting “\$12,000,000”.

11          (e) CENTRAL AREA CIRCULATOR PROJECT.—Section  
12 3035(e) of such Act is amended by striking the last  
13 sentence.

14          (f) SALT LAKE CITY LIGHT RAIL PROJECT.—Section  
15 3035(f) of such Act is amended by inserting after “includ-  
16 ing” the following: “related high-occupancy vehicle lane,  
17 intermodal corridor design,”.

18          (g) LOS ANGELES-SAN DIEGO RAIL CORRIDOR IM-  
19 PROVEMENT PROJECT.—Section 3035(g) of such Act is  
20 amended by striking “not less than” and all that follows  
21 through “1994” and inserting “\$20,000,000”.

22          (h) ADDITIONAL TRACKAGE RIGHTS AND RIGHT-OF-  
23 WAY PURCHASE FOR GILROY SERVICE.—Section 3035(h)  
24 of such Act is amended—



1 (1) by striking “July 1, 1994” and inserting  
2 “September 30, 1996”; and

3 (2) by striking “August 1, 1994,” and inserting  
4 “October 31, 1996,”.

5 (i) DALLAS LIGHT RAIL PROJECT.—

6 (1) MULTIYEAR GRANT AGREEMENT.—Section  
7 3035(i) of such Act is amended—

8 (A) by striking “6.4 miles” and inserting  
9 “9.6 miles”;

10 (B) by striking “10 stations” and inserting  
11 “not to exceed 14 stations”;

12 (C) by striking “such light rail line” and  
13 inserting “the program of interrelated projects  
14 identified in section 3(a)(8)(C)(vii) of the Fed-  
15 eral Transit Act”; and

16 (D) by striking “of such elements” and in-  
17 serting “element of such program of inter-  
18 related projects”

19 (2) PROGRAM OF INTERRELATED PROJECTS.—  
20 Section 3(a)(8)(C)(vii) of the Federal Transit Act  
21 (49 U.S.C. App. 1602(a)(8)(C)(vii)) is amended by  
22 striking “Camp Wisdom” and inserting “Interstate  
23 Route 20, L.B.J. Freeway”.

1 (j) SOUTH BOSTON.—Section 3035(j) of the Inter-  
2 modal Surface Transportation Efficiency Act of 1991  
3 (105 Stat. 2130–2131) is amended—

4 (1) by striking “\$278,000,000” each place it  
5 appears and inserting “\$323,000,000”;

6 (2) by inserting “the second place it appears”  
7 after “striking ‘—’ ”; and

8 (3) by adding at the end the following: “Funds  
9 made available for the South Boston Piers  
10 Transitway in fiscal year 1994 for alternatives anal-  
11 ysis may also be used for construction.”.

12 (k) KANSAS CITY LIGHT RAIL LINE.—Section  
13 3035(k) of such Act is amended by striking “\$1,500,000  
14 in fiscal year 1992, and \$4,400,000 in fiscal year 1993”  
15 and inserting “\$5,900,000”.

16 (l) DOWNTOWN ORLANDO CIRCULATOR PROJECT.—  
17 Section 3035(l) of such Act is amended—

18 (1) by striking “No later than April 30, 1992,  
19 the” and inserting “The”;

20 (2) by striking “\$5,000,000” and inserting  
21 “\$12,000,000”; and

22 (3) by striking “for” the second place it ap-  
23 pears and all that follows through the period at the  
24 end and inserting “and the completion of final de-  
25 sign, construction, land and equipment acquisition,

1 and related activities for the Downtown Orlando  
2 Circulator project.”.

3 (m) DETROIT LIGHT RAIL PROJECT.—Section  
4 3035(m) of such Act is amended by striking “not less  
5 than” the first place it appears and all that follows  
6 through “1993,” and inserting “\$20,000,000”.

7 (n) LAKEWOOD-FREEHOLD-MATTAWAN OR  
8 JAMESBURG RAIL PROJECT.—Section 3035(p) of such  
9 Act is amended by striking “\$1,800,000” and all that fol-  
10 lows through “1994” and inserting “\$7,800,000”.

11 (o) CHARLOTTE LIGHT RAIL STUDY.—Section  
12 3035(r) of such Act is amended by striking “\$125,000”  
13 and all that follows through “1993” and inserting  
14 “\$500,000”.

15 (p) SAN DIEGO MID COAST FIXED GUIDEWAY  
16 PROJECT.—Section 3035(u) of such Act is amended—

17 (1) in the subsection heading by striking  
18 “LIGHT RAIL” and inserting “FIXED GUIDEWAY”;

19 (2) by striking “No later than April 30, 1992,  
20 the” and inserting “The”;

21 (3) by striking “, \$2,000,000” and all that fol-  
22 lows through “right-of-way,” and inserting  
23 “\$42,000,000”; and

24 (4) by striking “Light Rail” and inserting  
25 “Fixed Guideway”.

1 (q) RAILTRAN COMMUTER RAIL PROJECT.—Sec-  
2 tion 3035(x) of such Act is amended—

3 (1) by striking “No later than April 30, 1992,  
4 the” and inserting “The”; and

5 (2) by striking “\$2,480,000” and all that fol-  
6 lows through “1993” and inserting “\$8,680,000”.

7 (r) EUREKA SPRINGS, ARKANSAS.—Section 3035(z)  
8 of such Act is amended by striking the first sentence and  
9 inserting the following: “From funds provided under sec-  
10 tion 3(k)(1)(c) of the Federal Transit Act, the Secretary  
11 shall make available \$63,600 to Eureka Springs Transit  
12 for the purchase of an alternative fueled vehicle, which is  
13 accessible to and usable by individuals with disabilities.”.

14 (s) BALTIMORE-CENTRAL LIGHT RAIL EXTEN-  
15 SION.—Section 3035(nn) of such Act is amended—

16 (1) in paragraph (1) by striking “as follows:

17 “(A) Not less than \$30,000,000 for fiscal  
18 year 1993.

19 “(B) Not less than \$30,000,000 for fiscal  
20 year 1994.”

21 and inserting “and shall be \$60,000,000.”; and

22 (2) in paragraph (2) by striking “as follows”  
23 and all that follows through the period at the end  
24 of subparagraph (C) and inserting “totaling  
25 \$160,000,000.”.

1       (t) JACKSONVILLE AUTOMATED SKYWAY EXPRESS  
2 EXTENSION.—Section 3035(vv) of such Act is amended  
3 to read as follows:

4       “(vv) JACKSONVILLE AUTOMATED SKYWAY EXPRESS  
5 EXTENSION.—Not later than December 31, 1994, the  
6 Secretary shall negotiate and sign an agreement which  
7 modifies the full funding agreement signed on September  
8 27, 1991, with the Jacksonville Transportation Authority  
9 for phase 1-B of the north segment of the Automated  
10 Skyway Express project to make available \$15,000,000 in  
11 already appropriated funds and \$35,000,000 under sec-  
12 tion 3(k)(1)(B) of the Federal Transit Act to carry out  
13 construction of the locally preferred alternative for an op-  
14 erable segment of a not to exceed 1.8 mile extension to  
15 such project.”.

16       (u) DULLES CORRIDOR RAIL PROJECT.—Section  
17 3035(aaa) of such Act is amended—

18               (1) by striking “No later than April 30, 1992,  
19 the” and inserting “The”;

20               (2) by striking “\$6,000,000” and inserting  
21 “\$16,000,000”; and

22               (3) by striking “the completion” and all that  
23 follows through “engineering for”.

1 (v) CENTRAL PUGET SOUND REGIONAL TRANSIT  
2 PROJECT.—Section 3035(bbb) of such Act is amended to  
3 read as follows:

4 “(bbb) CENTRAL PUGET SOUND REGIONAL TRANSIT  
5 PROJECT.—From funds provided under section  
6 3(k)(1)(B) of the Federal Transit Act, the Secretary shall  
7 make available \$300,000,000 for the Central Puget Sound  
8 Regional Transit Project.”.

9 (w) CANAL STREET CORRIDOR LIGHT RAIL.—Sec-  
10 tion 3035(fff) of such Act is amended—

11 (1) by striking “No later than April 30, 1992,  
12 the” and inserting “The”; and

13 (2) by striking “negotiate” and all that follows  
14 through “includes” and inserting “make available”;  
15 and

16 (3) by striking “\$4,800,000” and all that fol-  
17 lows through “statement for” and inserting  
18 “\$44,800,000 to construct”.

19 (x) ADDITIONAL PROJECTS.—

20 (1) SANTA CRUZ BUS FACILITY CONSOLIDA-  
21 TION.—From funds provided under section  
22 3(k)(1)(C) of the Federal Transit Act, the Secretary  
23 shall make available \$4,120,000 for the Santa Cruz  
24 Bus Facility Consolidation project.

1           (2) SANTA CRUZ FIXED GUIDEWAY.—From  
2 funds provided under section 3(k)(1)(B) of the Fed-  
3 eral Transit Act, the Secretary shall make available  
4 \$4,750,000 for the Santa Cruz Fixed Guideway  
5 project.

6           (3) SAN FRANCISCO FERRY BUILDING RENOVA-  
7 TION.—From funds provided under section  
8 3(k)(1)(B) of the Federal Transit Act, the Secretary  
9 shall make available \$1,250,000 for the San Fran-  
10 cisco Ferry Building Renovation project.

11          (4) AC TRANSIT BUS IMPROVEMENTS.—From  
12 funds provided under section 3(k)(1)(C) of the Fed-  
13 eral Transit Act, the Secretary shall make available  
14 \$10,000,000 to the Alameda County Transit District  
15 for the purchase of buses.

16          (5) DENVER SOUTHWEST CORRIDOR LIGHT  
17 RAIL.—From funds provided under section  
18 3(k)(1)(B) of the Federal Transit Act, the Secretary  
19 shall make available \$13,000,000 for the Denver  
20 Southwest Corridor Light Rail project.

21          (6) GRIFFIN LINE TRANSITWAY.—From funds  
22 provided under section 3(k)(1)(B) of the Federal  
23 Transit Act, the Secretary shall make available  
24 \$4,900,000 for the Griffin Line Transitway project.

1           (7) TAMPA TO LAKE LAND COMMUTER RAIL.—  
2           From funds provided under section 3(k)(1)(B) of  
3           the Federal Transit Act, the Secretary shall make  
4           available \$16,300,000 for the Tampa to Lakeland  
5           Commuter Rail project.

6           (8) RAVENSWOOD RAPID TRANSIT LINE.—From  
7           funds provided under section 3(k)(1)(A) of the Fed-  
8           eral Transit Act, and before the formula distribution  
9           of funds under such section, the Secretary shall  
10          make available \$20,000,000 to the Chicago Transit  
11          Authority for the reconstruction of track on the  
12          Ravenswood Rapid Transit line between Kimball  
13          Terminal and Clark Junction and between Armitage  
14          Avenue and Tower 18.

15          (9) FITCHBURG INTERMODAL FACILITY.—From  
16          funds provided under section 3(k)(1)(C) of the Fed-  
17          eral Transit Act, the Secretary shall make available  
18          \$2,250,000 for the Fitchburg Intermodal Facility.

19          (10) EAST-WEST TRANSITWAY.—From funds  
20          provided under section 3(k)(1)(B) of the Federal  
21          Transit Act, the Secretary shall make available  
22          \$5,000,000 for the East-West Transitway project in  
23          Montgomery County, Maryland.

24          (11) MINNEAPOLIS.—From funds provided  
25          under section 3(k)(1)(B) of the Federal Transit Act,



1 the Secretary shall make available \$20,000,000 for  
2 the Minnesota Central Corridor Light Rail project.

3 (12) HOBOKEN TERMINAL FACILITY IMPROVE-  
4 MENTS.—From funds provided under section  
5 3(k)(1)(A) of the Federal Transit Act, and before  
6 the formula distribution of funds under such section,  
7 the Secretary shall make available \$8,000,000 to re-  
8 habilitate the Hoboken Terminal and Yard Complex  
9 in Hoboken, New Jersey.

10 (13) WEST 72D STREET TRANSIT STATION.—  
11 From funds provided under section 3(k)(1)(A) of the  
12 Federal Transit Act, and before the formula dis-  
13 tribution of funds under such section, the Secretary  
14 shall make available \$9,500,000 to refurbish and ex-  
15 pand the West 72d Street Transit Station in New  
16 York, New York.

17 (14) TREN URBANO LIGHT RAIL LINE.—From  
18 funds provided under section 3(k)(1)(B) of the Fed-  
19 eral Transit Act, the Secretary shall make available  
20 \$40,000,000 for the Tren Urbano Light Rail project  
21 in Puerto Rico.

22 (15) MEMPHIS RIVERFRONT LOOP.—From  
23 funds provided under section 3(k)(1)(B) of the Fed-  
24 eral Transit Act, the Secretary shall make available

1       \$5,900,000 for the Memphis Riverfront Loop Light  
2       Rail project.

3           (16) DART NORTH CENTRAL LIGHT RAIL EX-  
4       TENSION.—From funds provided under section  
5       3(k)(1)(B) of the Federal Transit Act, the Secretary  
6       shall make available \$18,628,000 for the DART  
7       North Central Light Rail Extension project.

8           (17) AUSTIN LIGHT RAIL PROJECT.—From  
9       funds provided under section 3(k)(1)(B) of the Fed-  
10      eral Transit Act, the Secretary shall make available  
11      \$5,000,000 for the Austin Light Rail project.

12          (18) EDMONDS MULTI-MODAL CENTER.—From  
13      funds provided under section 3(k)(1)(B) of the Fed-  
14      eral Transit Act, the Secretary shall make available  
15      \$400,000 for fixed guideway improvements in the vi-  
16      cinity of the Edmonds, Washington ferry terminal.

17          (19) MILWAUKEE BUS PURCHASE.—From  
18      funds provided under section 3(k)(1)(C) of the Fed-  
19      eral Transit Act, the Secretary shall make available  
20      \$10,000,000 to purchase transit buses in Milwaukee  
21      County, Wisconsin.

22          (20) TRI-STATE TRANSIT AUTHORITY PUR-  
23      CHASE.—From funds provided under section  
24      3(k)(1)(C) of the Federal Transit Act, the Secretary  
25      shall make available \$3,416,000 to the Tri-State

1 Transit Authority in Huntington, West Virginia, for  
2 the purchase of transit vehicles, equipment, and re-  
3 lated right-of-way facility costs.

4 (21) ALASKA MARINE TRANSPORTATION SYS-  
5 TEM.—Notwithstanding section 3(a) of the Federal  
6 Transit Act, from funds provided under section  
7 3(k)(1)(B), the Secretary shall make available  
8 \$20,000,000 to the State of Alaska for the Alaska  
9 Marine Transportation System project.

10 (22) LONG BEACH BUS PURCHASE.—From  
11 funds provided under section 3(k)(1)(C) of the Fed-  
12 eral Transit Act, the Secretary shall make available  
13 \$3,000,000 to the Long Beach Public Transpor-  
14 tation Company for the purchase of buses and spare  
15 parts.

16 (23) PALM DESERT PEOPLE MOVER.—From  
17 funds provided under section 3(k)(1)(B) of the Fed-  
18 eral Transit Act, the Secretary shall make available  
19 \$5,000,000 for the Palm Desert People Mover  
20 Project.

21 (24) LOS ANGELES/BURBANK/GLENDALE/SAN  
22 FERNANDO VALLEY LIGHT RAIL/INTERMODAL CON-  
23 NECTION.—From funds provided under section  
24 3(k)(1)(B) of the Federal Transit Act, the Secretary  
25 shall make available \$10,000,000 for the Los Ange-

1 les/Burbank/Glendale/San Fernando Valley Light  
2 Rail/Intermodal Connection project.

3 (25) ORANGE COUNTY TRANSITWAY.—From  
4 funds provided under section 3(k)(1)(B) of the Fed-  
5 eral Transit Act, the Secretary shall make available  
6 \$15,000,000 for the Orange County Transitway  
7 Project, including the connector in Costa Mesa, Cali-  
8 fornia .

9 (26) GOLDEN EMPIRE TRANSIT LIGHT RAIL.—  
10 From funds provided under section 3(k)(1)(B) of  
11 the Federal Transit Act, the Secretary shall make  
12 available \$2,000,000 for the Golden Empire Transit  
13 Light rail project.

14 (27) DELAWARE AREA RAPID TRANSIT BUS  
15 PURCHASE.—From funds provided under section  
16 3(k)(1)(C) of the Federal Transit Act, the Secretary  
17 shall make available \$5,000,000 to the Delaware  
18 Area Rapid Transit District for the purchase of  
19 buses.

20 (28) TRI-COUNTY COMMUTER RAIL.—From  
21 funds provided under section 3(k)(1)(B) of the Fed-  
22 eral Transit Act, the Secretary shall make available  
23 \$20,000,000 for capital improvements to Tri-Rail  
24 Commuter Rail Service.

1           (29) SAFETY AND SECURITY PILOT PROJECT.—

2           From funds provided under section 3(k)(1)(C) of the  
3           Federal Transit Act, the Secretary shall make avail-  
4           able \$2,750,000 for a safety and security pilot  
5           project in Champaign-Urbana, Rock Island, and  
6           Springfield, Illinois.

7           (30) METRA WISCONSIN CENTRAL COMMUTER  
8           RAIL LINE.—From funds provided under section  
9           3(k)(1)(B) of the Federal Transit Act, the Secretary  
10          shall make available \$5,000,000 for capital improve-  
11          ments to provide commuter rail service between An-  
12          tioch, Illinois, and Chicago Union Station.

13          (31) CINCINNATI NORTHEAST/NORTHERN KEN-  
14          TUCKY RAIL LINE.—From funds provided under sec-  
15          tion 3(k)(1)(B) of the Federal Transit Act, the Sec-  
16          retary shall make available \$6,000,000 for the Cin-  
17          cinnati Northeast/Northern Kentucky Rail Line  
18          project.

19          (32) WORCESTER INTERMODAL CENTER.—  
20          From funds provided under section 3(k)(1)(C) of the  
21          Federal Transit Act, the Secretary shall make avail-  
22          able \$20,000,000 for the Union Station Intermodal  
23          Center project.

24          (33) BOSTON COLLEGE ALTERNATIVE FUELS/  
25          ENVIRONMENTAL EFFICIENCY BUS DEMONSTRATION

1 PROJECT.—From funds provided under section  
2 3(k)(1)(C) of the Federal Transit Act, the Secretary  
3 shall make available \$1,600,000 to Boston College  
4 for the alternative fuels/environmental efficiency bus  
5 demonstration project.

