

104<sup>TH</sup> CONGRESS  
1<sup>ST</sup> SESSION

# H. R. 2274

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

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## IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 7, 1995

Mr. SHUSTER (for himself, Mr. PETRI, Mr. MINETA, and Mr. RAHALL) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

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 1995”.

6 (b) TABLE OF CONTENTS.—

Sec. 1. Short title; table of contents.

Sec. 2. Secretary defined.

#### TITLE I—NATIONAL HIGHWAY SYSTEM

Sec. 101. National highway system designation.

Sec. 102. Distribution of fiscal year 1997 highway funds.

Sec. 103. Treatment of fiscal year 1997 transit funds.

## TITLE II—HIGHWAY FUNDING RESTORATION

- Sec. 201. Short title.
- Sec. 202. Findings and purposes.
- Sec. 203. State high priority project restoration program.
- Sec. 204. Rescissions.
- Sec. 205. State unobligated balance flexibility.
- Sec. 206. Minimum allocation.
- Sec. 207. Relief from mandates.
- Sec. 208. Definitions.

## TITLE III—MISCELLANEOUS PROVISIONS

- Sec. 301. Distribution of transit operating assistance limitation.
- Sec. 302. Accountability for high cost Federal-aid projects.
- Sec. 303. Letters of intent and full financing grant and early systems work agreements.
- Sec. 304. Report on capital projects.
- Sec. 305. Repeal and modification of existing projects.
- Sec. 306. Miscellaneous transit projects.
- Sec. 307. Metropolitan planning for transit projects.
- Sec. 308. Contracting for engineering and design services.
- Sec. 309. Intercity bus transportation.
- Sec. 310. Formula grant program.
- Sec. 311. Accessibility of over-the-road buses to individuals with disabilities.
- Sec. 312. Alaska railroad.
- Sec. 313. Alcohol and controlled substances testing.
- Sec. 314. Alcohol-impaired driving countermeasures.
- Sec. 315. Safety research initiatives.
- Sec. 316. Public transit vehicles exemption.
- Sec. 317. Congestion mitigation and air quality improvement program.
- Sec. 318. Quality improvement.
- Sec. 319. Applicability of transportation conformity requirements.
- Sec. 320. Quality through competition.
- Sec. 321. Applicability of certain vehicle weight limitations in Wisconsin.
- Sec. 322. Treatment of Centennial Bridge, Rock Island, Illinois, agreement.
- Sec. 323. Metric requirements and signs.
- Sec. 324. Istea technical clarification.
- Sec. 325. Metropolitan planning for highway projects.
- Sec. 326. Non-Federal share for certain toll bridge projects.
- Sec. 327. Discovery and admission as evidence of certain reports and surveys.
- Sec. 328. National recreational trails.
- Sec. 329. Identification of high priority corridors.
- Sec. 330. High priority corridor feasibility studies.
- Sec. 331. High cost bridge projects.
- Sec. 332. Congestion relief projects.
- Sec. 333. High priority corridors on National Highway System.
- Sec. 334. High priority corridor projects.
- Sec. 335. Rural access projects.
- Sec. 336. Urban access and mobility projects.
- Sec. 337. Innovative projects.
- Sec. 338. Intermodal projects.
- Sec. 339. Miscellaneous revisions to Surface Transportation and Uniform Relocation Assistance Act of 1987.
- Sec. 340. Eligibility.
- Sec. 341. Orange County, California, toll roads.

Sec. 342. Miscellaneous studies.  
 Sec. 343. Collection of bridge tolls.  
 Sec. 344. National driver register.

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**

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

7 Section 103 of title 23, United States Code, is  
 8 amended by inserting after subsection (b) the following:

9 “(c) INITIAL DESIGNATION OF NHS.—The National  
 10 Highway System as submitted by the Secretary of Trans-  
 11 portation on the map entitled ‘Official Submission, Na-  
 12 tional Highway System, Federal Highway Administra-  
 13 tion’, and dated September 1, 1995, is hereby designated  
 14 within the United States, including the District of Colum-  
 15 bia and the Commonwealth of Puerto Rico.