6 (34) SHADY GROVE TO FREDERICK COR-  
7 RIDOR.—From funds provided under section  
8 3(k)(1)(B) of the Federal Transit Act, the Secretary  
9 shall make available \$5,000,000 to the State of  
10 Maryland for a corridor study of transit options in  
11 the Shady Grove to Frederick Corridor.

12 (35) BALTIMORE REGIONAL TRANSIT CORRIDOR  
13 STUDY.—From funds provided under section  
14 3(k)(1)(B) of the Federal Transit Act, the Secretary  
15 shall make available \$10,000,000 to the State of  
16 Maryland for a study of transit corridors in the Bal-  
17 timore and southern Maryland regions.

18 (36) WEST TRENTON LINE.—From funds pro-  
19 vided under section 3(k)(1)(B) of the Federal Tran-  
20 sit Act, the Secretary shall make available  
21 \$10,000,000 to make capital improvements for the  
22 West Trenton Commuter Rail Line.

23 (37) WHITEHALL FERRY TERMINAL.—From  
24 funds provided under section 3(k)(1)(B) of the Fed-  
25 eral Transit Act, the Secretary shall make available

1       \$20,000,000 for reconstruction of the Whitehall  
2       Ferry Terminal in New York, New York.

3           (38) BUFFALO CROSSROADS STATION.—From  
4       funds provided under section 3(k)(1)(B) of the Fed-  
5       eral Transit Act, the Secretary shall make available  
6       \$9,000,000 to the Niagara Frontier Transportation  
7       Authority for the Crossroads Station project.

8           (39) COLUMBUS NORTH CORRIDOR/OSU LINK.—  
9       From funds provided under section 3(k)(1)(B) of  
10      the Federal Transit Act, the Secretary shall make  
11      available \$10,000,000 for the Columbus North Cor-  
12      ridor/OSU Link project.

13          (40) BAYFRONT CENTRE INTERMODAL COM-  
14      PLEX.—From funds provided under section  
15      3(k)(1)(C) of the Federal Transit Act, the Secretary  
16      shall make available \$8,000,000 for the Bayfront  
17      Centre Intermodal Complex project.

18          (41) ST. LOUIS METRO LINK EXTENSIONS.—  
19      From funds provided under section 3(k)(1)(B) of  
20      the Federal Transit Act, the Secretary shall make  
21      available \$16,000,000 for the St. Clair extension to  
22      the St. Louis Metro Link light rail transit system,  
23      \$2,450,000 for the Cross-County extension to such  
24      system, and \$3,450,000 for the St. Charles exten-  
25      sion to such system.

1           (42) ALBANY MULTIMODAL TRANSPORTATION  
2 FACILITY.—From funds provided under section  
3 3(k)(1)(C), the Secretary shall make available  
4 \$590,000 for the multimodal transportation facility  
5 in Albany, Oregon.

6           (43) MIAMI METRORAIL NORTH CORRIDOR EX-  
7 TENSION.—From funds provided under section  
8 3(k)(1)(B) of the Federal Transit Act, the Secretary  
9 shall make available \$15,000,000 for the northern  
10 extension of the Metrorail rapid transit system in  
11 Miami, Florida.

12           (44) VALPARAISO-CHICAGO COMMUTER COR-  
13 RIDOR STUDY.—From funds provided under section  
14 3(k)(1)(B) of the Federal Transit Act, the Secretary  
15 shall make available \$56,000 to determine the fea-  
16 sibility of restoring commuter rail service between  
17 Valparaiso, Indiana, and Chicago, Illinois.

18           (45) AREA TRANSPORTATION AUTHORITY OF  
19 NORTH CENTRAL PENNSYLVANIA.—From funds pro-  
20 vided under section 3(k)(1)(C) of the Federal Tran-  
21 sit Act, the Secretary shall make available  
22 \$3,434,000 for construction of a bus maintenance  
23 facility in Elk County, satellite garage in Potter  
24 County, and CNG fueling equipment in DuBois for



1 the Area Transportation Authority of North Central  
2 Pennsylvania.

3 (46) JOHNSTOWN, PENNSYLVANIA.—From  
4 funds provided under section 3(k)(1)(C) of the Fed-  
5 eral Transit Act, the Secretary shall make available  
6 \$2,700,000 for the purchase of buses and repair of  
7 a storage and repair facility and associated fuel stor-  
8 age tanks for the Cambria County Transit Author-  
9 ity, Pennsylvania.

10 (47) INDIANA COUNTY, PENNSYLVANIA.—From  
11 funds provided under section 3(k)(1)(C) of the Fed-  
12 eral Transit Act, the Secretary shall make available  
13 \$600,000 for the purchase of buses for the Indiana  
14 County Transit Authority, Pennsylvania.

15 (48) ALTOONA, PENNSYLVANIA.—From funds  
16 provided under section 3(k)(1)(C) of the Federal  
17 Transit Act, the Secretary shall make available  
18 \$1,200,000 for the purchase of buses and spare  
19 parts, an electronic public information system and  
20 capital improvements to the Altoona Transportation  
21 Center to Altoona Metro Transit, Pennsylvania.

22 (49) DuBOIS/FALLS CREEK/SANDY TOWNSHIP,  
23 PENNSYLVANIA.—From funds provided under sec-  
24 tion 3(k)(1)(C) of the Federal Transit Act, the Sec-  
25 retary shall make available \$480,000 for the pur-

1 chase of buses and lift-equipped vans for the  
2 DuBois/Falls Creek/Sandy Township Area Transit  
3 Authority, Pennsylvania.

4 (50) TACOMA EASTERN RAIL.—From funds  
5 provided under section 3(k)(1)(B) of the Federal  
6 Transit Act, the Secretary shall make available  
7 \$4,000,000 to the city of Tacoma, Washington, for  
8 the Tacoma Eastern Rail project from Tacoma to  
9 Ashford.

10 (51) PITTSBURGH BUSWAY.—From funds pro-  
11 vided under section 3(k)(1)(B) of the Federal Tran-  
12 sit Act, the Secretary shall make available  
13 \$5,036,000 for the Pittsburgh Busway project.

14 (52) ILLINOIS BUS PROJECTS.—From funds  
15 provided under section 3(k)(1)(C) of the Federal  
16 Transit Act, the Secretary shall make available  
17 \$5,000,000 for the purchase of buses in Peoria,  
18 Champaign-Urbana, Rockford, PACE in the subur-  
19 ban area of Chicago, and other nonurbanized area  
20 systems in Illinois.

21 (53) SOUTHWEST BROOKLYN TRANSIT STATION  
22 AND TRACK IMPROVEMENT PROJECT.—From funds  
23 provided under section 3(k)(1)(A) of the Federal  
24 Transit Act, and before formula distribution of  
25 funds under such section, the Secretary shall make

1       available \$4,000,000 to make station and track im-  
2       provements in Southwest Brooklyn, New York.

3           (54) WISCONSIN BUS PROJECTS.—From funds  
4       provided under section 3(k)(1)(C) of the Federal  
5       Transit Act, the Secretary shall make available  
6       \$2,600,000 for the purchase of buses, vans, and  
7       bus-related facilities to the State of Wisconsin.

8       (y) 1996 OLYMPIC AND PARA-OLYMPIC BUS  
9       GRANTS.—From funds provided under section 3(k)(1)(C)  
10      of the Federal Transit Act in fiscal year 1995, the Sec-  
11      retary shall transfer \$16,000,000 to the program being  
12      carried out under section 9 of such Act to make available  
13      \$10,400,000 in capital and operating grants for the 1996  
14      Olympic and Para-Olympic games and \$5,600,000 in cap-  
15      ital and operating grants for the 1996 Para-Olympic  
16      games. The Federal share of such grants shall be 100 per-  
17      cent.

18      (z) CALSTART CONSORTIUM.—From funds pro-  
19      vided under section 3(k)(1)(C) of the Federal Transit Act,  
20      the Secretary shall make available \$5,000,000 to the  
21      CALSTART Consortium to perform the services described  
22      in section 6071(c) of the Intermodal Surface Transpor-  
23      tation Efficiency Act of 1991.

1 **SEC. 123. MULTIYEAR CONTRACT FOR METRO RAIL**  
2 **PROJECT.**

3 (a) IN GENERAL.—Section 3034 of the Intermodal  
4 Surface Transportation Efficiency Act of 1991 (105 Stat.  
5 2126–2129) is amended—

6 (1) in subsection (b)(3)(A) by striking  
7 “\$695,000,000” and inserting “\$720,000,000”;

8 (2) by adding at the end of subsection (e)(3)  
9 the following:

10 “(D) SCOPE.—The amended contract  
11 under subparagraph (A) shall provide Federal  
12 assistance for the design and construction of an  
13 interim operable segment of the East Side Ex-  
14 tension, consisting of a line running generally  
15 east from Union Station of approximately 3.7  
16 miles in length or in accordance with the East  
17 Side Extension locally preferred alternative,  
18 when approved by the Board of the Los Angeles  
19 County Metropolitan Transportation Authority.

20 “(E) FUNDING.—The \$25,000,000 in-  
21 crease in authorization provided for Minimum  
22 Operable Segment-3 under the National High-  
23 way System Designation Act of 1994 shall be  
24 made available by the Secretary for funding the  
25 scope of the East Side Extension described in  
26 subparagraph (D). These funds shall be in ad-

1           dition to the amounts provided for the East  
2           Side Extension in the contract executed in May  
3           1993 pursuant to subsection (b) of this sec-  
4           tion.”.

5           (b) DEFINITIONS.—Section 3034(i)(3) of such Act is  
6 amended—

7           (1) by striking “7 stations” and inserting “12  
8           stations”;

9           (2) by striking “11.6” and inserting “15.4”;  
10          and

11          (3) by striking subparagraph (C) and inserting  
12          the following:

13                 “(C) One line, known as the East Side Ex-  
14                 tension locally preferred alternative, running  
15                 generally east from Union Station for approxi-  
16                 mately 6.8 miles to the Whittier/Atlantic Sta-  
17                 tion, with 6 intermediate stations.”.

18 **SEC. 124. METRIC SYSTEM SIGNING.**

19           (a) PLACEMENT OF SIGNS.—Before September 30,  
20 1997, the Secretary may not require the States to expend  
21 any Federal or State funds to construct, erect, or other-  
22 wise place any sign relating to any speed limit, distance,  
23 or other measurement on any highway for the purpose of  
24 having such sign establish such speed limit, distance, or  
25 other measurement using the metric system.

1 (b) MODIFICATION OF SIGNS.—Before September 30,  
2 1997, the Secretary may not require the States to expend  
3 any Federal or State funds to modify any sign relating  
4 to any speed limit, any distance, or other measurement  
5 on any highway for the purpose of having such sign estab-  
6 lish such speed limit, distance, or measurement using the  
7 metric system.

8 (c) DEFINITIONS.—For purposes of subsections (a)  
9 and (b), the following definitions apply:

10 (1) HIGHWAY.—The term “highway” has the  
11 meaning such term has under section 101 of title  
12 23, United States Code.

13 (2) METRIC SYSTEM.—The term “metric sys-  
14 tem” has the meaning the term “metric system of  
15 measurement” has under section 4 of the Metric  
16 Conversion Act of 1975 (15 U.S.C. 205c).

17 **SEC. 125. METROPOLITAN PLANNING.**

18 Section 134(g)(2)(A) of title 23, United States Code,  
19 is amended by inserting after “transit,” the following:  
20 “airport, port, inland waterway,”.

21 **SEC. 126. STATEWIDE PLANNING.**

22 (a) INTEGRATED STATE TRANSPORTATION SYSTEM  
23 FACILITIES.—Section 135(e) of title 23, United States  
24 Code, is amended by inserting after the first sentence the  
25 following: “The plan shall, at a minimum, identify trans-

1 portation facilities (including major roadways, transit, air-  
2 port, port, inland waterway, and multimodal and inter-  
3 modal facilities) that should function as an integrated  
4 State transportation system, giving emphasis to those fa-  
5 cilities that serve important national and regional trans-  
6 portation functions.”.

7 (b) MEETING FUNDING NEEDS OF INTERNATIONAL  
8 BORDER CROSSING COMMUNITIES.—Such section is fur-  
9 ther amended by inserting after the first sentence the fol-  
10 lowing: “The State plan must consider the special trans-  
11 portation requirements created by international motor ve-  
12 hicle border crossings if applicable to such State.”.

13 **SEC. 127. HIGH PRIORITY CORRIDOR FEASIBILITY STUDY.**

14 With amounts available to the Secretary under sec-  
15 tion 1105(h) of the Intermodal Surface Transportation  
16 Efficiency Act of 1991, the Secretary in cooperation with  
17 the States of Virginia and West Virginia shall conduct a  
18 study to determine the feasibility of establishing a route  
19 for the East-West Transamerica Corridor (designated pur-  
20 suant to section 1105(c)(3) of such Act) from Beckley,  
21 West Virginia, utilizing a corridor entering Virginia near  
22 the city of Covington then moving south from the Alle-  
23 gheny Highlands to serve Roanoke and continuing east to  
24 Lynchburg. From there such route would continue across  
25 Virginia to the Hampton Roads-Norfolk area.

1 **SEC. 128. REEVALUATION.**

2 (a) INITIATION.—After completion of current con-  
3 struction on Interstate Route 10 and Gessner Road,  
4 Texas, the Secretary shall initiate a reevaluation in con-  
5 sultation with State and local officials of—

6 (1) a proposed exit ramp from the Sam Hous-  
7 ton Tollway eastbound direct connector to the east-  
8 bound Interstate Route 10 frontage road between  
9 Beltway 8 and Gessner Road; and

10 (2) a proposed entrance ramp from the  
11 westbound Interstate Route 10 frontage road be-  
12 tween Gessner Road and Beltway 8 to the  
13 westbound direct connector to the Sam Houston  
14 Tollway in Houston, Harris County, Texas.

15 (b) DEADLINE FOR DECISION.—The Secretary shall  
16 issue a decision on the proposed ramps referred to in sub-  
17 section (a) within 6 months after completion of the con-  
18 struction referred to in subsection (a).

19 **SEC. 129. FUNDING.**

20 (a) STUDY.—The Secretary shall conduct a study of  
21 how the existing Federal-aid highway and transit funding  
22 is utilized by States and metropolitan planning organiza-  
23 tions to address transportation needs.

24 (b) REPORT.—Not later than 1 year after the date  
25 of the enactment of this Act, the Secretary shall transmit



1 to Congress a report containing the results of the study  
2 conducted under this section.

3 **SEC. 130. NONDIVISIBLE LOADS.**

4 Not later than 30 days after the date of the enact-  
5 ment of this Act, the Secretary shall institute a rule-  
6 making proceeding to define the term “vehicles and loads  
7 which cannot be easily dismantled or divided” as used in  
8 section 127 of title 23, United States Code, including con-  
9 sideration of a commodity-specific definition of such term.  
10 The Secretary shall complete the proceeding required by  
11 this subsection not later than 270 days after the date of  
12 the enactment of this Act. The Secretary may apply such  
13 regulations to all vehicle loads operating on the National  
14 Highway System if the Secretary determines that it is in  
15 the public interest.

16 **SEC. 131. COMMERCIAL MOTOR VEHICLE ACCIDENTS.**

17 (a) STUDY.—The Secretary shall conduct a study of  
18 methods to reduce accidents on Federal-aid highways  
19 caused by drivers falling asleep while operating a commer-  
20 cial motor vehicle used to transport freight.

21 (b) REPORT.—Not later than 1 year after the date  
22 of the enactment of this Act, the Secretary shall transmit  
23 to Congress a report on the results of the study conducted  
24 under subsection (a).

1 **TITLE II—TECHNICAL CORREC-**  
2 **TIONS TO ISTEAD AND RELAT-**  
3 **ED LAWS**

4 **SEC. 201. DEFINITIONS.**

5 Section 101(a) of title 23, United States Code, is  
6 amended by striking the 1st undesignated paragraph of  
7 such section that relates to public lands highways.

8 **SEC. 202. REFERENCES TO DWIGHT D. EISENHOWER SYS-**  
9 **TEM OF INTERSTATE AND DEFENSE HIGH-**  
10 **WAYS.**

11 (a) DECLARATION OF POLICY.—Section 2 of the  
12 Intermodal Surface Transportation Efficiency Act of 1991  
13 (105 Stat. 1914–1915) is amended—

14 (1) in the 3d undesignated paragraph by strik-  
15 ing “National System of” and inserting “Dwight D.  
16 Eisenhower System of”; and

17 (2) in the 7th undesignated paragraph by strik-  
18 ing “Interstate and Defense Highway System” and  
19 inserting “Dwight D. Eisenhower System of Inter-  
20 state and Defense Highways”.

21 (b) COMPLETION OF INTERSTATE SYSTEM.—Section  
22 1001 of the Intermodal Surface Transportation Efficiency  
23 Act of 1991 (23 U.S.C. 104 note; 105 Stat. 1915–1916)  
24 is amended in each of subsections (a) and (b) by striking  
25 “National”.

1 (c) DEFINITION OF INTERSTATE SYSTEM IN TITLE  
2 23.—The undesignated paragraph of section 101(a) of  
3 title 23, United States Code, relating to the Interstate  
4 System, is amended by striking “National”.

5 (d) CONFORMING AMENDMENT TO VEHICLE WEIGHT  
6 LIMITATIONS.—Section 127(a) of title 23, United States  
7 Code, is amended by striking “National” each place it ap-  
8 pears and inserting “Dwight D. Eisenhower”.

9 (e) VEHICLE LENGTH RESTRICTION.—Section 411(j)  
10 of the Surface Transportation Assistance Act of 1982 (49  
11 U.S.C. App. 2311(j)) is amended in each of paragraphs  
12 (1), (5)(D), and (6)(A) by striking “National” and insert-  
13 ing “Dwight D. Eisenhower”.

14 (f) LONGER COMBINATION VEHICLE DEFINED.—  
15 Section 4007(f) of the Intermodal Surface Transportation  
16 Efficiency Act of 1991 (105 Stat. 2153) is amended by  
17 striking “National” and inserting “Dwight D. Eisen-  
18 hower”.

19 (g) COMMEMORATION.—Section 6012 of the Inter-  
20 modal Surface Transportation Efficiency Act of 1991 (23  
21 U.S.C. 101 note; 105 Stat. 2180–2181) is amended—

22 (1) in the section heading by striking “**NA-**  
23 **TIONAL**”; and

24 (2) in subsection (a) by striking “National”.

1 **SEC. 203. FEDERAL-AID SYSTEMS.**

2 (a) INTERSTATE SYSTEM.—Section 103(e)(1) of title  
3 23, United States Code, is amended by striking the next  
4 to the last sentence.