16 “(d) MODIFICATIONS TO THE NHS.—

17 “(1) PROPOSED MODIFICATIONS.—The Sec-  
 18 retary may submit for approval to the Committee on  
 19 Environment and Public Works of the Senate and  
 20 the Committee on Transportation and Infrastructure  
 21 of the House of Representatives proposed modifica-  
 22 tions to the National Highway System. The Sec-  
 23 retary may only propose a modification under this  
 24 subsection if the Secretary determines that such

1 modification meets the criteria and requirements of  
2 subsection (b). Proposed modifications may include  
3 new segments and deletion of existing segments of  
4 the National Highway System.

5 “(2) APPROVAL OF CONGRESS REQUIRED.—A  
6 modification to the National Highway System may  
7 only take effect if a law has been enacted approving  
8 such modification.

9 “(3) REQUIRED SUBMISSIONS.—

10 “(A) INITIAL SUBMISSION.—Not later than  
11 180 days after the date of the enactment of the  
12 National Highway System Designation Act of  
13 1995, the Secretary shall submit under para-  
14 graph (1) proposed modifications to the Na-  
15 tional Highway System. Such modifications  
16 shall include a list and description of additions  
17 to the National Highway System consisting of  
18 connections to major ports, airports, inter-  
19 national border crossings, public transportation  
20 and transit facilities, interstate bus terminals,  
21 rail and other intermodal transportation facili-  
22 ties.

23 “(B) CONGRESSIONAL HIGH PRIORITY  
24 CORRIDORS.—Upon the completion of feasibility  
25 studies, the Secretary shall submit under para-

graph (1) proposed modifications to the National Highway System consisting of any congressional high priority corridor or any segment thereof established by section 1105 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2037) which was not identified on the National Highway System designated by subsection (c).”.

**SEC. 102. DISTRIBUTION OF FISCAL YEAR 1997 HIGHWAY FUNDS.**

(a) IN GENERAL.—Notwithstanding any other provision of law, the Secretary shall not apportion or allocate, prior to August 1, 1997, any funds authorized to be appropriated or made available for fiscal year 1997 under—

(1) title 23, United States Code (other than sections 125 and 157), except amounts necessary for the administration of the Federal Highway Administration under section 104(a);

(2) title I or VI of the Intermodal Surface Transportation Efficiency Act of 1991 (other than sections 1103 through 1108);

(3) title IV of the Surface Transportation Assistance Act of 1982; or

(4) section 203(b) of this Act, relating to the State high priority project restoration program.

1 (b) MINIMUM ALLOCATION.—

2 (1) DETERMINATION.—For purposes of deter-  
3 mining allocations under section 157(a)(4) of title  
4 23, United States Code, the Secretary shall treat ap-  
5 portionments and allocations that are subject to sub-  
6 section (a) as having been made on October 1, 1996.

7 (2) SPECIAL RULE.—Amounts made available  
8 under section 157 of such title in fiscal year 1997  
9 shall not be obligated at a rate higher than the his-  
10 torical rate of obligation of funds made available  
11 under such section.

12 **SEC. 103. TREATMENT OF FISCAL YEAR 1997 TRANSIT**  
13 **FUNDS.**

14 (a) IN GENERAL.—Notwithstanding any other provi-  
15 sion of law, the Secretary shall not apportion or allocate  
16 prior to August 1, 1997, any of the funds authorized to  
17 be appropriated or made available for fiscal year 1997  
18 under section 5338 of title 49, United States Code (other  
19 than amounts necessary for administrative expenses of the  
20 Federal Transit Administration).

21 (b) ADDITIONAL LIMITATION ON OBLIGATIONS.—  
22 Any funds appropriated after the date of the enactment  
23 of this Act to carry out sections 5303–5306, 5308, 5310,  
24 5311, 5313, 5314, 5317, 5320, 5327, 5334(a), and  
25 5334(c) of title 49, United States Code, and substitute

1 transit projects under section 103(e)(4) of title 23, United  
2 States Code, and to carry out section 5309 of title 49,  
3 United States Code, may not be obligated before August  
4 1, 1997.