5 (b) SUBSTITUTE PROJECTS.—Section 103(e)(4) of  
6 such title is amended—

7 (1) in the last sentence of subparagraph (B) by  
8 striking “projects on the Federal-aid secondary sys-  
9 tem” and inserting “surface transportation program  
10 projects”;

11 (2) in subparagraph (G) by inserting “and” be-  
12 fore “\$240,000,000”; and

13 (3) in subparagraph (J)(i) by inserting a  
14 comma after “October 1, 1991”.

15 **SEC. 204. APPORTIONMENT.**

16 (a) SET-ASIDE.—Section 104(a) of title 23, United  
17 States Code, is amended—

18 (1) by striking “for the Federal-aid systems”  
19 and inserting “for this chapter”; and

20 (2) by striking “upon the Federal-aid systems”  
21 and inserting “under this chapter”.

22 (b) CROSS REFERENCE TO INTERSTATE CONSTRUC-  
23 TION PERIOD OF AVAILABILITY.—Section 104(b)(5)(A) of  
24 such title is amended by striking “118(b)(2)” and insert-  
25 ing “118(b)(1)”.

1 (c) TECHNICAL AMENDMENT.—Section 104(b)(5)(B)  
2 of such title is amended by striking the comma following  
3 “1984” each place it appears.

4 (d) REPEAL OF URBAN SYSTEM APPORTIONMENT.—  
5 Section 104(b)(6) of such title is repealed.

6 (e) PLANNING SET-ASIDE.—Section 104(f)(3) of  
7 such title is amended by striking “(j)”.

8 (f) TRANSFERABILITY AMONG SAFETY AND BRIDGE  
9 PROGRAMS.—Section 104(g) of such title is amended by  
10 striking “Not more than” and all that follows through  
11 “any other of such sections” the second place it appears  
12 and inserting the following: “Not more than 40 percent  
13 of the amount which is apportioned in any fiscal year to  
14 each State under section 144 or which is reserved for such  
15 fiscal year under section 133(d)(1) only for carrying out  
16 section 130 or 152 may be transferred from the apportion-  
17 ment under section 144 or one of the reservations under  
18 section 133(d)(1) to the apportionment or reservation  
19 under such other section if such a transfer is requested  
20 by the State highway department and is approved by the  
21 Secretary as being in the public interest. The Secretary  
22 may approve the transfer of 100 percent of the apportion-  
23 ment under section 144 or one of the reservations under  
24 section 133(d)(1) to the apportionment or reservation  
25 under such other section”.

1 **SEC. 205. PROGRAMS OF PROJECTS.**

2 (a) REPEAL OF REQUIREMENT.—Section 105 of title  
3 23, United States Code, and the item relating to such sec-  
4 tion in the analysis for chapter 1 of such title are each  
5 repealed.

6 (b) CONFORMING AMENDMENTS.—Section 106(a) of  
7 such title is amended—

8 (1) by striking “, as soon as practicable after  
9 program approval,”; and

10 (2) by striking “included in an approved pro-  
11 gram”.

12 (c) PRIORITY FOR HIGH PRIORITY SEGMENTS OF  
13 CORRIDORS OF NATIONAL SIGNIFICANCE.—Section  
14 1105(g)(7) of the Intermodal Surface Transportation Ef-  
15 ficiency Act of 1991 (105 Stat. 2036) is amended to read  
16 as follows:

17 “(7) PRIORITY FOR HIGH PRIORITY SEGMENTS  
18 OF CORRIDORS OF NATIONAL SIGNIFICANCE.—In se-  
19 lecting projects for inclusion in a plan or program  
20 under chapter 1 of title 23, United States Code, a  
21 State may give priority to high priority segments of  
22 corridors identified under subsection (c) of this sec-  
23 tion.”.

1 **SEC. 206. ADVANCE ACQUISITION OF RIGHTS-OF-WAY.**

2 (a) INTERSTATE SYSTEM.—Section 107(a)(2) of title  
3 23, United States Code, is amended by striking “sub-  
4 section (c)” and inserting “subsection (a)”.

5 (b) APPORTIONED FUNDS.—Section 108(a) of such  
6 title is amended—

7 (1) by striking “on any Federal-aid highway”  
8 and inserting “for any project eligible for assistance  
9 under this chapter”;

10 (2) by striking “on such highway” and insert-  
11 ing “on such project”; and

12 (3) by striking “a road” and inserting “the  
13 project”.

14 (c) RIGHT-OF-WAY REVOLVING FUND FUNDS.—Sec-  
15 tion 108(c) of such title is amended—

16 (1) in paragraph (2) by striking “highways and  
17 passenger transit facilities on any Federal-aid sys-  
18 tem” and inserting “any project eligible for assist-  
19 ance under this chapter”; and

20 (2) in paragraph (3) by striking “such project  
21 for the actual construction” and all that follows  
22 through “Secretary” the last place it appears and  
23 inserting “actual construction of such project on  
24 rights-of-way with respect to which funds are ad-  
25 vanced under this subsection, whichever shall occur  
26 first, the right-of-way revolving fund shall be cred-

1       ited with an amount equal to the Federal share of  
2       the funds advanced, as provided in section 120 of  
3       this title, out of any funds apportioned under this  
4       chapter to the State in which such project is located  
5       and available for obligation for such projects and the  
6       State shall reimburse the Secretary”.

7       (d) EARLY ACQUISITION.—Section 108(d)(2)(F) of  
8       such title is amended by striking “this Act” and inserting  
9       “this title”.

10   **SEC. 207. STANDARDS.**

11       Section 109 of title 23, United States Code, is  
12       amended—

13               (1) in subsection (h) by striking “Federal-aid  
14       system” and inserting “Federal-aid highway”; and

15               (2) in subsection (q) by striking “under sec-  
16       tions” and inserting “under section”.

17   **SEC. 208. LETTING OF CONTRACTS.**

18       Section 112(g) of title 23, United States Code, relat-  
19       ing to applicability to contracts for projects on the second-  
20       ary system, as redesignated by section 103(c) of this Act,  
21       is repealed.

22   **SEC. 209. PREVAILING RATE OF WAGE.**

23       Section 113 of title 23, United States Code, is  
24       amended—



1           (1) in subsection (a) by striking “highway  
2       projects on” and all that follows through “author-  
3       ized under” and inserting “highway projects on Fed-  
4       eral-aid highways authorized under”;

5           (2) in subsection (a) by striking “upon the Fed-  
6       eral-aid systems,” and inserting “on Federal-aid  
7       highways,”; and

8           (3) in subsection (b) by striking “of the Fed-  
9       eral-aid systems” and inserting “Federal-aid high-  
10      way”.

11 **SEC. 210. CONSTRUCTION.**

12       Section 114 of title 23, United States Code, is  
13 amended—

14           (1) in subsection (a) by striking “highways or  
15       portions of highways located on a Federal-aid sys-  
16       tem” and inserting “Federal-aid highway or portion  
17       thereof”;

18           (2) in subsection (b)(1) by striking “highways  
19       or portions of highways located on a Federal-aid sys-  
20       tem” and inserting “a Federal-aid highway or por-  
21       tion thereof”; and

22           (3) in subsection (b)(3) by striking “highways  
23       or portions of highways located on a Federal-aid sys-  
24       tem” and inserting “any Federal-aid highway or  
25       portion thereof”.

1 **SEC. 211. ADVANCE CONSTRUCTION.**

2 Section 115 of title 23, United States Code, is  
3 amended—

4 (1) in subsection (a)(2) by striking “PLANS,  
5 SPECIFICATIONS,” and inserting “PROJECT AP-  
6 PROVAL”; and

7 (2) in subsection (c) by striking “134,” and the  
8 second comma after “144”.

9 **SEC. 212. MAINTENANCE.**

10 Section 116 of title 23, United States Code, is  
11 amended—

12 (1) by inserting “highway” before “project” the  
13 first place it appears in each of subsections (a) and  
14 (c);

15 (2) in subsection (a) by striking “no longer con-  
16 stitutes a part of a Federal-aid system” and insert-  
17 ing “is no longer a Federal-aid highway”; and

18 (3) in subsection (b) by striking “the Federal-  
19 aid secondary system” and inserting “a Federal-aid  
20 highway”.

21 **SEC. 213. CERTIFICATION ACCEPTANCE.**

22 Section 117 of title 23, United States Code, is  
23 amended—

24 (1) in subsection (e) by striking “2000(d)” and  
25 inserting “2000d”; and

1           (2) by striking subsection (f), relating to dis-  
2       charge of the Secretary’s responsibilities with respect  
3       to the secondary system.

4   **SEC. 214. AVAILABILITY OF FUNDS.**

5       (a) PERIOD OF AVAILABILITY.—Section 118(b)(1) of  
6   title 23, United States Code, is amended—

7           (1) in the first sentence by striking “Interstate  
8       construction in a State” and inserting “completion  
9       of the Interstate System in a State”; and

10          (2) in the second sentence by inserting “for  
11       completion of the Interstate System” after “shall be  
12       allocated”.

13       (b) SET-ASIDE FOR INTERSTATE CONSTRUCTION  
14   PROJECTS.—Section 118(c)(1) of such title is amended by  
15   striking the period at the end of the first sentence and  
16   all that follows through the period at the end of the second  
17   sentence and inserting “for obligation at the discretion  
18   of the Secretary for projects to complete the Interstate  
19   System.”.

20       (c) SET-ASIDE FOR 4R PROJECTS.—Section  
21   118(c)(2) of such title is amended by inserting “of” after  
22   “\$64,000,000 for each”.

23   **SEC. 215. FEDERAL SHARE.**

24       (a) INTERSTATE SYSTEM PROJECTS.—Section  
25   120(a) of title 23, United States Code, is amended by in-

1   serting before “including a project” the following: “includ-  
2   ing a project the cost for which is included in the 1991  
3   interstate cost estimate and”.

4       (b) SAFETY PROJECTS.—Section 120(c) of such title  
5   is amended by striking “for all the Federal-aid systems”.

6       (c) EMERGENCY RELIEF.—The first sentence of sec-  
7   tion 120(e) of such title is amended—

8           (1) by striking “system, including” and insert-  
9       ing “, including a highway on”;

10          (2) by striking “on a project on such system”;

11          (3) by striking “and (c)” and inserting “and  
12       (b)”;

13          (4) by striking “90 days” and inserting “180  
14       days”.

15       (d) PLANNING PROJECTS.—Section 120 of such title  
16   is amended by adding at the end the following new sub-  
17   section:

18       “(j) PLANNING PROJECTS.—The Federal share pay-  
19   able on account of any project to be carried out with funds  
20   set aside under section 104(f) of this title shall be 80 per-  
21   cent of the costs thereof unless the Secretary determines  
22   that the interest of the Federal-aid highway program  
23   would best be served by decreasing or eliminating the non-  
24   Federal share of such costs.”.

1 (e) CONFORMING AMENDMENT.—Section 208(2) of  
2 the Demonstration Cities and Metropolitan Development  
3 Act of 1966 (42 U.S.C. 3338(2)) is amended by striking  
4 “section 120(a) of title 23, United States Code;”.

5 **SEC. 216. PAYMENT TO STATES FOR CONSTRUCTION.**

6 Section 121 of title 23, United States Code, is  
7 amended—

8 (1) in subsection (b) by striking “After” and  
9 inserting “Except as otherwise provided in this title,  
10 after”; and

11 (2) in subsection (c) by striking “Federal-aid  
12 system” and inserting “Federal-aid highway”.

13 **SEC. 217. RELOCATION OF UTILITY FACILITIES.**

14 Section 123(a) of title 23, United States Code, is  
15 amended—

16 (1) by striking “on any Federal-aid system”  
17 and inserting “eligible for assistance under this  
18 chapter”; and

19 (2) by striking the last sentence.

20 **SEC. 218. ADVANCES TO STATES.**

21 Section 124(a) of title 23, United States Code, is  
22 amended by striking “projects on any of the Federal-aid  
23 systems, including the Interstate System, he” and insert-  
24 ing “a project eligible for assistance under this title, the  
25 Secretary”.

1 **SEC. 219. EMERGENCY RELIEF.**

2 (a) TECHNICAL AMENDMENT.—The first sentence of  
3 section 125(b) of title 23, United States Code, is amended  
4 by striking all preceding “*Provided*” and inserting the fol-  
5 lowing: “The Secretary may expend funds from the emer-  
6 gency fund herein authorized for projects for repair or re-  
7 construction on Federal-aid highways in accordance with  
8 the provisions of this chapter.”.

9 (b) CONFORMING AMENDMENTS.—Section 125(b) of  
10 such title is further amended—

11 (1) by striking “authorized” in the second sen-  
12 tence and all that follows through the period at the  
13 end of such sentence and inserting “authorized on  
14 Federal-aid highways.”; and

15 (2) by striking “the Disaster Relief and Emer-  
16 gency Assistance Act (Public Law 93–288)” and in-  
17 serting “The Robert T. Stafford Disaster Relief and  
18 Emergency Assistance Act”.

19 **SEC. 220. APPLICABILITY OF AXLE WEIGHT LIMITATIONS.**

20 (a) WISCONSIN STATE ROUTE 78 AND UNITED  
21 STATES ROUTE 51.—Section 127 of title 23, United  
22 States Code, is amended by adding at the end the follow-  
23 ing new subsection:

24 “(f) OPERATION OF CERTAIN SPECIALIZED HAULING  
25 VEHICLES ON CERTAIN WISCONSIN HIGHWAYS.—If the  
26 104-mile portion of Wisconsin State Route 78 and United

1 States Route 51 between Interstate Route 94 near Por-  
2 tage, Wisconsin, and Wisconsin State Route 29 south of  
3 Wausau, Wisconsin, is designated as part of the Interstate  
4 System under section 139(a) of title 23, United States  
5 Code, the single axle, tandem axle, gross vehicle weight,  
6 and bridge formula limits set forth in subsection (a) shall  
7 not apply to the operation on such 104-mile portion of  
8 any vehicle which could legally operate on such 104-mile  
9 portion before the date of the enactment of this sub-  
10 section.”.

11 (b) VEHICLE WEIGHT LIMITATIONS IN THE STATE  
12 OF OHIO.—

13 (1) REVIEW.—The Secretary of Transportation  
14 shall review the Federal and State commercial motor  
15 vehicle weight limitations applicable to Federal-aid  
16 highways in the State of Ohio.

17 (2) WAIVER AUTHORITY.—If the Secretary of  
18 Transportation determines, on the basis of the re-  
19 view conducted under paragraph (1), that it is in the  
20 public interest, the Secretary may waive application  
21 of the vehicle weight limitations of section 127(a) of  
22 title 23, United States Code, and of the State cer-  
23 tification requirements of sections 141(b) and 141(c)  
24 of such title, in whole or in part, to highways on the  
25 Dwight D. Eisenhower System of Interstate and De-

1       fense Highways in the State of Ohio for short wheel-  
2       base vehicles for such period as the Secretary deter-  
3       mines may be necessary to permit a reasonable pe-  
4       riod of depreciation for short wheel-base vehicles  
5       purchased before October 1, 1991.

6           (3) MORATORIUM ON WITHHOLDING OF  
7       FUNDS.—Until the Secretary of Transportation  
8       makes a determination relating to the public interest  
9       under paragraph (2), the Secretary shall not with-  
10      hold funds under section 127(a) or 141(c) of title  
11      23, United States Code, from apportionment to the  
12      State of Ohio for failure to comply with such section  
13      with respect to short wheel-base vehicles.

14      (c) TECHNICAL AMENDMENTS.—Section 127 of title  
15      23, United States Code, is amended—

16           (1) in subsection (a) by striking “118(b)(1)”  
17      and inserting “118(b)(2)”; and

18           (2) in subsection (d)(1)(E) by striking “July 5,  
19      1991” and inserting “July 6, 1991”.

20      **SEC. 221. TOLL ROADS.**

21      (a) USE OF REVENUES.—Section 129(a)(3) of title  
22      23, United States Code, is amended by striking “all toll  
23      revenues received” and all that follows through the period  
24      at the end of the first sentence and inserting the following:  
25      “toll revenues received from operation of the toll facility



1 will be used for financing and any other obligations in re-  
2 spect of the facility, for reserves, for reasonable return to  
3 investors financing the project (as determined by the  
4 State), and for the costs necessary for the proper oper-  
5 ation and maintenance of the toll facility, including recon-  
6 struction, resurfacing, restoration, and rehabilitation.”.

7 (b) REFERENCE TO FEDERAL-AID HIGHWAYS.—The  
8 last sentence of section 129(a)(4) of such title is amended  
9 by striking “the Federal-aid system” and inserting “Fed-  
10 eral-aid highways”.

11 (c) LOANS.—Section 129(a)(7) of such title is  
12 amended—

13 (1) by inserting “or commit to loan” after  
14 “loan” the first place it appears;

15 (2) by striking “agency” each place it appears  
16 and inserting “entity”;

17 (3) by inserting after “constructing” the first  
18 place it appears “or proposing to construct”;

19 (4) by striking “all Federal environmental re-  
20 quirements have been complied with and permits ob-  
21 tained” and inserting “the National Environmental  
22 Policy Act of 1969 has been complied with”;

23 (5) by inserting “to a private entity” after  
24 “Any such loan”;

1           (6) by inserting after the fifth sentence the fol-  
2           lowing new sentence: “Any such loan to a public en-  
3           tity shall bear interest at such rate as the State de-  
4           termines appropriate.”; and

5           (7) by striking “the time the loan was obli-  
6           gated” and inserting “the date of the initial funding  
7           of the loan”.

8           (d) CONSTRUCTION OF FERRY BOATS AND FERRY  
9           TERMINAL FACILITIES.—Section 129 of such title is  
10          amended—

11           (1) in the first sentence of subsection (b) by  
12           striking “the route of which” and all that follows  
13           through the period at the end of such sentence and  
14           inserting “the route of which has been classified as  
15           a public road and has not been designated as a route  
16           on the Interstate System.”; and

17           (2) in subsection (c)(4) by striking “and” pre-  
18           ceding “repair”.

19           (e) PILOT PROGRAM.—Section 129(d) of such title  
20          is amended—

21           (1) in each of paragraphs (1) and (3) by strik-  
22           ing “7” and inserting “9”;

23           (2) in paragraph (3) by striking “State of  
24           Pennsylvania” each place it appears and inserting  
25           “States of Pennsylvania and West Virginia”; and

1           (3) in paragraph (3) by inserting “the” before  
2           “State of Georgia”.