## 5 **TITLE II—HIGHWAY FUNDING** 6 **RESTORATION**

### 7 **SEC. 201. SHORT TITLE.**

8 This title may be cited as the “Highway Funding  
9 Restoration Act of 1995”.

### 10 **SEC. 202. FINDINGS AND PURPOSES.**

11 (a) FINDINGS.—Congress finds and declares that—

12 (1) Federal infrastructure spending on high-  
13 ways is critical to the efficient movement of goods  
14 and people in the United States;

15 (2) section 1003(c) of the Intermodal Surface  
16 Transportation Efficiency Act of 1991 has been esti-  
17 mated to result in fiscal year 1996 highway spend-  
18 ing being reduced by as much as \$4,200,000,000;

19 (3) such section 1003(c) will cause every State  
20 to lose critical funds from the Highway Trust Fund  
21 that can never be recouped; and

22 (4) the funding reduction would have disastrous  
23 effects on the national economy, impede interstate  
24 commerce, and jeopardize the 40-year Federal in-  
25 vestment in the Nation’s highway system.

1 (b) PURPOSES.—The purposes of this Act are—

2 (1) to make the program categories in the cur-  
3 rent Federal-aid highway program more flexible so  
4 that States may fund current, high-priority projects  
5 in fiscal year 1996;

6 (2) to eliminate programs that are not critical  
7 during fiscal year 1996 and to reallocate funds so  
8 that the States will be able to continue their core  
9 transportation infrastructure programs;

10 (3) to restore funding for exempt highway pro-  
11 grams;

12 (4) to ensure the equitable distribution of funds  
13 to urbanized areas with a population over 200,000  
14 in a manner consistent with the Intermodal Surface  
15 Transportation Efficiency Act of 1991; and

16 (5) to suspend certain penalties that would be  
17 imposed on the States in fiscal year 1996.

18 **SEC. 203. STATE HIGH PRIORITY PROJECT RESTORATION**  
19 **PROGRAM.**

20 (a) IN GENERAL.—On October 1 of each of fiscal  
21 years 1996 and 1997, or as soon as possible thereafter,  
22 the Secretary shall allocate among the States the amounts  
23 made available to carry out this section for Interstate  
24 highway substitute, National Highway System, surface  
25 transportation program, Interstate, congestion mitigation



1 and air quality improvement program, bridge, hazard  
 2 elimination, and rail-highway crossings projects.

3 (b) ALLOCATION FORMULA.—Funds made available  
 4 to carry out this section shall be allocated among the  
 5 States in accordance with the following table:

States:	Allocation Percentages
Alabama .....	1.80
Alaska .....	1.20
Arizona .....	1.43
Arkansas .....	1.42
California .....	9.17
Colorado .....	1.27
Connecticut .....	1.74
Delaware .....	0.39
District of Columbia .....	0.52
Florida .....	4.04
Georgia .....	2.92
Hawaii .....	0.54
Idaho .....	0.70
Illinois .....	3.88
Indiana .....	2.18
Iowa .....	1.27
Kansas .....	1.13
Kentucky .....	1.53
Louisiana .....	1.52
Maine .....	0.65
Maryland .....	1.68
Massachusetts .....	4.11
Michigan .....	2.75
Minnesota .....	1.69
Mississippi .....	1.11
Missouri .....	2.28
Montana .....	0.93
Nebraska .....	0.79
Nevada .....	0.69
New Hampshire .....	0.48
New Jersey .....	2.86
New Mexico .....	1.02
New York .....	5.35
North Carolina .....	2.62
North Dakota .....	0.64
Ohio .....	3.64
Oklahoma .....	1.36
Oregon .....	1.23
Pennsylvania .....	4.93
Rhode Island .....	0.56
South Carolina .....	1.42
South Dakota .....	0.69
Tennessee .....	2.00

Texas .....	6.21
Utah .....	0.73
Vermont .....	0.43
Virginia .....	2.28
Washington .....	2.05
West Virginia .....	1.15
Wisconsin .....	1.90
Wyoming .....	0.65
Puerto Rico .....	0.46
Territories .....	0.01.