3           (f) TREATMENT OF CENTENNIAL BRIDGE, ROCK IS-  
4 LAND, ILLINOIS, AGREEMENT.—For purposes of section  
5 129(a)(6) of title 23, United States Code, the agreement  
6 concerning the Centennial Bridge, Rock Island, Illinois,  
7 entered into under the Act entitled “An Act authorizing  
8 the city of Rock Island, Illinois, or its assigns, to con-  
9 struct, maintain, and operate a toll bridge across the Mis-  
10 sissippi River at or near Rock Island, Illinois, and to a  
11 place at or near the city of Davenport, Iowa”, approved  
12 March 18, 1938 (52 Stat. 110), shall be treated as if such  
13 agreement had been entered into under section 129 of title  
14 23, United States Code, as in effect on December 17,  
15 1991, and may be modified accordingly.

16          (g) TREATMENT OF I-95 AND PENNSYLVANIA TURN-  
17 PIKE.—For purposes of section 129 of title 23, United  
18 States Code, the project for construction of an interchange  
19 between Interstate Route 95 and the Pennsylvania Turn-  
20 pike shall be treated as a reconstruction project described  
21 in section 129(a)(1)(B) of such title.

22 **SEC. 222. RAIL-HIGHWAY CROSSINGS.**

23          Section 130 of title 23, United States Code, is  
24 amended—

1 (1) in subsection (a) by striking “Except as  
2 provided in subsection (d) of” and inserting “Sub-  
3 ject to”;

4 (2) in subsection (a) by striking “entire” each  
5 place it appears;

6 (3) in subsection (a) by striking “except as pro-  
7 vided in subsection (d) of” and inserting “subject  
8 to”;

9 (4) in subsection (e) by striking “authorized for  
10 and”;

11 (5) in subsection (e) by striking the last sen-  
12 tence;

13 (6) by striking subsection (f) and redesignating  
14 subsections (g) and (h) as subsections (f) and (g),  
15 respectively; and

16 (7) in subsection (f) as so redesignated by strik-  
17 ing “railroad highway” and inserting “railroad-high-  
18 way”.

19 **SEC. 223. SURFACE TRANSPORTATION PROGRAM.**

20 (a) STATE CERTIFICATION.—Section 133 of title 23,  
21 United States Code, is amended—

22 (1) in subsection (c) by striking “subsections  
23 (b) (3) and (4)” and inserting “subsections (b)(3)  
24 and (b)(4)”;

1           (2) in subsection (d)(3)(B) by striking “tobe”  
2           and inserting “to be”; and

3           (3) in subsection (e)(2) by inserting after “each  
4           State” the following: “or the designated transpor-  
5           tation authority of the State”.

6           (b) TECHNICAL AMENDMENT.—Section 1007(b)(1)  
7           of the Intermodal Surface Transportation Efficiency Act  
8           of 1991 (105 Stat. 1930) is amended—

9           (1) by striking “104(b)(3)” and inserting  
10          “104(b)”; and

11          (2) by striking “to read as follows” and insert-  
12          ing “by inserting after paragraph (2) the following  
13          new paragraph”.

14   **SEC. 224. METROPOLITAN PLANNING.**

15          (a) TECHNICAL AMENDMENTS.—Section 134 of title  
16          23, United States Code, is amended—

17          (1) in each of subsections (b)(2), (b)(3), and  
18          (h)(4) by striking “the date of the enactment of this  
19          section” and inserting “December 18, 1991”;

20          (2) in each of subsections (b)(3)(B) and  
21          (g)(2)(B) by striking “long-range” and inserting  
22          “long range”;

23          (3) in subsection (f)(11) by inserting “pas-  
24          sengers and” before “freight”;

1           (4) in subsection (g)(5) by redesignating sub-  
2       paragraphs (i) and (ii) as subparagraphs (A) and  
3       (B); and

4           (5) in subsection (k) by striking “the Federal-  
5       Aid Highway Act of 1991” and inserting “this  
6       title”.

7       (b) FACTORS TO BE CONSIDERED.—Section 134(f)  
8       of such title is amended by adding at the end the following  
9       new paragraphs:

10           “(16) Recreational travel and tourism.

11           “(17) Revitalization of the central urban core.”.

12       (c) TRANSFER OF FUNDS.—Section 134(k) of such  
13       title is amended by striking the last sentence.

14       (d) CONFORMING CHAPTER ANALYSIS AMEND-  
15       MENT.—The analysis for chapter 1 of such title is amend-  
16       ed by striking

          “134. Transportation planning in certain urban areas.”

17       and inserting

          “134. Metropolitan planning.”.

18       **SEC. 225. STATEWIDE PLANNING.**

19       Section 135 of title 23, United States Code, is  
20       amended—

21           (1) in subsection (c) by striking paragraph (1)  
22       and inserting the following new paragraph:

1           “(1) The transportation needs identified  
2 through use of the management systems required by  
3 section 303 of this title.”;

4           (2) in subsection (c)(5) by inserting after  
5 “nonmetropolitan areas” the following: “, including  
6 the identification of a rural priority local road and  
7 bridge system,”;

8           (3) in subsection (c) by striking paragraph (15)  
9 and redesignating paragraphs (16) through (20) as  
10 paragraphs (15) through (19), respectively;

11           (4) in subsection (c)(18), as so redesignated, by  
12 striking “commercial motor vehicles” and inserting  
13 “passengers and freight”;

14           (5) in subsection (d)(3) by striking “concerns”  
15 and inserting “transportation needs”;

16           (6) in each of subsections (e) and (f)(1) by in-  
17 serting “Indian tribal governments,” after “private  
18 providers of transportation,”; and

19           (7) in subsection (h)—

20                   (A) by striking “United States Code,” and  
21 inserting “other Federal laws, and”;

22                   (B) by striking “this Act” and inserting  
23 “this title”; and

1 (C) by striking “or section 8 of such Act,”  
2 and inserting “of this title, or section 8 of the  
3 Federal Transit Act,”.

4 **SEC. 226. CONTROL OF JUNKYARDS.**

5 (a) STRICTER STATE STANDARDS.—Section 136(l) of  
6 title 23, United States Code, is amended by striking “the  
7 Federal-aid highway systems” and inserting “Federal-aid  
8 highways”.

9 (b) PRIMARY SYSTEM DEFINED.—Section 136 of  
10 such title is amended by adding at the end the following  
11 new subsection:

12 “(n) PRIMARY SYSTEM DEFINED.—For purposes of  
13 this section, the term ‘primary system’ means the Federal-  
14 aid primary system in existence on June 1, 1991, and any  
15 highway which is not on such system but which is on the  
16 National Highway System.”.

17 **SEC. 227. NONDISCRIMINATION.**

18 (a) STATE ASSURANCES.—Section 140(a) of title 23,  
19 United States Code, is amended by striking “any of the  
20 Federal-aid systems” and inserting “Federal-aid high-  
21 ways”.

22 (b) TRAINING.—Section 140(b) of such title is  
23 amended—

24 (1) by striking “for the surface transportation  
25 program”; and



1 (2) by striking “the bridge program”.

2 **SEC. 228. ENFORCEMENT OF REQUIREMENTS.**

3 Section 141(b) of title 23, United States Code, is  
4 amended by striking “the Federal-aid primary system”  
5 and all that follows through “including” and inserting  
6 “Federal-aid highways, including highways on”.

7 **SEC. 229. AVAILABILITY OF RIGHTS-OF-WAY.**

8 Section 142 of title 23, United States Code, is  
9 amended—

10 (1) in subsection (a)(2) by striking “the sur-  
11 face” and inserting “surface”; and

12 (2) in subsection (f) by striking “exits” and in-  
13 serting “exists”.

14 **SEC. 230. HIGHWAY BRIDGE PROGRAM.**

15 (a) SET-ASIDES.—Section 144(g) of title 23, United  
16 States Code, is amended—

17 (1) in paragraph (1) by striking “103” and in-  
18 serting “1003”;

19 (2) in paragraph (3) by striking “OFF-SYSTEM  
20 BRIDGES” and inserting “BRIDGES NOT ON FED-  
21 ERAL-AID HIGHWAYS”;

22 (3) in paragraph (3) by striking “, other than  
23 those on a Federal-aid system” and inserting “that  
24 are functionally classified as local or rural minor col-  
25 lectors”; and

1           (4) in paragraph (3) by striking “bridges not  
2       on a Federal-aid system” and inserting “such  
3       bridges”.

4       (b) CROSS REFERENCE.—Section 144(i) of such title  
5       is amended by striking “307(e)” and inserting “307(h)”.

6       (c) CONTINUATION OF EXISTING BRIDGE APPOR-  
7       TIONMENT CRITERIA.—The criteria for apportionment of  
8       funds used by the Department of Transportation under  
9       section 144 of title 23, United States Code, as in effect  
10      on September 30, 1991, shall remain in effect until Sep-  
11      tember 30, 1997, or until changed by law, whichever oc-  
12      curs first.

13   **SEC. 231. GREAT RIVER ROAD.**

14       Section 148(a)(1) of title 23, United States Code, is  
15       amended by striking “centers of the State” and inserting  
16       “centers of the States”.

17   **SEC. 232. HAZARD ELIMINATION PROGRAM.**

18       Section 152 of title 23, United States Code, is  
19       amended—

20           (1) in subsection (c) by striking “authorized”  
21       and inserting “available”; and

22           (2) by striking subsections (d) and (e) and re-  
23       designating subsections (f), (g), and (h) as sub-  
24       sections (d), (e), and (f), respectively.

1 **SEC. 233. USE OF SAFETY BELTS AND MOTORCYCLE HEL-**  
2 **METS.**

3 (a) REFERENCE TO DATE OF ENACTMENT.—Section  
4 153 of title 23, United States Code, is amended—

5 (1) in subsection (c) by striking “the date of  
6 the enactment of this section” and inserting “De-  
7 cember 31, 1991”; and

8 (2) in subsection (i)(3) by striking “the date of  
9 the enactment of this section” and inserting “De-  
10 cember 31, 1991,”.

11 (b) ELIGIBILITY FOR GRANTS.—Section 153(f)(2) of  
12 such title is amended by striking “at all times” each place  
13 it appears.

14 (c) PENALTIES.—Section 153(h) of such title is  
15 amended—

16 (1) in paragraph (1) by striking “at any time  
17 in” and inserting “by the last day of”;

18 (2) in paragraph (2) by inserting “by the last  
19 day of fiscal year 1995 or” after “If,”;

20 (3) in paragraph (2) by striking “1994,” and  
21 inserting “1995,”; and

22 (4) in paragraph (4)(A) by striking “under sec-  
23 tion 402” and inserting “by this subsection”.

24 (d) DEFINITIONS.—Section 153(i) of such title is  
25 amended by adding at the end the following new para-  
26 graph:

1           “(5) STATE.—The term ‘State’ has the mean-  
2           ing such term has under chapter 4 of this title.”.

3   **SEC. 234. NATIONAL MAXIMUM SPEED LIMIT.**

4           (a) EXISTING PROGRAM.—Section 154(a)(1) of title  
5   23, United States Code, is amended by striking “on the  
6   Interstate System” and all that follows through “or more”  
7   and inserting “described in clause (2) or (3) of this sub-  
8   section”.

9           (b) NEW PROGRAM.—Section 1029 of the Intermodal  
10   Surface Transportation Efficiency Act of 1991 (105 Stat.  
11   1968–1970) is amended—

12           (1) in subsection (c)(1)(A) by inserting “of a  
13   State” after “apportionments”;

14           (2) in subsection (c)(1)(A) by striking “if a  
15   State” and inserting “to the apportionment of the  
16   State under section 402 of such title if the State”;

17           (3) in subsection (c) by redesignating para-  
18   graphs (2) and (3) as paragraphs (3) and (4), re-  
19   spectively; and

20           (4) by inserting after paragraph (1) of sub-  
21   section (c) the following new paragraph:

22           “(2) LIMITATION ON USE OF FUNDS.—

23           “(A) GENERAL RULE.—A State must obli-  
24           gate at least 50 percent of its funds transferred  
25           pursuant to this subsection for a fiscal year for

1 speed limit enforcement and public information  
2 and education.

3 “(B) WAIVER.—Upon request of a State,  
4 the Secretary may waive the requirement of  
5 subparagraph (A) for any fiscal year if in the  
6 preceding fiscal year the State was in compli-  
7 ance with the speed limit requirements estab-  
8 lished pursuant to paragraph (1).”.

9 **SEC. 235. MINIMUM ALLOCATION.**

10 Section 157 of title 23, United States Code, is  
11 amended—

12 (1) in subsection (a)(2) by striking “118(b)(2)”  
13 and inserting “118(b)(1)”;

14 (2) in subsection (a)(3)(A) by striking “year  
15 1989” and inserting “years 1989”; and

16 (3) by striking subsection (c) and redesignating  
17 subsections (d) and (e) as subsections (c) and (d),  
18 respectively.

19 **SEC. 236. NATIONAL MINIMUM DRINKING AGE.**

20 Section 158 of title 23, United States Code, is  
21 amended—

22 (1) in subsection (a) by striking “104(b)(5),  
23 and 104(b)(6)” each place it appears and inserting  
24 “104(b)(3), and 104(b)(5)”;

1 (2) in subsection (b)(1)(A)(iii) by striking  
2 “104(b)(6)” and inserting “104(b)(3)”;

3 (3) in subsection (b)(3)(B) by striking  
4 “104(b)(5)(B), or 104(b)(6)” and inserting  
5 “104(b)(3), or 104(b)(5)(B)”; and

6 (4) in each of subsections (b)(3) and (b)(4) by  
7 striking “118(b)” and inserting “118”.

8 **SEC. 237. REVOCATION OF DRIVERS’ LICENSES OF INDIVID-**  
9 **UALS CONVICTED OF DRUG OFFENSES.**

10 Section 159 of title 23, United States Code, is  
11 amended in each of subsections (b)(3) and (b)(4) by strik-  
12 ing “118(b)” and inserting “118”.

13 **SEC. 238. REIMBURSEMENT FOR SEGMENTS OF INTER-**  
14 **STATE SYSTEM CONSTRUCTED WITHOUT**  
15 **FEDERAL ASSISTANCE.**

16 Section 160 of title 23, United States Code, is  
17 amended—

18 (1) in subsection (b) by striking “The amount”  
19 and inserting “Subject to subsection (g), the  
20 amount”; and

21 (2) by adding at the end the following new sub-  
22 section:

23 “(g) PUERTO RICO.—Notwithstanding any other pro-  
24 vision of this section, Puerto Rico shall receive in a fiscal  
25 year  $\frac{1}{2}$  of 1 percent of the amounts appropriated pursu-

1 ant to subsection (f) for such fiscal year. No State (includ-  
2 ing the District of Columbia) which has a reimbursement  
3 percentage in the table contained in subsection (c) of 0.50  
4 shall have its reimbursement amount in fiscal years 1996  
5 and 1997 reduced as a result of the enactment of the pre-  
6 ceding sentence.”.

7 **SEC. 239. FEDERAL LANDS HIGHWAY PROGRAM.**

8 (a) PUBLIC LANDS HIGHWAYS ALLOCATION.—Sec-  
9 tion 202(b) of title 23, United States Code, is amended  
10 by striking “66 percent of the remainder” and inserting  
11 “the remaining 66 percent”.

12 (b) AVAILABILITY OF FUNDS.—Section 203 of such  
13 title is amended by striking the comma preceding “forest  
14 development” each place it appears.

15 (c) PURPOSES FOR WHICH FUNDS MAY BE USED.—  
16 Section 204(b) of such title is amended—

17 (1) by striking “construction and improvement”  
18 each place it appears and inserting “planning, re-  
19 search, engineering, and construction”; and

20 (2) by striking “construction or improvement”  
21 and inserting “planning, research, engineering, or  
22 construction”.

23 (d) APPROVAL OF INDIAN RESERVATION ROAD  
24 PROJECTS.—Section 204(c) of such title is amended by  
25 inserting “of” after “15 percent”.

1       (e) INDIAN RESERVATION ROADS PLANNING.—The  
2 first sentence of section 204(j) of such title is amended  
3 to read as follows: “An Indian tribal government receiving  
4 funds under the Indian reservation roads program may  
5 use up to 10 percent of its annual allocation under such  
6 program for transportation planning activities pursuant to  
7 the provisions of the Indian Self-Determination and Edu-  
8 cation Assistance Act.”.

9       (f) OBLIGATION OF FUNDS.—Section 204 of such  
10 title is amended by adding at the end the following new  
11 subsection:

12       “(k) OBLIGATION OF FUNDS.—Notwithstanding any  
13 other provision of law, funds available for Federal lands  
14 highway programs shall be treated as obligated if—

15               “(1) the Secretary authorizes engineering and  
16 related work for a particular project; or

17               “(2) the Secretary approves plans, specifica-  
18 tions, and estimates for procurement of construction  
19 under section 106 or 117 of this title.”.

20       (g) SET-ASIDE FOR ADMINISTRATIVE EXPENSES OF  
21 INDIAN TRIBES.—Section 204 of such title is further  
22 amended by adding at the end the following:

23       “(l) SET-ASIDE FOR ADMINISTRATIVE EXPENSES OF  
24 INDIAN TRIBES.—



1           “(1) IN GENERAL.—Up to 1 percent of the  
2 funds made available for Indian reservation roads  
3 for each fiscal year shall be set aside by the Sec-  
4 retary of the Interior for transportation-related ad-  
5 ministrative expenses of Indian tribal governments.

6           “(2) DISTRIBUTION.—The Secretary of the In-  
7 terior shall make available to each Indian tribal gov-  
8 ernment with an approved application under para-  
9 graph (3) an equal percentage of any sum set aside  
10 pursuant to paragraph (1).

11           “(3) APPLICATIONS.—To receive funds under  
12 this paragraph, an Indian tribal government must  
13 submit to the Secretary of the Interior for approval  
14 an application in accordance with the requirements  
15 of the Indian Self-Determination and Education As-  
16 sistance Act. The Secretary of the Interior shall ap-  
17 prove any such application that demonstrates that  
18 the applicant has the capability to carry out trans-  
19 portation planning activities or is in the process of  
20 establishing such a capability.”.

21           (h) TRANSPORTATION ENHANCEMENT ACTIVITIES.—  
22 Section 204 of such title is further amended by adding  
23 at the end the following:

24           “(m) TRANSPORTATION ENHANCEMENT ACTIVI-  
25 TIES.—In making expenditures for transportation en-

1 hancement activities as required under section 133, a  
2 State shall consider any application submitted to the State  
3 by an Indian tribal government seeking assistance to con-  
4 duct such activities.”.

5 (i) APPROVAL OF INDIAN RESERVATION ROAD  
6 PROJECTS BY THE SECRETARY.—Section 204 of such title  
7 is further amended by adding at the end the following:  
8 “(n) APPROVAL OF INDIAN RESERVATION ROAD  
9 PROJECTS BY THE SECRETARY.—

10 “(1) ESTABLISHMENT OF PILOT PROGRAM.—  
11 The Secretary shall establish a pilot program (here-  
12 inafter in this subsection referred to as the ‘pro-  
13 gram’) for the purposes described in paragraph (2)  
14 and shall carry out such program in each of fiscal  
15 years 1995, 1996, and 1997.

16 “(2) PURPOSE.—The purpose of the program  
17 shall be to permit an Indian tribal government to  
18 apply directly to the Secretary for authorization to  
19 conduct projects on Indian reservation roads using  
20 amounts allocated to the Indian tribal government  
21 under the Indian reservation roads program.

22 “(3) TREATMENT AS STATES.—Except as oth-  
23 erwise provided by the Secretary, an Indian tribal  
24 government submitting an application to the Sec-  
25 retary under the program shall be subject to the

1 same requirements as a State applying for approval  
2 of a Federal-aid highway project.

3 “(4) SELECTION OF PARTICIPANTS.—

4 “(A) APPLICATIONS.—An Indian tribal  
5 government seeking to participate in the pro-  
6 gram shall submit to the Secretary an applica-  
7 tion which is in such form and contains such in-  
8 formation as the Secretary may require.

9 “(B) MAXIMUM NUMBER OF PARTICI-  
10 PANTS.—The Secretary shall select not more  
11 than 10 Indian tribal governments to partici-  
12 pate in the program.

13 “(5) TECHNICAL ASSISTANCE.—The Secretary,  
14 in cooperation with the Secretary of the Interior,  
15 shall provide technical assistance to Indian tribal  
16 governments participating in the program.

17 “(6) TRANSITIONAL ASSISTANCE.—Upon re-  
18 quest of the Secretary, the Secretary of the Interior  
19 shall provide to the Secretary such assistance as  
20 may be necessary for implementation of the pro-  
21 gram.

22 “(7) REPORT.—Not later than September 30,  
23 1997, the Secretary shall transmit to Congress a re-  
24 port on the results of the program. In developing  
25 such report, the Secretary shall solicit the comments

1 of Indian tribal governments participating in the  
2 program.”.

3 (j) REFERENCE TO PARK ROADS.—Section  
4 1003(a)(6)(C) of the Intermodal Surface Transportation  
5 Efficiency Act of 1991 (105 Stat. 1919) is amended—

6 (1) by striking “HIGHWAYS” in the subpara-  
7 graph heading and inserting “ROADS”; and

8 (2) by striking “highways” the place it appears  
9 preceding “\$69,000,000” and inserting “roads”.

10 (k) TECHNICAL AMENDMENT.—Section 1032(b)(2)  
11 (A) of such Act (105 Stat. 1974) is amended by striking  
12 “improvements” and inserting “improvement”.

13 **SEC. 240. BICYCLE TRANSPORTATION AND PEDESTRIAN**  
14 **WALKWAY.**

15 Section 217 of title 23, United States Code, is  
16 amended—

17 (1) in subsection (b) by inserting “pedestrian  
18 walkways and” before “bicycle transportation facili-  
19 ties”;

20 (2) in subsection (f) by striking “and the Fed-  
21 eral share” and all that follows through “80 per-  
22 cent”;

23 (3) by redesignating subsection (j) as sub-  
24 section (k); and

1           (4) by inserting after subsection (i) the follow-  
2           ing new subsection:

3           “(j) INCLUSION OF PEDESTRIAN WALKWAYS AND BI-  
4           CYCLE TRANSPORTATION FACILITIES IN PLANNING.—

5           “(1) GENERAL RULE.—The Secretary may not  
6           approve under this chapter a highway project for  
7           new construction or reconstruction within the bound-  
8           aries of a State along which a pedestrian walkway  
9           or bicycle transportation facility is required to be in-  
10          cluded under the State’s transportation improvement  
11          plan developed under section 135 unless such pedes-  
12          trian walkway or bicycle transportation facility is  
13          part of such highway project.

14          “(2) EXCEPTION.—The Secretary does not have  
15          to approve a project for construction of a pedestrian  
16          walkway or bicycle transportation facility under  
17          paragraph (1)—

18                 “(A) if the Secretary determines that such  
19                 construction is not feasible or that use of the  
20                 walkway or facility would pose a safety risk to  
21                 pedestrians or bicyclists, as the case may be; or

22                 “(B) the Secretary determines that there  
23                 will be no substantial transportation or recre-  
24                 ation benefit resulting from the project.”.

1 **SEC. 241. STATE HIGHWAY DEPARTMENT.**

2 Section 302(b) of title 23, United States Code, is  
3 amended by striking “on the Federal-aid secondary sys-  
4 tem, financed with secondary funds,” and inserting “not  
5 on the National Highway System”.

6 **SEC. 242. MANAGEMENT SYSTEMS.**

7 Section 303 of title 23, United States Code, is  
8 amended in each of subsections (a) and (b) by striking  
9 “1 year after the date of the enactment of this section”  
10 and inserting “December 18, 1992”.

11 **SEC. 243. STATE PLANNING AND RESEARCH.**

12 Section 307 of title 23, United States Code, is  
13 amended—

14 (1) in subsection (c)(1) by striking “104” and  
15 inserting “104(b)”;

16 (2) in subsection (e)(3)(C) by striking “climac-  
17 tic” and inserting “climatic”;

18 (3) in subsection (e)(13) by striking the  
19 quotation marks preceding “\$35,000,000”;

20 (4) in subsection (f)(2) by striking “section”  
21 the first place it appears and inserting “paragraph”;

22 (5) in the heading to subsection (f)(3) by in-  
23 serting “EARTHQUAKE” after “NATIONAL”; and

24 (6) in subsection (f)(3) by inserting “Earth-  
25 quake” after “National”.

1 **SEC. 244. APPROPRIATION FOR HIGHWAY PURPOSES OF**  
2 **FEDERAL LANDS.**

3 Section 317(d) of title 23, United States Code, is  
4 amended by striking “system” and inserting “highway”.

5 **SEC. 245. INTERNATIONAL HIGHWAY TRANSPORTATION**  
6 **OUTREACH PROGRAM.**

7 Section 325(a)(5) of title 23, United States Code, is  
8 amended by striking “the date of the enactment of this  
9 section” and inserting “December 18, 1991”.

10 **SEC. 246. HIGHWAY SAFETY PROGRAMS.**

11 (a) IN GENERAL.—Section 402 of title 23, United  
12 States Code, is amended to read as follows:

13 **“§ 402. Highway safety programs**

14 “(a) IN GENERAL.—Each State shall have a highway  
15 safety program approved by the Secretary which is de-  
16 signed to reduce traffic accidents and deaths, injuries, and  
17 property damage resulting therefrom.

18 “(b) UNIFORM GUIDELINES.—

19 “(1) REQUIREMENT.—The State highway safe-  
20 ty programs approved under this section shall be in  
21 accordance with uniform guidelines promulgated by  
22 the Secretary.

23 “(2) PERFORMANCE CRITERIA.—The uniform  
24 guidelines shall be expressed in terms of perform-  
25 ance criteria.

1           “(3) PURPOSES.—The uniform guidelines shall  
2 include, at a minimum, criteria relating to—

3           “(A) reducing injuries and deaths resulting  
4 from motor vehicles being driven in excess of  
5 posted speed limits;

6           “(B) encouraging the proper use of occu-  
7 pant protection devices (including the use of  
8 safety belts and child restraint systems) by oc-  
9 cupants of motor vehicles and increasing public  
10 awareness of the benefit of motor vehicles  
11 equipped with airbags;

12           “(C) reducing deaths and injuries resulting  
13 from persons driving motor vehicles while im-  
14 paired by alcohol or a controlled substance;

15           “(D) reducing deaths and injuries result-  
16 ing from accidents involving motorcycles;

17           “(E) reducing injuries and deaths resulting  
18 from accidents involving school buses; and

19           “(F) improving law enforcement services in  
20 motor vehicle accident prevention, traffic super-  
21 vision, and post-accident procedures.

22           “(4) EFFECTIVENESS DETERMINATION.—A  
23 State highway safety program relating to a guideline  
24 established pursuant to paragraph (3) shall be con-  
25 sidered a most effective program for purposes of



1 subsection (i) unless the Secretary determines, after  
2 a rulemaking process under subsection (i), that it  
3 should not be so considered and submits a report to  
4 Congress describing the reasons for the determina-  
5 tion.

6 “(5) ADDITIONAL PURPOSES.—The uniform  
7 guidelines may include provisions to improve driver  
8 performance (including driver education, driver test-  
9 ing to determine proficiency to operate motor vehi-  
10 cles, driver examinations (both physical and mental)  
11 and driver licensing) and to improve pedestrian per-  
12 formance and bicycle safety. In addition the uniform  
13 guidelines may include provisions for an effective  
14 record system of accidents (including injuries and  
15 deaths resulting therefrom), accident investigations  
16 to determine the probable causes of accidents, inju-  
17 ries, and deaths, vehicle registration, operation, and  
18 inspection, highway design and maintenance (includ-  
19 ing lighting, markings, and surface treatment), traf-  
20 fic control, vehicle codes and laws, surveillance of  
21 traffic for detection and correction of high or poten-  
22 tially high accident locations, and emergency serv-  
23 ices.

24 “(6) APPLICABILITY TO FEDERALLY ADMINIS-  
25 TERED AREAS.—The uniform guidelines which are

1 applicable to State highway safety programs shall, to  
2 the extent determined appropriate by the Secretary,  
3 be applicable to federally administered areas where  
4 a Federal department or agency controls the high-  
5 ways or supervises traffic operations.

6 “(7) LIMITATION ON STATUTORY CONSTRUC-  
7 TION.—Implementation of a highway safety program  
8 under this section shall not be construed to require  
9 the Secretary to require compliance with every uni-  
10 form guideline, or with every element of every uni-  
11 form guideline, in every State.

12 “(8) COOPERATION IN PROMULGATION.—Uni-  
13 form guidelines promulgated by the Secretary to  
14 carry out this section shall be developed in coopera-  
15 tion with the States, their political subdivisions, ap-  
16 propriate Federal departments and agencies, and  
17 such other public and private organizations as the  
18 Secretary deems appropriate.

19 “(9) ASSISTANCE OF OTHER FEDERAL DEPART-  
20 MENTS.—The Secretary may make arrangements  
21 with other Federal departments and agencies for as-  
22 sistance in the preparation of uniform guidelines for  
23 the highway safety programs contemplated by this  
24 subsection and in the administration of such pro-  
25 grams. Such departments and agencies are directed

1 to cooperate in such preparation and administration,  
2 on a reimbursable basis.

3 “(c) REQUIREMENTS FOR APPROVAL.—

4 “(1) IN GENERAL.—The Secretary may not ap-  
5 prove a State highway safety program under this  
6 section which does not—

7 “(A) provide that the Governor of the  
8 State shall be responsible for the administration  
9 of the program through a State highway safety  
10 agency which shall have adequate powers and  
11 be suitably equipped and organized to carry  
12 out, to the satisfaction of the Secretary, such  
13 program;

14 “(B) authorize political subdivisions of the  
15 State to carry out local highway safety pro-  
16 grams within their jurisdictions as a part of the  
17 State highway safety program if such local  
18 highway safety programs are approved by the  
19 Governor and are in accordance with the uni-  
20 form guidelines promulgated by the Secretary  
21 under this section;

22 “(C) except as provided in paragraph (2),  
23 provide that at least 40 percent of all Federal  
24 funds apportioned under this section to the  
25 State for any fiscal year will be expended by the

1 political subdivisions of the State, including In-  
2 dian tribal governments, in carrying out local  
3 highway safety programs authorized in accord-  
4 ance with subparagraph (B); and

5 “(D) provide adequate and reasonable ac-  
6 cess for the safe and convenient movement of  
7 individuals with disabilities, including those in  
8 wheelchairs, across curbs constructed or re-  
9 placed on or after July 1, 1976, at all pedes-  
10 trian crosswalks throughout the State.

11 “(2) WAIVER.—The Secretary may waive the  
12 requirement of paragraph (1)(C), in whole or in  
13 part, for a fiscal year for any State whenever the  
14 Secretary determines that there is an insufficient  
15 number of local highway safety programs to justify  
16 the expenditure in the State of such percentage of  
17 Federal funds during the fiscal year.

18 “(3) USE OF TECHNOLOGY FOR TRAFFIC EN-  
19 FORCEMENT.—The Secretary may encourage States  
20 to use technologically advanced traffic enforcement  
21 devices (including the use of automatic speed detec-  
22 tion devices such as photo-radar) by law enforcement  
23 officers.

24 “(d) DATA COLLECTION AND REPORTING PRO-  
25 GRAM.—

1           “(1) ESTABLISHMENT.—The Secretary shall es-  
2       tablish a highway safety program for the collection  
3       and reporting of data on traffic-related deaths and  
4       injuries by the States. Under such program, the  
5       States shall collect and report to the Secretary such  
6       data as the Secretary may require.

7           “(2) PURPOSES.—The purposes of the program  
8       under this subsection are to ensure national uniform  
9       data on such deaths and injuries and to allow the  
10      Secretary to make determinations for use in develop-  
11      ing programs to reduce such deaths and injuries and  
12      making recommendations to Congress concerning  
13      legislation necessary to implement such programs.

14          “(3) PROGRAM REQUIREMENTS.—The program  
15      under this subsection shall include information ob-  
16      tained by the Secretary under section 4004 of the  
17      Intermodal Surface Transportation Efficiency Act of  
18      1991 and provide for annual reports to the Sec-  
19      retary on the efforts being made by the States in re-  
20      ducing deaths and injuries occurring at highway  
21      construction sites and the effectiveness and results  
22      of such efforts.

23          “(4) REPORTING CRITERIA.—The Secretary  
24      shall establish minimum reporting criteria for the  
25      program under this subsection. Such criteria shall

1 include, but not be limited to, criteria on deaths and  
2 injuries resulting from police pursuits, school bus ac-  
3 cidents, and speeding, on traffic-related deaths and  
4 injuries at highway construction sites and on the  
5 configuration of commercial motor vehicles involved  
6 in motor vehicle accidents.

7 “(e) USE OF FUNDS.—

8 “(1) FOR HIGHWAY SAFETY PROGRAMS.—  
9 Funds authorized to be appropriated to carry out  
10 this section shall be used to aid the States to con-  
11 duct the highway safety programs approved in ac-  
12 cordance with subsection (a), including development  
13 and implementation of manpower training programs,  
14 and of demonstration programs that the Secretary  
15 determines will contribute directly to the reduction  
16 of traffic accidents and deaths and injuries resulting  
17 therefrom.

18 “(2) ADMINISTRATIVE EXPENSES.—Funds au-  
19 thorized to be appropriated to carry out this section  
20 shall be subject to a deduction not to exceed 5 per-  
21 cent for the necessary costs of administering the  
22 provisions of this section, and the remainder shall be  
23 apportioned among the several States under sub-  
24 section (f).

1           “(3) LIMITATION.—Nothing in this section au-  
2           thorizes the appropriation or expenditure of funds—

3                   “(A) for highway construction, mainte-  
4                   nance, or design (other than design of safety  
5                   features of highways to be incorporated into  
6                   guidelines); or

7                   “(B) for any purpose for which funds are  
8                   authorized by section 403 of this title.

9           “(f) APPORTIONMENT OF FUNDS.—

10                   “(1) FORMULA.—After the deduction under  
11                   subsection (e)(2), the remainder of the funds author-  
12                   ized to be appropriated to carry out this section  
13                   shall be apportioned 75 percent in the ratio which  
14                   the population of each State bears to the total popu-  
15                   lation of all the States, as shown by the latest avail-  
16                   able Federal census, and 25 percent in the ratio  
17                   which the public road mileage in each State bears to  
18                   the total public road mileage in all States.

19                   “(2) MINIMUM PERCENTAGE.—The annual ap-  
20                   portionment to each State shall not be less than  $\frac{1}{2}$   
21                   of 1 percent of the total apportionment; except that  
22                   the apportionments to the Virgin Islands, Guam,  
23                   American Samoa, and the Commonwealth of the  
24                   Northern Mariana Islands shall not be less than  $\frac{1}{4}$   
25                   of 1 percent of the total apportionment.

1           “(3) APPROVED HIGHWAY SAFETY PROGRAM.—

2           The Secretary shall not apportion any funds under  
3           this subsection to any State which is not implement-  
4           ing a highway safety program approved by the Sec-  
5           retary in accordance with this section.

6           “(4) REDUCTION OF APPORTIONMENT.—Funds

7           apportioned under this section to any State, that  
8           does not have a highway safety program approved by  
9           the Secretary or that is not implementing an ap-  
10          proved program, shall be reduced by amounts equal  
11          to not less than 50 percent of the amounts that  
12          would otherwise be apportioned to the State under  
13          this section, until such time as the Secretary ap-  
14          proves such program or determines that the State is  
15          implementing an approved program, as appropriate.  
16          The Secretary shall consider the gravity of the  
17          State’s failure to have or implement an approved  
18          program in determining the amount of the reduc-  
19          tion.

20          “(5) APPORTIONMENT OF WITHHELD FUNDS.—

21          The Secretary shall promptly apportion to the State  
22          the funds withheld from its apportionment if the  
23          Secretary approves the State’s highway safety pro-  
24          gram or determines that the State has begun imple-  
25          menting an approved program, as appropriate, prior



1 to the end of the fiscal year for which the funds  
2 were withheld. If the Secretary determines that the  
3 State did not correct its failure within such period,  
4 the Secretary shall reapportion the withheld funds to  
5 the other States in accordance with the formula  
6 specified in this subsection not later than 30 days  
7 after such determination.

8 “(6) DETERMINATION OF PUBLIC ROAD MILE-  
9 AGE.—For the purposes of this subsection, the term  
10 a ‘public road’ means any road under the jurisdic-  
11 tion of, and maintained by, a public authority and  
12 open to public travel. As used in this subsection,  
13 public road mileage shall be determined as of the  
14 end of the calendar year preceding the year in which  
15 the funds are apportioned and shall be certified to  
16 by the Governor of the State and subject to approval  
17 by the Secretary.

18 “(g) APPLICABILITY OF CHAPTER 1.—

19 “(1) IN GENERAL.—Except as otherwise pro-  
20 vided in this subsection, all provisions of chapter 1  
21 of this title that are applicable to National Highway  
22 System highway funds, other than provisions relat-  
23 ing to the apportionment formula and provisions  
24 limiting the expenditure of such funds to the Fed-  
25 eral-aid systems, shall apply to the highway safety

1 funds authorized to be appropriated to carry out this  
2 section.

3 “(2) INCONSISTENT PROVISIONS.—If the Sec-  
4 retary determines that a provision of chapter 1 of  
5 this title is inconsistent with this section, such provi-  
6 sion shall not apply to funds authorized to be appro-  
7 priated to carry out this section.