1       (c) EFFECT OF ALLOCATIONS.—Funds distributed to  
2 States under subsection (b) shall not affect calculations  
3 to determine allocations to States under section 157 of  
4 title 23, United States Code, and sections 1013(c),  
5 1015(a), and 1015(b) of the Intermodal Surface Trans-  
6 portation Efficiency Act of 1991. Funds made available  
7 to carry out this section which are derived from section  
8 204 of this Act shall not be treated as funds authorized  
9 by such Act for purposes of section 1003(c) of such Act.

10       (d) PERIOD OF AVAILABILITY.—Notwithstanding any  
11 other provision of law, amounts made available to carry  
12 out this section shall be available for obligation for the  
13 fiscal year for which such amounts are made available plus  
14 the 3 succeeding fiscal years and shall be subject to the  
15 provisions of title 23, United States Code. Obligation limi-  
16 tations for Federal-aid highways and highway safety con-  
17 struction programs established by the Intermodal Surface  
18 Transportation Efficiency Act of 1991 and subsequent  
19 laws shall apply to obligations made under this section.

1 (e) SPECIAL RULE FOR URBANIZED AREAS OF OVER  
2 200,000.—

3 (1) GENERAL RULE.—The percentage deter-  
4 mined under paragraph (2) of funds allocated to a  
5 State under this section for a fiscal year shall be ob-  
6 ligated in urbanized areas of the State with an ur-  
7 banized population of over 200,000 under section  
8 133(d)(3) of title 23, United States Code.

9 (2) PERCENTAGE.—The percentage referred to  
10 in paragraph (1) is the percentage determined by di-  
11 viding—

12 (A) the total amount of the reduction in  
13 funds which would have been attributed under  
14 section 133(d)(3) of title 23, United States  
15 Code, to urbanized areas of the State with an  
16 urbanized population of over 200,000 for fiscal  
17 year 1996 as a result of the application of sec-  
18 tion 1003(c) of the Intermodal Surface Trans-  
19 portation Efficiency Act of 1991; by

20 (B) the total amount of the reduction in  
21 authorized funds for fiscal year 1996 that  
22 would have been allocated to the State, and  
23 that would have been apportioned to the State,  
24 as a result of the application of such section  
25 1003(c).

1 (f) LIMITATION ON PLANNING EXPENDITURES.—

2 One-half of 1 percent of amounts allocated to each State  
3 under this section in any fiscal year may be available for  
4 expenditure for the purpose of carrying out the require-  
5 ments of section 134 of title 23, United States Code (re-  
6 lating to transportation planning). 1½ percent of the  
7 amounts allocated to each State under this section in any  
8 fiscal year may be available for expenditure for the pur-  
9 pose of carrying out activities referred to in subsection (c)  
10 of section 307 of such title (relating to transportation  
11 planning and research).

12 (g) AUTHORIZATION OF APPROPRIATIONS.—There  
13 are authorized to be appropriated, out of the Highway  
14 Trust Fund (other than the Mass Transit Account), to  
15 carry out this section \$340,655,000 for fiscal year 1996  
16 and \$155,000,000 for fiscal year 1997.

17 (h) APPLICABILITY OF CHAPTER 1 OF TITLE 23.—

18 Except as otherwise provided in this section, funds allo-  
19 cated under this section shall be available for obligation  
20 in the same manner and for the same purposes as if such  
21 funds were apportioned under chapter 1 of title 23, United  
22 States Code.

23 (i) TERRITORIES DEFINED.—In this section, the  
24 term “territories” means the Virgin Islands, Guam, Amer-

1 ican Samoa, and the Commonwealth of the Northern Mar-  
2 iana Islands.