8 “(3) CREDIT FOR STATE AND LOCAL EXPENDI-  
9 TURES.—The aggregate of all expenditures made  
10 during any fiscal year by a State and its political  
11 subdivisions (exclusive of Federal funds) for carrying  
12 out the State highway safety program (other than  
13 planning and administration) shall be available for  
14 the purpose of crediting such State during such fis-  
15 cal year for the non-Federal share of the cost of any  
16 project under this section (other than one for plan-  
17 ning or administration) without regard to whether  
18 such expenditures were actually made in connection  
19 with such project.

20 “(4) INCREASED FEDERAL SHARE FOR CERTAIN  
21 INDIAN TRIBE PROGRAMS.—In the case of a local  
22 highway safety program carried out by an Indian  
23 tribe, if the Secretary is satisfied that an Indian  
24 tribe does not have sufficient funds available to meet  
25 the non-Federal share of the cost of such program,

1 the Secretary may increase the Federal share of the  
2 cost thereof payable under this title to the extent  
3 necessary.

4 “(5) TREATMENT OF TERM ‘STATE HIGHWAY  
5 DEPARTMENT’.—In applying the provisions of chap-  
6 ter 1 of this title in carrying out this section, the  
7 term ‘State highway department’ as used in such  
8 provisions shall mean the Governor of a State for  
9 the purposes of this section.

10 “(h) APPLICATION IN INDIAN COUNTRY.—

11 “(1) IN GENERAL.—For the purpose of the ap-  
12 plication of this section in Indian country, the terms  
13 ‘State’ and ‘Governor of a State’ include the Sec-  
14 retary of the Interior and the term ‘political subdivi-  
15 sion of a State’ includes an Indian tribe. Notwith-  
16 standing the provisions of subsection (c)(1)(C), 95  
17 percent of the funds transferred to the Secretary of  
18 the Interior under this section shall be expended by  
19 Indian tribes to carry out highway safety programs  
20 within their jurisdictions. The provisions of sub-  
21 section (c)(1)(D) shall be applicable to Indian tribes,  
22 except to those tribes with respect to which the Sec-  
23 retary determines that application of such provisions  
24 would not be practicable.

1           “(2) INDIAN COUNTRY DEFINED.—For the pur-  
2           pose of this subsection, the term ‘Indian country’  
3           means—

4                   “(A) all land within the limits of any In-  
5                   dian reservation under the jurisdiction of the  
6                   United States, notwithstanding the issuance of  
7                   any patent, and including rights-of-way running  
8                   through the reservation;

9                   “(B) all dependent Indian communities  
10                  within the borders of the United States whether  
11                  within the original or subsequently acquired ter-  
12                  ritory thereof and whether within or without  
13                  the limits of a State; and

14                  “(C) all Indian allotments, the Indian ti-  
15                  tles to which have not been extinguished, in-  
16                  cluding rights-of-way running through such al-  
17                  lotments.

18           “(i) RULEMAKING PROCESS.—The Secretary may  
19           from time to time conduct a rulemaking process to deter-  
20           mine those highway safety programs that are most effec-  
21           tive in reducing traffic accidents, injuries, and deaths. Any  
22           rule under this subsection shall be promulgated taking  
23           into account consideration of the views of the States hav-  
24           ing a major role in establishing such programs. When a  
25           rule promulgated in accordance with this subsection takes

1 effect, only those programs established by such rule as  
2 most effective in reducing traffic accidents, injuries, and  
3 deaths shall be eligible to receive Federal financial assist-  
4 ance under this section.”.

5 (b) SECTION 2005.—Section 2005(1) of the Inter-  
6 modal Surface Transportation Efficiency Act of 1991  
7 (105 Stat. 2079) is amended—

8 (1) by striking “and” the first place it appears  
9 and inserting a comma; and

10 (2) by striking “, 1994,” and inserting “and  
11 1994, and \$146,000,000 for each of fiscal years”.

12 **SEC. 247. NATIONAL HIGHWAY SAFETY ADVISORY COMMIT-**  
13 **TEE.**

14 Section 404(d) of title 23, United States Code, is  
15 amended by striking “Commerce” and inserting “Trans-  
16 portation”.

17 **SEC. 248. ALCOHOL-IMPAIRED DRIVING COUNTER-**  
18 **MEASURES.**

19 (a) TECHNICAL AMENDMENT.—Section 410(d)(1)(E)  
20 of title 23, United States Code, is amended by striking  
21 “the date of enactment of this section” and inserting “De-  
22 cember 18, 1991”.

23 (b) BASIC GRANT ELIGIBILITY.—Section 410(d)(3)  
24 of such title is amended—

25 (1) by inserting “(A)” after “(3)”; and

1 (2) by adding at the end the following:

2 “(B) A State shall be treated as having met the  
3 requirement of this paragraph if—

4 “(i) the State provides to the Secretary a  
5 written certification that the highest court of  
6 the State has issued a decision indicating that  
7 implementation of subparagraph (A) would con-  
8 stitute a violation of the constitution of the  
9 State; and

10 “(ii) the State demonstrates to the satis-  
11 faction of the Secretary—

12 “(I) that the alcohol fatal crash in-  
13 volvement rate in the State has decreased  
14 in each of the 3 most recent calendar years  
15 for which statistics for determining such  
16 rate are available; and

17 “(II) that the alcohol fatal crash in-  
18 volvement rate in the State has been lower  
19 than the average such rate for all States in  
20 each of such calendar years.”.

21 **SEC. 249. PUBLIC TRANSIT FACILITIES.**

22 Section 1023(h) of the Intermodal Surface Transpor-  
23 tation Efficiency Act of 1991 is amended by striking “this  
24 Act” each place it appears and inserting “the Department

1 of Transportation and Related Agencies Appropriations  
2 Act, 1993”.

3 **SEC. 250. ROADSIDE BARRIER TECHNOLOGY.**

4 Section 1058 of the Intermodal Surface Transpor-  
5 tation Efficiency Act of 1991 (23 U.S.C. 109 note; 105  
6 Stat. 2003) is amended—

7 (1) in subsection (a) by striking “median” and  
8 inserting “or temporary crashworthy”;

9 (2) in subsection (a) by inserting “crash-  
10 worthy” after “Innovative”;

11 (3) in the heading of subsection (c) by inserting  
12 “CRASHWORTHY” after “INNOVATIVE”;

13 (4) in subsection (c) by inserting “crashworthy”  
14 after “innovative”;

15 (5) in subsection (c) by striking “median”;

16 (6) by inserting “or guiderail” after “guard-  
17 rail”; and

18 (7) by inserting before the period at the end of  
19 subsection (c) “, and meets or surpasses the require-  
20 ments of the National Cooperative Highway Re-  
21 search Program 350 for longitudinal barriers”.

22 **SEC. 251. PENSACOLA, FLORIDA.**

23 Section 1086(b) of the Intermodal Surface Transpor-  
24 tation Efficiency Act of 1991 (105 Stat. 2022) is amended  
25 by striking “Not later than 2 years after the date of the

1 enactment of this Act,” and inserting “On or before June  
2 18, 1995,”.

3 **SEC. 252. HIGH COST BRIDGE PROJECTS.**

4 The table contained in section 1103(b) of the Inter-  
5 modal Surface Transportation Efficiency Act of 1991  
6 (105 Stat. 2027–2028) is amended—

7 (1) in item number 5, relating to Gloucester  
8 Point, Virginia, by inserting after “York River” the  
9 following: “and for repair, strengthening, and reha-  
10 bilitation of the existing bridge”; and

11 (2) in item number 10, relating to Shakopee,  
12 Minnesota, by inserting “project, including the by-  
13 pass of” after “replacement”.

14 **SEC. 253. CONGESTION RELIEF PROJECTS.**

15 The table contained in section 1104(b) of the Inter-  
16 modal Surface Transportation Efficiency Act of 1991  
17 (105 Stat. 2029–2031) is amended—

18 (1) in item number 10, relating to San Diego,  
19 California, by striking “1 block of Cut and Cover  
20 Tunnel on Rt. 15” and inserting “bridge decking on  
21 Route 15”; and

22 (2) in item number 43, relating to West Vir-  
23 ginia, by striking “Coal Fields” and inserting “Coal-  
24 fields”.



1 **SEC. 254. HIGH PRIORITY CORRIDORS ON NATIONAL HIGH-**  
2 **WAY SYSTEM.**

3 (a) EAST-WEST TRANSAMERICA CORRIDOR.—Section  
4 1105(c)(3) of the Intermodal Surface Transportation Effi-  
5 ciency Act of 1991 (105 Stat. 2032) is amended by insert-  
6 ing before the period at the end the following: “, including  
7 (A) a Kentucky corridor centered on the cities of Paducah,  
8 Benton, Hopkinsville, Bowling Green, Columbia, Somer-  
9 set, London, Hazard, Jenkins, and Pikeville, Kentucky, to  
10 Williamson, West Virginia, and (B) a West Virginia cor-  
11 ridor from Williamson to the vicinity of Welch, West Vir-  
12 ginia, sharing a common corridor with the I–73/74 cor-  
13 ridor (referred to in item 12 of the table contained in sub-  
14 section (f)), and from the vicinity of Welch to Beckley,  
15 West Virginia, as part of the Coalfields Expressway de-  
16 scribed in section 1069(v)”.

17 (b) INDIANAPOLIS TO HOUSTON CORRIDOR.—Section  
18 1105(c)(18) of such Act (105 Stat. 2032) is amended by  
19 inserting before the period at the end the following: “, in-  
20 cluding a Kentucky corridor centered on the cities of Hen-  
21 derson, Sturgis, Smithland, Paducah, Bardwell, and Hick-  
22 man, Kentucky”.

23 **SEC. 255. HIGH PRIORITY CORRIDOR PROJECTS.**

24 The table contained in section 1105(f) of the Inter-  
25 modal Surface Transportation Efficiency Act of 1991  
26 (105 Stat. 2033–2035) is amended—

1 (1) in item 1, relating to Pennsylvania, by in-  
2 serting after “For” the following: “the segment de-  
3 scribed in item 6 of this table and, after completion  
4 of such segment, for”; and

5 (2) in item number 26, relating to Indiana,  
6 Kentucky, Tennessee, by striking “Newberry” and  
7 inserting “Evansville”.

8 **SEC. 256. RURAL ACCESS PROJECTS.**

9 (a) PROJECT DESCRIPTIONS.—The table contained  
10 in section 1106(a)(2) of the Intermodal Surface Transpor-  
11 tation Efficiency Act of 1991 (105 Stat. 2037–2042) is  
12 amended—

13 (1) in item number 34, relating to Illinois, by  
14 striking “Resurfacing” and all that follows through  
15 “Omaha” and inserting “Bel-Air Road improvement  
16 from south of Carmi to State Route 141 in south-  
17 eastern White County”;

18 (2) in item number 52, relating to Bedford  
19 Springs, Pennsylvania, by striking “and Hunting-  
20 ton” and inserting “Franklin, and Huntingdon”;

21 (3) in item number 61, relating to Lubbock,  
22 Texas, by striking “with” and inserting “with Inter-  
23 state 10 through”;

24 (4) in item number 75, relating to Pennsylva-  
25 nia, by striking “Widen” and all that follows

1 through “lanes” and inserting “Road improvements  
2 on a 14-mile segment of U.S. Route 15 in Lycoming  
3 County, Pennsylvania”;

4 (5) in item number 92, relating to Ohio, by  
5 striking “Minerva, Ohio” and insert “Lisbon, Ohio”;

6 (6) in item number 93, relating to New Mexico,  
7 by striking “Raton-Clayton Rd., Clayton, New Mex-  
8 ico” and inserting “U.S. Rt. 64/87 from Raton, New  
9 Mexico, through Clayton to the Texas-New Mexico  
10 State line”; and

11 (7) in item number 111, relating to Parker  
12 County, Texas (SH199)—

13 (A) by striking “Parker County” and in-  
14 serting “Parker and Tarrant Counties”; and

15 (B) by striking “to four-” and inserting  
16 “in Tarrant County, to freeway standards and  
17 in Parker County to a 4-”.

18 (b) ADDITIONAL FUNDING.—Section 1106(a) of such  
19 Act is amended by adding at the end the following:

20 “(8) ADDITIONAL FUNDING.—In addition to  
21 funds otherwise made available by this subsection  
22 for the project described in item number 52 of the  
23 table contained in paragraph (2), there shall be  
24 available from the Highway Trust Fund (other than  
25 the Mass Transit Account) for carrying out such

1 project \$5,000,000 for fiscal year 1995 and  
2 \$1,300,000 per fiscal year for each of fiscal years  
3 1996 and 1997.”.

4 **SEC. 257. URBAN ACCESS AND MOBILITY PROJECTS.**

5 The table contained in section 1106(b)(2) of the  
6 Intermodal Surface Transportation Efficiency Act of 1991  
7 (105 Stat. 2043–2047) is amended—

8 (1) in item number 13, relating to Joliet, Illi-  
9 nois, by striking “and construction and interchange  
10 at Houbolt Road and I–80”; and

11 (2) in item number 36, relating to Compton,  
12 California, by striking “For a grade” and all that  
13 follows through “Corridor” and inserting “For grade  
14 separations and other improvements in the city of  
15 Compton, California”.

16 **SEC. 258. INNOVATIVE PROJECTS.**

17 The table contained in section 1107(b) of the Inter-  
18 modal Surface Transportation Efficiency Act of 1991  
19 (105 Stat. 2048–2059) is amended—

20 (1) in item 20, relating to Holidaysburg, Penn-  
21 sylvania—

22 (A) by striking “Holidaysburg,” the first  
23 place it appears; and

24 (B) by inserting “, or other projects in the  
25 counties of Bedford, Blair, Centre, Franklin,

1           and Huntingdon as selected by the State of  
2           Pennsylvania” after “Pennsylvania” the second  
3           place it appears;

4           (2) in item number 29, relating to Blacksburg,  
5           Virginia, by inserting “methods of facilitating public  
6           and private participation in” after “demonstrate”;

7           (3) in item number 35, relating to Alabama, by  
8           striking “to bypass” and all that follows through “I-  
9           85” and inserting “beginning on U.S. Route 80 west  
10          of Montgomery, Alabama, and connecting to I-65  
11          south of Montgomery and I-85 east of Montgom-  
12          ery”;

13          (4) in item number 52, relating to Pennsylva-  
14          nia, by striking “off Interstate” and all that follows  
15          through “Pennsylvania” and inserting “and other  
16          highway projects within a 30-mile vicinity of Inter-  
17          state Route 81 or Interstate Route 80 in north-  
18          eastern Pennsylvania”;

19          (5) in item number 61, relating to Mojave, Cali-  
20          fornia, by striking “Mojave” and inserting  
21          “Victorville” and by inserting “Mojave” after “re-  
22          construct”;

23          (6) in item number 76, relating to Tennessee—

24                  (A) by inserting after “I-81” the follow-  
25                  ing: “interchange at”; and

1 (B) by striking “Interchange” and insert-  
2 ing “or Kendrick Creek Road”;

3 (7) in item number 100, relating to Arkansas,  
4 by striking “Thornton” and inserting “Little Rock”;

5 (8) in item number 113, relating to Durham  
6 County, North Carolina, by inserting after “Route  
7 147” the following: “, including the interchange at  
8 I-85”; and

9 (9) in item number 114, relating to Corpus  
10 Christi to Angleton, Texas, by striking “Construct  
11 new multi-lane freeway” and inserting “Construct a  
12 4-lane divided highway”.

13 **SEC. 259. INTERMODAL PROJECTS.**

14 The table contained in section 1108(b) of the Inter-  
15 modal Surface Transportation Efficiency Act of 1991  
16 (105 Stat. 2060–2063) is amended—

17 (1) in item number 5, relating to Pennsylvania,  
18 by striking “Upgrading” and inserting “To study  
19 the need to upgrade” and by inserting “to a 4-lane  
20 limited access highway” after “Airport”;

21 (2) in item number 9, relating to E. Haven/  
22 Wallingford, Connecticut—

23 (A) by striking “\$8.8” and inserting  
24 “\$7.5”;

1 (B) by striking “\$2.4” and inserting  
2 “\$2.0”; and

3 (C) by striking “\$0.7” and inserting  
4 “\$0.6”;

5 (3) in item 38, relating to Provo, Utah, strike  
6 “South” and all that follows through “Airport” and  
7 insert “East-West Connector from United States  
8 Highway 89–189, Provo, Utah”; and

9 (4) in item 51, relating to Long Beach, Califor-  
10 nia, by inserting “(including a grade separation  
11 project for the Los Alamitos traffic circle at Lake-  
12 wood Boulevard and Pacific Coast Highway)” after  
13 “Access”.

14 **SEC. 260. MISCELLANEOUS INTERMODAL SURFACE TRANS-**  
15 **PORTATION EFFICIENCY ACT AMENDMENTS.**

16 (a) CROSS REFERENCE IN HIGHWAY USE TAX EVA-  
17 SION PROGRAM.—Section 1040(a) of the Intermodal Sur-  
18 face Transportation Efficiency Act of 1991 (23 U.S.C.  
19 101 note; 105 Stat. 1992) is amended by striking “(e)”  
20 and inserting “(f)”.

21 (b) REPORT TO CONGRESS ON QUALITY IMPROVE-  
22 MENT.—Section 1043(b) of such Act (105 Stat. 1993) is  
23 amended by inserting “General” after “Comptroller”.

1 (c) COALFIELDS EXPRESSWAY.—Section 1069(v) of  
2 such Act (105 Stat. 2010) is amended by striking “97,  
3 10, 16, and 93” and inserting “16, and 83”.

4 (d) PERIOD OF AVAILABILITY OF FUNDS FOR MIS-  
5 CELLANEOUS PROJECTS.—Section 1069 of such Act is  
6 amended—

7 (1) by striking the last sentence of subsection  
8 (y); and

9 (2) by adding at the end the following new sub-  
10 section:

11 “(ii) PERIOD OF AVAILABILITY.—Funds provided to  
12 carry out this section shall remain available until ex-  
13 pended.”.

14 (e) FINAL RULE FOR ROADSIDE BARRIERS AND  
15 SAFETY APPURTENANCES.—Section 1073(b) of such Act  
16 (105 Stat. 2012) is amended by striking “1 year” and  
17 inserting “2 years”.

18 (f) INTERSTATE STUDY COMMISSION.—Section 1099  
19 of such Act (105 Stat. 2026) is amended—

20 (1) by striking “bill” and inserting “Act”;

21 (2) by striking “passage of this legislation” and  
22 inserting “the enactment of this Act”;

23 (3) by inserting after “Columbia” the second  
24 place it appears the following: “appointed by the  
25 Governors of the States of Maryland and Virginia



1 and the Mayor of the District of Columbia, respec-  
2 tively”; and

3 (4) by striking “appointed by the Governors  
4 and the Mayor” and inserting “, 1 each for Mary-  
5 land, Virginia, and the District of Columbia ap-  
6 pointed by the Governors and the Mayor, respec-  
7 tively”.