3 **SEC. 204. RESCISSIONS.**

4 (a) RESCISSIONS.—Effective October 1, 1995, and  
5 after any necessary reductions are made under section  
6 1003(c) of the Intermodal Surface Transportation Effi-  
7 ciency Act of 1991, the following unobligated balances  
8 available on September 30, 1995, of funds made available  
9 for the following provisions are hereby rescinded:

10 (1) \$78,993.92 made available by section  
11 131(c) of the Surface Transportation Assistance Act  
12 of 1982.

13 (2) \$798,701.04 made available by section  
14 131(j) of the Surface Transportation Assistance Act  
15 of 1982.

16 (3) \$1,500,000 made available by section  
17 106(a)(1) of the Surface Transportation and Uni-  
18 form Relocation Assistance Act of 1987.

19 (4) \$942,249 made available for section  
20 149(a)(66) of the Surface Transportation and Uni-  
21 form Relocation Assistance Act of 1987.

22 (5) \$88,195 made available for section  
23 149(a)(111)(C) of the Surface Transportation and  
24 Uniform Relocation Assistance Act of 1987.

1           (6) \$155,174.41 made available for section  
2           149(a)(111)(E) of the Surface Transportation and  
3           Uniform Relocation Assistance Act of 1987.

4           (7) \$36,979.05 made available for section  
5           149(a)(111)(J) of the Surface Transportation and  
6           Uniform Relocation Assistance Act of 1987.

7           (8) \$34,281.53 made available for section  
8           149(a)(111)(K) of the Surface Transportation and  
9           Uniform Relocation Assistance Act of 1987.

10          (9) \$164,000 made available for section  
11          149(a)(111)(L) of the Surface Transportation and  
12          Uniform Relocation Assistance Act of 1987.

13          (10) \$86,070.82 made available for section  
14          149(a)(111)(M) of the Surface Transportation and  
15          Uniform Relocation Assistance Act of 1987.

16          (11) \$52,834 made available for section  
17          149(a)(95) of the Surface Transportation and Uni-  
18          form Relocation Assistance Act of 1987.

19          (12) \$909,000 made available for section  
20          149(a)(99) of the Surface Transportation and Uni-  
21          form Relocation Assistance Act of 1987.

22          (13) \$3,817,000 made available for section  
23          149(a)(35) of the Surface Transportation and Uni-  
24          form Relocation Assistance Act of 1987.

1           (14) \$797,800 made available for section  
2           149(a)(100) of the Surface Transportation and Uni-  
3           form Relocation Assistance Act of 1987.

4           (15) \$55.43 made available by section 149(c)(3)  
5           of the Surface Transportation and Uniform Reloca-  
6           tion Assistance Act of 1987.

7           (16) \$20,357,000 made available by section  
8           1012(b)(6) of the Intermodal Surface Transpor-  
9           tation Efficiency Act of 1991.

10          (17) \$18,536,000 made available by section  
11          1003(a)(7) of the Intermodal Surface Transpor-  
12          tation Efficiency Act of 1991.

13          (18) \$1,000,000 made available by item number  
14          38 of the table contained in section 1108(b) of the  
15          Intermodal Surface Transportation Efficiency Act of  
16          1991.

17          (19) \$150,000,000 deducted by the Secretary  
18          under section 104(a) of title 23, United States Code.

19          (20) \$10,800,000 made available by section  
20          5338(a)(1) of title 49, United States Code.

21          (b) REDUCTIONS IN AUTHORIZED AMOUNTS.—

22                (1)       MAGNETIC        LEVITATION.—Section  
23                1036(d)(1) of the Intermodal Surface Transpor-  
24                tation Efficiency Act of 1991 (105 Stat. 1986) is  
25                amended—

1 (A) in subparagraph (A) by inserting  
2 “and” after “1994,”;

3 (B) in subparagraph (A) by striking  
4 “\$125,000,000” the first place it appears and  
5 all that follows through “1997”; and

6 (C) in subparagraph (B) by striking  
7 “1996, and 1997” and inserting “and 1996”.