8 (g) DRUG RECOGNITION EXPERT TRAINING PRO-  
9 GRAM.—Section 2006(b) of such Act (23 U.S.C. 403 note;  
10 105 Stat. 2080) is amended by inserting “Federal” before  
11 “Advisory”.

12 (h) APPLICABILITY OF OBLIGATION CEILING TO  
13 CERTAIN HIGHWAY SAFETY PROGRAMS.—Section 2009  
14 of such Act (105 Stat. 2080) is amended—

15 (1) by striking “(a) IN GENERAL.—”;

16 (2) by striking “211(b)” the first place it ap-  
17 pears and inserting “211”;

18 (3) by striking “102” and inserting “1002”;

19 and

20 (4) by striking subsection (b).

21 **SEC. 261. DISADVANTAGED BUSINESS ENTERPRISE PRO-**  
22 **GRAM.**

23 In administering section 1003(b) of the Intermodal  
24 Surface Transportation Efficiency Act of 1991, the limita-  
25 tion on annual gross receipts of a small business concern

1 set forth in paragraph (2)(A) of such section shall be the  
2 only limitation on annual gross receipts which applies to  
3 small business concerns.

4 **SEC. 262. AMENDMENTS TO SURFACE TRANSPORTATION**  
5 **AND UNIFORM RELOCATION ASSISTANCE**  
6 **ACT OF 1987.**

7 (a) SECTION 149.—Section 149(a)(69) of the Sur-  
8 face Transportation and Uniform Relocation Assistance  
9 Act of 1987 (101 Stat. 191), relating to Burbank-Glen-  
10 dale-Pasadena Airport, California, is amended—

11 (1) in the first sentence by striking “highway”;

12 (2) in the first sentence by striking “and con-  
13 struction of terminal and parking facilities at such  
14 airport”; and

15 (3) by striking “by making” in the second sen-  
16 tence and all that follows through the period at the  
17 end of such sentence and inserting: “by preparing a  
18 feasibility study and conducting preliminary engi-  
19 neering, design, and construction of a link between  
20 such airport and the commuter rail system that is  
21 being developed by the Los Angeles County Metro-  
22 politan Transportation Authority.”.

23 (b) SECTION 317.—Section 317(b) of such Act (49  
24 U.S.C. App. 1608 note; 101 Stat. 233) is amended—

1           (1) in paragraphs (2) and (3) by inserting “or  
2       cooperative agreement” after “contract” each place  
3       it appears; and

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

6           “(7) CONVERSION OF CONTRACTS.—The Sec-  
7       retary may convert existing contracts entered into  
8       under this subsection into cooperative agreements.”.

9       **SEC. 263. FREEWAY SERVICE PATROLS.**

10       (a) GENERAL RULE.—Except to the extent that the  
11       Secretary shall find that it is not feasible, any funds ex-  
12       pended in a fiscal year directly or indirectly for freeway  
13       service patrols from amounts made available to a State  
14       under titles I and III of the Intermodal Surface Transpor-  
15       tation Efficiency Act of 1991 shall be expended with pri-  
16       vately owned or privately operated business concerns. The  
17       preceding sentence shall not apply to any publicly owned  
18       or operated freeway service patrol that was in operation  
19       before the date of the enactment of this Act.

20       (b) DEFINITION.—For purposes of this section, the  
21       term “freeway service patrol” means automotive road  
22       service vehicles and automotive towing vehicles operated  
23       in a continuous, dedicated service as part of an incident  
24       management program.

1 **SEC. 264. PAN AMERICAN HIGHWAY.**

2 (a) STUDY.—The Secretary shall conduct a study on  
3 the adequacy of and the need for improvements to the Pan  
4 American Highway.

5 (b) ELEMENTS.—The study to be conducted under  
6 subsection (a) shall at a minimum include the following  
7 elements:

8 (1) Findings on the benefits of constructing a  
9 highway at Darien Gap, Panama and Colombia.

10 (2) Recommendations for a self-financing ar-  
11 rangement for completion and maintenance of the  
12 Pan American Highway.

13 (3) Recommendations for establishing a Pan  
14 American highway authority to monitor financing,  
15 construction, maintenance, and operations of the  
16 Pan American Highway.

17 (4) Findings on the benefits to trade and pros-  
18 perity of a more efficient Pan American Highway.

19 (5) Findings on the benefits to United States  
20 industry through the use of United States tech-  
21 nology and equipment in construction of improve-  
22 ments to the Pan American Highway.

23 (6) Findings on environmental considerations,  
24 including environmental considerations relating to  
25 the Darien Gap.

1 (c) REPORT.—Not later than 2 years after the date  
2 of the enactment of this Act, the Secretary shall transmit  
3 to Congress a report on the results of the study conducted  
4 under this section.

5 **SEC. 265. SECTION 3 PROGRAM AMENDMENTS.**

6 (a) LETTERS OF INTENT.—Section 3(a)(4)(E) of the  
7 Federal Transit Act (49 U.S.C. App. 1602(a)(4)(E)) is  
8 amended—

9 (1) in the first sentence by striking “letters of  
10 intent” and all that follows through “shall not ex-  
11 ceed the” and inserting “letters of intent, early sys-  
12 tems work agreements, and full funding grant agree-  
13 ments shall not exceed the”; and

14 (2) in the second sentence by striking “new let-  
15 ters issued” and all that follows through “shall not  
16 exceed any” and inserting “new letters issued and  
17 contingent commitments included in early systems  
18 work agreements and full funding agreements shall  
19 not exceed any”.

20 (b) ASSURED TIMETABLE FOR FINAL DESIGN  
21 STAGE.—Section 3(a)(6)(C) of the Federal Transit Act  
22 (49 U.S.C. App. 1602(a)(6)(C)) is amended by inserting  
23 before the period at the end the following: “or, if an envi-  
24 ronmental impact statement is not required for such  
25 project, the date of completion of an environmental assess-

1 ment for such project or of a finding of no significant im-  
2 pact”.

3 (c) OREGON LIGHT RAIL PROGRAM.—Section  
4 3(a)(8)(C)(v) of such Act is amended—

5 (1) by striking “Westside” the first place it ap-  
6 pears;

7 (2) by striking “and” following “101–584;”;  
8 and

9 (3) by inserting before the period at the end the  
10 following “; and the locally preferred alternative for  
11 the South/North Corridor Project between  
12 Clackamas County, Oregon, Portland, Oregon, and  
13 Clark County, Washington”.

14 (d) RAIL MODERNIZATION.—Section 3(h) of such Act  
15 is amended in paragraph (6) by striking “paragraph” and  
16 inserting “subsection”.

17 (e) NONAPPLICABILITY.—Section 3(i)(5)(C) of such  
18 Act is amended by striking “the Federal-Aid Highway Act  
19 of 1991” and inserting the following: “title 23, United  
20 States Code,”.

21 (f) TRANSITIONAL PROVISION FOR PROGRAMS OF  
22 INTERRELATED PROJECTS.—Section 3011(b) of the  
23 Intermodal Surface Transportation Efficiency Act of 1991  
24 (49 U.S.C. App. 1602 note; 105 Stat. 2098) is amended  
25 by inserting after “interrelated projects” the following:

1 “but excluding any project for which a timetable for  
2 project review or for Federal funding is provided for by  
3 a provision of law other than section 3(a)(6) of the Fed-  
4 eral Transit Act and for which such timetable is different  
5 than the timetable established by such section”.

6 (g) CONFORMING AMENDMENTS.—Section 3007 of  
7 the Intermodal Surface Transportation Efficiency Act of  
8 1991 (105 Stat. 2091) is amended—

9 (1) in paragraph (5)(B) by striking the comma  
10 which precedes the closing quotation marks and the  
11 semicolon; and

12 (2) in paragraph (6) by striking the comma  
13 which precedes the closing quotation marks and the  
14 final period.

15 **SEC. 266. METROPOLITAN PLANNING.**

16 (a) TECHNICAL AMENDMENTS.—Section 8 of the  
17 Federal Transit Act (49 U.S.C. App. 1607) is amended—

18 (1) in subsection (f)(5) by inserting “of title 23,  
19 United States Code” after “133”;

20 (2) in subsection (f)(9) by striking “of this  
21 title” and inserting “of such title”;

22 (3) in subsection (f)(11) by inserting “pas-  
23 sengers and” before “freight”;

1           (4) in subsection (g)(5) by redesignating sub-  
2       paragraphs (i) and (ii) as subparagraphs (A) and  
3       (B), respectively;

4           (5) in subsection (i)(3) by striking “this title  
5       and the Federal Transit Act” and inserting “title  
6       23, United States Code, and this Act”;

7           (6) in subsection (i)(4) by striking “or pursuant  
8       to the Federal Transit” and inserting “, or pursuant  
9       to this”;

10          (7) in subsection (i)(5) by inserting “of title 23,  
11       United States Code,” after “section 134”;

12          (8) in subsection (i)(5) by inserting “of such  
13       title” after “104(b)(3)”;

14          (9) in subsection (i)(5) by inserting “of such  
15       title” after “133(d)(3)” each place it appears;

16          (10) in subsection (i)(5) by striking “the Fed-  
17       eral Transit” the first 2 places it appears and in-  
18       serting “this”;

19          (11) in subsection (i)(5) by striking “section  
20       8(o) of the Federal Transit Act” and inserting “sub-  
21       section (o) of this section”;

22          (12) in subsection (m)(1) by striking “or the  
23       Federal Transit” and inserting “, or this”;



1           (13) in each of subsections (p)(2) and (p)(4) by  
2       striking “section 8” the first place it appears and in-  
3       serting “this section”;

4           (14) in subsection (p)(2) by striking “section 8  
5       of this Act” and inserting “this section”;

6           (15) in subsection (p)(3) by striking “subpara-  
7       graph (B)” and inserting “paragraph (2)”; and

8           (16) in subsection (p)(5) by striking “para-  
9       graph” and inserting “section”.

10       (b) FACTORS TO BE CONSIDERED.—Section 8(f) of  
11       such Act is amended by adding at the end the following  
12       new paragraph:

13           “(16) Recreational travel and tourism.”.

14       (c) LONG RANGE PLAN.—Section 8(g)(2)(B) of such  
15       Act is amended by striking “long-range” and inserting  
16       “long range”.

17       (d) TRANSFER OF FUNDS.—Section 8(k) of such Act  
18       is amended by striking the last sentence.

19       (e) NONATTAINMENT AREA REQUIREMENTS.—Sec-  
20       tion 8(l) of such Act is amended by striking “transit” and  
21       inserting “highway”.

22       **SEC. 267. FORMULA GRANT PROGRAM.**

23       (a) TRANSIT SECURITY SYSTEMS.—Section 9(e)(3)  
24       of the Federal Transit Act (49 U.S.C. App. 1607a(e)(3))  
25       is amended by inserting before “and any other” in the

1 last sentence the following: “employing law enforcement  
2 or security personnel in areas within or adjacent to such  
3 systems;”.

4 (b) GRANDFATHER OF CERTAIN URBANIZED  
5 AREAS.—Section 9(s)(2) of such Act is amended by strik-  
6 ing “fiscal year 1993,” and inserting “each of fiscal years  
7 1993 and 1994,”.

8 (c) FERRYBOAT OPERATIONS.—For purposes of cal-  
9 culating apportionments under section 9 of the Federal  
10 Transit Act for fiscal years beginning after September 30,  
11 1994, 50 percent of the ferryboat revenue vehicle miles  
12 and 50 percent of the ferryboat route miles attributable  
13 to service provided to the city of Avalon, California, for  
14 which the operator receives public assistance shall be in-  
15 cluded in the calculation of “fixed guideway vehicle reve-  
16 nue miles” and “fixed guideway route miles” attributable  
17 to the Los Angeles urbanized area under sections 9(b)(2)  
18 and 15 of such Act.

19 **SEC. 268. MASS TRANSIT ACCOUNT BLOCK GRANTS.**

20 Section 9B(a) of the Federal Transit Act (49 U.S.C.  
21 App. 1607a–2(a)) is amended by striking “subsections (b)  
22 and (c) of”.

23 **SEC. 269. GRANTS FOR RESEARCH AND TRAINING.**

24 (a) NATIONAL CENTER.—Section 11(b)(10)(A) of  
25 the Federal Transit Act (49 U.S.C. 1607c(b)(10)(A)) is

1 amended by striking “technology” and inserting “Tech-  
2 nology”.

3 (b) APPLICABILITY OF OBLIGATION CEILING TO  
4 FUNDING FOR UNIVERSITY TRANSPORTATION CEN-  
5 TERS.—Section 11(b)(12) of such Act is amended by  
6 striking “102” and inserting “1002”.

7 (c) UNIVERSITY RESEARCH INSTITUTES.—Section  
8 11(c) of such Act is amended—

9 (1) in the heading to paragraph (1) by striking  
10 “INSTITUTE FOR NATIONAL” and inserting “INTER-  
11 NATIONAL INSTITUTE FOR”;

12 (2) in paragraph (1) by striking “an institute  
13 for national” and inserting “an international insti-  
14 tute for”;

15 (3) in paragraph (3) by striking “through the  
16 Institute for Transportation Research and Edu-  
17 cation and” and inserting a comma;

18 (4) in paragraph (3) by inserting a comma  
19 after “South Florida”;

20 (5) by redesignating paragraphs (6) and (7) as  
21 paragraphs (7) and (8), respectively;

22 (6) by inserting after paragraph (5) the follow-  
23 ing:

24 “(6) INSTITUTE FOR TRANSPORTATION POLICY  
25 AND MANAGEMENT.—

1           “(A) GRANTS.—The Massachusetts State  
2 highway department shall make grants under  
3 this section jointly to the University of Massa-  
4 chusetts, Harvard University, and the Massa-  
5 chusetts Institute of Technology to establish  
6 and operate an interdisciplinary institute to  
7 carry out research and training on issues and  
8 operations in urban transportation policy and  
9 on strategies for the improvement of urban  
10 transportation management and to disseminate  
11 the findings thereof.

12           “(B) FUNDING.—The Massachusetts State  
13 highway department shall expend, from  
14 amounts made available to it for each of the fis-  
15 cal years 1995 through 1997 under section  
16 307(c) of title 23, United States Code,  
17 \$1,000,000 per fiscal year to carry out the pur-  
18 poses of this paragraph”; and

19           (7) in paragraph (7) by striking “through the  
20 Institute for Transportation Research and Edu-  
21 cation”.

22 **SEC. 270. GENERAL PROVISIONS.**

23           (a) CONTRACTING FOR ENGINEERING AND DESIGN  
24 SERVICES.—Section 12(b) of the Federal Transit Act (49

1 U.S.C. App. 1608(b)) is amended by adding at the end  
2 the following new paragraph:

3 “(5) SPECIAL RULES FOR ENGINEERING AND  
4 DESIGN CONTRACTS.—

5 “(A) PERFORMANCE AND AUDITS.—Any  
6 contract or subcontract awarded in accordance  
7 with paragraph (4), whether funded in whole or  
8 in part with Federal transit funds, shall be per-  
9 formed and audited in compliance with cost  
10 principles contained in the Federal acquisition  
11 regulations of part 31 of title 48 of the Code  
12 of Federal Regulations.

13 “(B) INDIRECT COST RATES.—Instead of  
14 performing its own audits, a recipient of funds  
15 under a contract or subcontract awarded in ac-  
16 cordance with paragraph (4) shall accept indi-  
17 rect cost rates established in accordance with  
18 the Federal acquisition regulations for 1-year  
19 applicable accounting periods by a cognizant  
20 government agency or independent certified  
21 public accountant if such rates are not cur-  
22 rently under dispute. Once a firm’s indirect cost  
23 rates are accepted, the recipient of such funds  
24 shall apply such rates for the purposes of con-  
25 tract estimation, negotiation, administration,

1 reporting, and contract payment and shall not  
2 be limited by administrative or de facto ceilings  
3 in accordance with section 15.901(c) of such  
4 title 48. A recipient of such funds requesting or  
5 using the cost and rate data described in this  
6 subparagraph shall notify any affected firm be-  
7 fore such request or use. Such data shall be  
8 confidential and shall not be accessible or pro-  
9 vided, in whole or in part, to any other firm or  
10 to any government agency which is not part of  
11 the group of agencies sharing cost data under  
12 this subparagraph, except by written permission  
13 of the audited firm. If prohibited by law, such  
14 cost and rate data shall not be disclosed under  
15 any circumstances.

16 “(C) STATE OPTION.—Subparagraphs (A)  
17 and (B) shall take effect 2 years after the date  
18 of the enactment of this paragraph with respect  
19 to all States; except that if a State, during such  
20 2-year period, adopts by statute an alternative  
21 process intended to promote engineering and  
22 design quality and ensure maximum competi-  
23 tion by professional companies of all sizes pro-  
24 viding engineering and design services, such

1           subparagraphs shall not apply with respect to  
2           such State.”.

3           (b) RAIL TRACKAGE RIGHTS AGREEMENTS.—Section  
4   12(c)(1) of such Act is amended by inserting “payments  
5   for the capital portions of rail trackage rights agree-  
6   ments,” after “rights-of-way,”.

7           (c) TECHNICAL AMENDMENT.—The first sentence of  
8   section 12(f)(1) of such Act is amended by striking “such  
9   State of local” and inserting “such State or local”.

10          (d) TURNKEY SYSTEM PROJECT.—Section 12(l) of  
11   such Act is amended—

12           (1) in paragraph (1)(C) by striking “is” and in-  
13           serting “may be”; and

14           (2) in paragraph (3) by striking “the date of  
15           the enactment of this Act” and inserting “the date  
16           of the enactment of the Intermodal Surface Trans-  
17           portation Efficiency Act of 1991”.

18          (e) SALE OF CAPITAL ASSETS.—Section 12 of such  
19   Act is further amended by adding at the end the following  
20   new subsection:

21          “(n) SALE OF CAPITAL ASSETS.—

22           “(1) IN GENERAL.—If a recipient of assistance  
23           under this Act determines that facilities and equip-  
24           ment and other assets (including land) acquired, in  
25           whole or in part, with such assistance are no longer

1 needed for the purposes for which they were ac-  
2 quired, the Secretary shall authorize the sale of the  
3 assets with no further obligation to the Federal Gov-  
4 ernment if the Secretary determines that—

5 “(A) there are no purposes eligible for as-  
6 sistance under this Act for which the asset  
7 should be used; and

8 “(B) the proceeds from the sale of the  
9 asset will be used by the recipient to procure  
10 items eligible for capital assistance under this  
11 Act.

12 “(2) RELATIONSHIP TO OTHER LAWS.—The  
13 provisions of this subsection shall be in addition to  
14 and not in lieu of any other provision of law govern-  
15 ing use and disposition of facilities and equipment  
16 under an assistance agreement.”.

17 **SEC. 271. PERIOD OF AVAILABILITY AND REAPPORTION-**  
18 **MENT OF SECTION 16 FUNDS.**

19 Section 16 of the Federal Transit Act (49 U.S.C.  
20 App. 1612) is amended—

21 (1) in subsection (b) by inserting “and” after  
22 the semicolon at the end of paragraph (1);

23 (2) in subsection (b) by striking “; and” at the  
24 end of paragraph (2) and inserting a period;



1           (3) in subsection (b) by striking paragraph (3)  
2           and inserting the following:

3           “Eligible capital expenses under this subsection may in-  
4           clude, at the option of the recipient, the acquisition of  
5           transportation services under a contract, lease, or other  
6           arrangement.”;

7           (4) in subsection (c)(4) by striking “the enact-  
8           ment of the Federal Transit Act” and inserting “the  
9           date of the enactment of the Intermodal Surface  
10          Transportation Efficiency Act of 1991”;

11          (5) by adding at the end of subsection (c) the  
12          following new paragraph:

13               “(5) PERIOD OF AVAILABILITY.—Sums appor-  
14               tioned under this subsection shall be available for  
15               obligation by the State for a period of 2 years fol-  
16               lowing the close of the fiscal year for which the sums  
17               are apportioned and any amounts remaining unobli-  
18               gated at the end of such period shall be  
19               reapportioned among the States for the succeeding  
20               fiscal year.”;

21          (6) in subsection (e) by striking “handicapped  
22               and elderly individuals” and inserting “elderly per-  
23               sons and persons with disabilities”; and

24          (7) in subsection (e) by striking “such individ-  
25               uals” and inserting “such persons”.

1 **SEC. 272. RURAL TRANSIT PROGRAM.**

2 The second sentence of section 18(a) of the Federal  
3 Transit Act (49 U.S.C. App. 1614(a)) is amended by  
4 striking the final period.

5 **SEC. 273. NONDISCRIMINATION.**

6 Section 19 of the Federal Transit Act (49 U.S.C.  
7 App. 1615) is amended—

8 (1) by striking “(1)” each place it appears;

9 (2) by redesignating paragraphs (2), (3), (4)  
10 and (5) as subsections (b), (c), (d), and (e), respec-  
11 tively;

12 (3) in subsection (c) as so redesignated—

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

14 (B) by striking “(B)” and inserting “(2)”;

15 (C) by striking “paragraph (a)” and in-  
16 serting “paragraph (1)”;

17 (D) by striking “(i)” and inserting “(A)”;

18 (E) by striking “(ii)” and inserting “(B)”;

19 (F) by striking “(iii)” and inserting “(C)”;

20 and

21 (G) by striking “(iv)” and inserting “(D)”;

22 and

23 (4) in subsection (d) as so redesignated by  
24 striking “(a)(3)(B)(ii)” and inserting “(c)(2)(B)”.

1 **SEC. 274. AUTHORIZATIONS.**

2 (a) FORMULA GRANT PROGRAM FROM TRUST  
3 FUND.—Section 21(a)(1) of the Federal Transit Act (49  
4 U.S.C. App. 1617(a)(1)) is amended—

5 (1) by striking “8 9B,” and inserting “6, 8,  
6 9B, 10,”; and

7 (2) by inserting “20,” after “18,”.

8 (b) FORMULA GRANT PROGRAM FROM GENERAL  
9 FUND.—Section 21(a)(2) of such Act is amended—

10 (1) by striking “8 9,” and inserting “6, 8, 9,  
11 10,”; and

12 (2) by inserting “20,” after “18,”.

13 (c) SETASIDE FOR PLANNING, PROGRAMMING, AND  
14 RESEARCH.—Section 21(c) of such Act is amended—

15 (1) by inserting “beginning after September 30,  
16 1992,” after “each fiscal year”;

17 (2) by striking “or appropriated” each place it  
18 appears;

19 (3) in paragraph (3) by striking “the State pro-  
20 gram under”; and

21 (4) in paragraph (4) by striking “the national  
22 program under”.

23 (d) OTHER SETASIDES.—Section 21(d) of such Act  
24 is amended by striking “or appropriated” each place it  
25 appears.

1 (e) COMPLETION OF INTERSTATE TRANSFER TRAN-  
2 SIT PROJECTS.—Section 21(e) of such Act is amended by  
3 striking “\$160,000,000” and all that follows through the  
4 period at the end and inserting “for fiscal years beginning  
5 after September 30, 1991, not to exceed \$324,843,000.  
6 Such sums shall remain available until expended.”.

7 **SEC. 275. PROJECT MANAGEMENT OVERSIGHT.**

8 Section 23 of the Federal Transit Act (49 U.S.C.  
9 App. 1619) is amended—

10 (1) in subsection (a) by striking “or 18” and  
11 inserting “and 18”; and

12 (2) in subsection (h) by striking “subsections  
13 (a) (1) through (5)” and inserting “subsection (a)”.

14 **SEC. 276. PLANNING AND RESEARCH PROGRAM.**

15 (a) STATE PROGRAM.—Section 26(a) of the Federal  
16 Transit Act (49 U.S.C. App. 1622(a)) is amended to read  
17 as follows:

18 “(a) ALLOCATION OF PLANNING FUNDS.—

19 “(1) TRANSIT COOPERATIVE RESEARCH PRO-  
20 GRAM.—Fifty percent of the funds made available  
21 under sections 21(b)(3)(D) and 21(c)(3) shall be  
22 available for the transit cooperative research pro-  
23 gram to be administered as follows:

24 “(A) INDEPENDENT GOVERNING BOARD.—

25 The Secretary shall establish an independent

1 governing board for such program to rec-  
2 ommend such transit research, development,  
3 and technology transfer activities as the Sec-  
4 retary deems appropriate.

5 “(B) NATIONAL ACADEMY OF SCIENCES.—

6 The Secretary may make grants to, and enter  
7 into cooperative agreements with, the National  
8 Academy of Sciences to carry out such activities  
9 as the Secretary determines are appropriate.

10 “(2) STATE PLANNING AND RESEARCH.—The

11 remaining 50 percent of funds made available under  
12 sections 21(b)(3)(D) and 21(c)(3) shall be appor-  
13 tioned to the States for grants and contracts consist-  
14 ent with the purposes of sections 6, 8, 10, 11, and  
15 20 of this Act in the ratio which the population in  
16 urbanized areas in each State bears to the total pop-  
17 ulation in urbanized areas in all the States, as  
18 shown by the latest available decennial census, ex-  
19 cept that no State shall receive less than  $\frac{1}{2}$  of 1  
20 percent of the amount apportioned under this sub-  
21 section. In any case in which a statewide transit  
22 agency is responsible under State law for the financ-  
23 ing, construction, and operation, directly, by lease,  
24 contract, or otherwise, of statewide public transpor-  
25 tation services, such agency shall be the recipient for

1 receiving and dispensing funds under this para-  
2 graph.

3 “(3) ALLOCATION WITHIN A STATE.—A State  
4 may authorize a portion of its funds made available  
5 under paragraph (2) to be used to supplement funds  
6 available under paragraph (1), as the State deems  
7 appropriate.”.

8 (b) NATIONAL PROGRAM.—Section 26(b) of such Act  
9 is amended—

10 (1) in paragraph (1) by striking “section  
11 21(c)(4)” and inserting “sections 21(b)(3)(E) and  
12 21(c)(4)”; and

13 (2) in paragraph (2) by inserting “annually”  
14 after “\$2,000,000”.

15 (c) PILOT PROJECT.—Section 26(c)(4) of such Act  
16 is amended by striking “the date of the enactment of this  
17 Act” each place it appears and inserting “the date of the  
18 enactment of the Intermodal Surface Transportation Effi-  
19 ciency Act of 1991”.

20 **SEC. 277. NEEDS SURVEY AND TRANSFERABILITY STUDY.**

21 Section 27(b) of the Federal Transit Act (49 U.S.C.  
22 App. 1623(b)) is amended—

23 (1) in paragraph (1) by striking “(3)”; and

24 (2) in paragraph (2) by striking “such sec-  
25 tions” and inserting “section 9(j) of this Act”; and

1 (3) in paragraph (2) by striking “With” and in-  
2 serting “with”.

3 **SEC. 278. STATE RESPONSIBILITY FOR RAIL FIXED GUIDE-**  
4 **WAY SYSTEM.**

5 Section 28 of the Federal Transit Act (49 U.S.C.  
6 App. 1624(b)) is amended—

7 (1) in the section heading by inserting “**RAIL**”  
8 before “**FIXED GUIDEWAY**”; and

9 (2) in subsection (b)(1) by inserting “rail” be-  
10 fore “fixed guideway”.

11 **SEC. 279. NATIONAL TRANSIT INSTITUTE.**

12 Section 29 of the Federal Transit Act (49 U.S.C.  
13 App. 1625) is amended in the heading to subsection (b)  
14 by striking “FUNDING” and inserting “TRAINING OF  
15 STATE AND LOCAL GOVERNMENT TRANSPORTATION PER-  
16 SONNEL”.

17 **SEC. 280. INCREASED FEDERAL SHARE.**

18 The Federal Transit Act (49 U.S.C. App. 1601–  
19 1625) is amended by adding at the end the following new  
20 section:

21 **“SEC. 30. INCREASED FEDERAL SHARE.**

22 “(a) STATES WITH LARGE AREAS OF INDIAN AND  
23 CERTAIN PUBLIC DOMAIN LANDS.—In the case of any  
24 State containing nontaxable Indian lands, individual and  
25 tribal, and public domain lands (both reserved and unre-

1 served) exclusive of national forests and national parks  
2 and monuments, exceeding 5 percent of the total area of  
3 all lands in the State, the Federal share which, but for  
4 this subsection, would be applicable for any construction  
5 project under this Act shall be increased by a percentage  
6 of the remaining cost equal to the percentage that the area  
7 of all such lands in the State is of its total area.

8       “(b) STATES WITH LARGE AREAS OF INDIAN AND  
9 PUBLIC DOMAIN LANDS AND NATIONAL FORESTS,  
10 PARKS, AND MONUMENTS.—In the case of any State con-  
11 taining nontaxable Indian lands, individual and tribal,  
12 public domain lands (both reserved and unreserved), na-  
13 tional forests, and national parks and monuments, the  
14 Federal share which, but for this subsection, would be ap-  
15 plicable for any construction project under this Act shall  
16 be increased by a percentage of the remaining cost equal  
17 to the percentage that the area of all such lands in such  
18 State is of its total area.

19       “(c) MAXIMUM SHARE.—Notwithstanding sub-  
20 sections (a) and (b) of this section, the Federal share for  
21 any construction project under this Act shall not exceed  
22 95 percent of the total cost of such project.

23       “(d) GRANT RECIPIENT AGREEMENT.—In any case  
24 where a grant recipient elects to have the Federal share  
25 provided in subsection (b) of this section, the grant recipi-



1 ent must enter into an agreement with the Secretary cov-  
2 ering a period of not less than 1 year, requiring grant re-  
3 cipient to use solely for purposes eligible for assistance  
4 (other than operating assistance) under this Act (other  
5 than paying its share of projects approved under this Act)  
6 during the period covered by such agreement the dif-  
7 ference between the grant recipient's share as provided in  
8 subsection (b) and what its share would be if it elected  
9 to pay the share provided in subsection (a) for all projects  
10 subject to such agreement.”.

11 **SEC. 281. PERFORMANCE REPORTS ON MASS TRANSIT SYS-**  
12 **TEMS.**

13 Section 308(e)(1) of title 49, United States Code, is  
14 amended by striking “January of each even-numbered  
15 year” and inserting “January 1994, January 1995, and  
16 January of each odd-numbered year thereafter”.

17 **SEC. 282. CROSS REFERENCE TO FEDERAL TRANSIT ACT.**

18 Section 176 of the Clean Air Act (42 U.S.C. 7506)  
19 is amended in each of subsections (c)(2) and (d) by strik-  
20 ing “Urban Mass Transportation” each place it appears  
21 and inserting “Federal Transit”.

1 **SEC. 283. PARTICIPATION IN INTERNATIONAL REGISTRA-**  
2 **TION PLAN AND INTERNATIONAL FUEL TAX**  
3 **AGREEMENT.**

4 Section 4008(j) of the Intermodal Surface Transpor-  
5 tation Efficiency Act of 1991 (105 Stat. 2155) is amended  
6 by striking “102” in the second sentence and inserting  
7 “1002”.

8 **SEC. 284. INTELLIGENT VEHICLE-HIGHWAY SYSTEMS.**

9 (a) OPERATIONAL TESTING PROJECTS.—Section  
10 6055(d) of the Intermodal Surface Transportation Effi-  
11 ciency Act of 1991 (105 Stat. 2192–2193) is amended by  
12 inserting “and enter into cooperative agreements and con-  
13 tracts with” after “The Secretary may make grants to”.

14 (b) FUNDING.—Section 6058 of such Act (105 Stat.  
15 2194–2195) is amended—

16 (1) in the second sentence of subsection (d) by  
17 striking “projects undertaken pursuant to subsection  
18 (c) of this section” and inserting “activities under-  
19 taken with funds made available under subsection  
20 (b) and activities undertaken with funds subject to  
21 subsection (c)”;

22 (2) in subsection (e) by striking “102” and in-  
23 serting “1002”; and

24 (3) by adding at the end the following new sub-  
25 section:

1       “(f) NONAPPLICABILITY OF OTHER REQUIREMENTS  
2 OF LAW.—A person (including a public agency) that does  
3 not receive assistance under title 23, United States Code,  
4 the Federal Transit Act, or any provision of this Act  
5 (other than the Intelligent Vehicle-Highway Systems Act  
6 of 1991) shall not be subject to any Federal design stand-  
7 ard, law, or regulation applicable to persons receiving such  
8 assistance solely by reason of such person receiving assist-  
9 ance under this section.”.

10 **SEC. 285. TITLE 49, UNITED STATES CODE, AMENDMENTS.**

11       The analysis for chapter 1 of title 49, United States  
12 Code, is amended—

13               (1) by striking “Sec. 110. Saint Lawrence Sea-  
14 way Development Corporation.”; and

15               (2) by striking “Sec. 111.” and inserting  
16 “111.”.

17 **SEC. 286. SURFACE TRANSPORTATION ASSISTANCE ACT OF**  
18 **1982 AMENDMENTS.**

19       (a) MOTOR CARRIER SAFETY GRANT PROGRAM.—  
20 Section 402 of the Surface Transportation Assistance Act  
21 of 1982 (49 U.S.C. App. 2302) is amended—

22               (1) by moving each of subparagraphs (H)  
23 through (N) (including any clauses therein) 2 ems to  
24 the left;

1           (2) in subsection (b)(1)(N) by striking “give”  
2           and inserting “gives”; and

3           (3) in subsection (d) by striking “3” and insert-  
4           ing “5”.

5           (b) CARGO CARRYING UNIT LIMITATION.—Section  
6 411(j)(5)(D) of such Act (49 U.S.C. App. 2311(j)(5)(D))  
7 is amended by striking “prohibited under” and inserting  
8 “subject to”.

9   **SEC. 287. COMMERCIAL MOTOR VEHICLE SAFETY ACT OF**  
10                           **1986 AMENDMENTS.**

11          (a) SECTION 12011.—Section 12011 of the Commer-  
12 cial Motor Vehicle Safety Act of 1986 (49 U.S.C. App.  
13 2710) is amended—

14               (1) in each of subsections (a) and (b) by strik-  
15               ing “104(b)(5), and 104(b)(6)” and inserting  
16               “104(b)(3), and 104(b)(5)”; and

17               (2) in subsection (c)(1)(A)(ii) by striking  
18               “104(b)(6)” and inserting “104(b)(3)”.

19          (b) SECTION NUMBER REDESIGNATION.—Such Act  
20 is further amended by redesignating the second section  
21 12020, relating to violation of out-of-service orders, as  
22 12021.

1 **SEC. 288. CLEVELAND HARBOR, OHIO.**

2 Section 1079 of the Intermodal Surface Transpor-  
3 tation Efficiency Act of 1991 (105 Stat. 2018–2019) is  
4 amended—

5 (1) by striking the semicolon at the end of sub-  
6 section (b) and inserting a period; and

7 (2) in subsection (d)—

8 (A) by striking “279.31 feet” and insert-  
9 ing “269.31 feet”;

10 (B) by striking “127.28 feet” and insert-  
11 ing “137.28 feet”;

12 (C) by striking the comma following “Grid  
13 System”;

14 (D) by striking “33° – 53’ – 08” east” the  
15 first place it appears and inserting  
16 “33° – 53’ – 08” west”;

17 (E) by striking “north-westerly” and in-  
18 serting “northwesterly”; and

19 (F) by striking “174,764 square feet  
20 (4.012 acres)” and inserting “175,143 (4.020  
21 acres)”.

22 **SEC. 289. OTHER INTERMODAL SURFACE TRANSPOR-**  
23 **TATION EFFICIENCY ACT TECHNICAL**  
24 **AMENDMENTS.**

25 (a) SOUTHERN FLORIDA COMMUTER RAIL.—Section  
26 3014 of Intermodal Surface Transportation Efficiency Act

1 of 1991 (105 Stat. 2108) is amended by striking “(49  
2 U.S.C. 1607a)”.

3 (b) ROAD TESTING OF LCV’S.—Section 4007(d)(1)  
4 of such Act (49 U.S.C. App. 2302 note) is amended by  
5 striking “on board” and inserting “onboard”.

6 (c) NATIONAL COMMISSION ON INTERMODAL TRANS-  
7 PORTATION.—Section 5005 of such Act (49 U.S.C. 301  
8 note; 105 Stat. 2160–2162) is amended—

9 (1) in subsection (d)(1) by striking “11 mem-  
10 bers” and inserting “15 members”;

11 (2) in subsection (d)(1)(A) by striking “3 mem-  
12 bers” and inserting “7 members”; and

13 (3) in subsection (i) by striking “1993” and in-  
14 serting “1994”.

15 (d) SECTION 6017.—Section 6017 of such Act (105  
16 Stat. 2183) is amended by striking “502(a)” and inserting  
17 “5002(a)”.



103D CONGRESS  
2D SESSION

**H. R. 4385**

---

---

**AN ACT**

To amend title 23, United States Code, to designate the National Highway System, and for other purposes.