8 (2) HIGHWAY SAFETY PROGRAMS.—Section  
9 2005(1) of such Act (105 Stat. 2079) is amended—

10 (A) by striking “and” the first place it ap-  
11 pears and inserting a comma; and

12 (B) by striking “, 1995, 1996, and 1997”  
13 and inserting “and 1995, and \$146,000,000 for  
14 each of fiscal years 1996 and 1997”.

15 (c) CONGESTION PRICING PILOT PROGRAM TRANS-  
16 FERS.—The amounts made available for fiscal years 1996  
17 and 1997 to carry out section 1012(b) of the Intermodal  
18 Surface Transportation Efficiency Act of 1991 (105 Stat.  
19 1938) shall be available to carry out section 203 of this  
20 Act, relating to the State high priority restoration pro-  
21 gram.

22 **SEC. 205. STATE UNOBLIGATED BALANCE FLEXIBILITY.**

23 (a) REDUCTION IN FEDERAL FUNDING.—

24 (1) NOTIFICATION OF STATES.—On October 1,  
25 1995, the Secretary shall notify each State of the



1 total amount of the reduction in authorized funds  
2 for fiscal year 1996 that would have been allocated  
3 to such State, and that would have been apportioned  
4 to such State, as a result of application of section  
5 1003(c) of the Intermodal Surface Transportation  
6 Efficiency Act of 1991.

7 (2) EXCLUSION OF CERTAIN FUNDING.—In de-  
8 termining the amount of any reduction under para-  
9 graph (1), the Secretary shall deduct—

10 (A) the amount allocated to each State in  
11 fiscal year 1996 to carry out section 203 of this  
12 Act, relating to the State high priority project  
13 restoration program; and

14 (B) any amounts made available under sec-  
15 tion 157(a)(4)(B)(iii) of title 23, United States  
16 Code, for fiscal year 1996.

17 (b) UNOBLIGATED BALANCE FLEXIBILITY.—Upon  
18 request of a State, the Secretary shall make available to  
19 carry out projects described in section 203(a) of this Act  
20 in fiscal year 1996 an amount not to exceed the amount  
21 determined under subsection (a) for the State. Such funds  
22 shall be made available from authorized funds that were  
23 allocated or apportioned to such State and were not obli-  
24 gated as of September 30, 1995. The State shall designate  
25 on or before November 1, 1995, which of such authorized

1 funds are to be made available under this section to carry  
2 out such projects. The Secretary shall make available be-  
3 fore November 15, 1995, funds designated under the pre-  
4 ceding sentence to the State.

5 (c) SPECIAL RULE FOR URBANIZED AREAS OF OVER  
6 200,000.—Funds which were apportioned to the State  
7 under section 104(b)(3) of title 23, United States Code,  
8 and attributed to urbanized areas of a State with an ur-  
9 banized population of over 200,000 under section  
10 133(d)(3) of such title may only be designated by the  
11 State under subsection (b) if the metropolitan planning  
12 organization designated for such area concurs, in writing,  
13 with such designation.

14 (d) CONGESTION MITIGATION AND AIR QUALITY  
15 BALANCES.—States may designate under subsection (b)  
16 funds apportioned under section 104(b)(2) of title 23,  
17 United States Code, and not obligated as of September  
18 30, 1995, to carry out projects described in section 203(a)  
19 of this Act only if such funds will be obligated in areas  
20 described in section 104(b)(2) of such title.

21 (e) INTERSTATE CONSTRUCTION BALANCES.—A  
22 State may not designate under subsection (b) any more  
23 than  $\frac{1}{3}$  of funds apportioned or allocated to the State for  
24 Interstate construction and not obligated as of September  
25 30, 1995.

1 (f) PERIOD OF AVAILABILITY.—Notwithstanding any  
2 other provision of law, amounts designated under sub-  
3 section (b) shall be available for obligation for fiscal year  
4 1996 plus the 3 succeeding fiscal years and shall be sub-  
5 ject to the provisions of title 23, United States Code. Obli-  
6 gation limitations for Federal-aid highways and highway  
7 safety construction programs established by the Inter-  
8 modal Surface Transportation Efficiency Act of 1991 and  
9 subsequent laws shall apply to obligations made under this  
10 section.

11 (g) LIMITATION ON STATUTORY CONSTRUCTION.—  
12 Nothing in this section shall be construed to affect calcula-  
13 tions to determine allocations to States under section 157  
14 of title 23, United States Code, and sections 1013(c),  
15 1015(a), and 1015(b) of the Intermodal Surface Trans-  
16 portation Efficiency Act of 1991.

17 (h) STATE.—In this section and section 203, the  
18 term “State” has the meaning such term has under sec-  
19 tion 401 of title 23, United States Code.

20 **SEC. 206. MINIMUM ALLOCATION.**

21 (a) FORMULA.—Section 157(a)(4) of title 23, United  
22 States Code, is amended—

23 (1) by striking “In fiscal” and inserting the fol-  
24 lowing:

25 “(A) IN GENERAL.—In fiscal”;

1           (2) by inserting “funds authorized to be appro-  
2           priated by subsection (f)” after “shall allocate”;

3           (3) by moving subparagraph (A), as designated  
4           by paragraph (1) of this subsection, 2 ems to the  
5           right; and

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

7                   “(B) ADDITIONAL ALLOCATION.—If the  
8           aggregate amount allocated to the States under  
9           subparagraph (A) after application of section  
10          1003(c) the Intermodal Surface Transportation  
11          Efficiency Act of 1991 for any fiscal year be-  
12          ginning after September 30, 1995, is less than  
13          the amount authorized to be appropriated to  
14          carry out this section for such fiscal year, then  
15          the excess of such authorized amount shall be  
16          allocated as follows:

17                   “(i) The Secretary shall first allocate  
18          to each State such amount as may be nec-  
19          essary to increase the allocation under sub-  
20          paragraph (A) to the amount that would  
21          have been allocated to the State for such  
22          fiscal year if the full amount of the funds  
23          authorized to be appropriated for such fis-  
24          cal year by such Act out of the Highway  
25          Trust Fund (other than the Mass Transit

Account) were appropriated without regard to such section 1003(c).

“(ii) If any of such excess remains after the allocation under clause (i), the Secretary shall allocate to each State such amount as may be necessary so that the amount authorized to be appropriated for such fiscal year for each project to be carried out in such State under sections 1103 through 1108 of such Act without regard to section 1003(c) of such Act is available for the project.

“(iii) The Secretary shall allocate among the States any excess remaining after the allocations under clauses (i) and (ii) so that each State is allocated the following percentages of the remaining excess:

“States:	Percent
Alabama .....	1.80
Alaska .....	1.20
Arizona .....	1.43
Arkansas .....	1.42
California .....	9.17
Colorado .....	1.27
Connecticut .....	1.74
Delaware .....	0.39
District of Columbia .....	0.52
Florida .....	4.04
Georgia .....	2.92
Hawaii .....	0.54
Idaho .....	0.70
Illinois .....	3.88
Indiana .....	2.18

Iowa .....	1.27
Kansas .....	1.13
Kentucky .....	1.53
Louisiana .....	1.52
Maine .....	0.65
Maryland .....	1.68
Massachusetts .....	4.11
Michigan .....	2.75
Minnesota .....	1.69
Mississippi .....	1.11
Missouri .....	2.28
Montana .....	0.93
Nebraska .....	0.79
Nevada .....	0.69
New Hampshire .....	0.48
New Jersey .....	2.86
New Mexico .....	1.02
New York .....	5.35
North Carolina .....	2.62
North Dakota .....	0.64
Ohio .....	3.64
Oklahoma .....	1.36
Oregon .....	1.23
Pennsylvania .....	4.93
Rhode Island .....	0.56
South Carolina .....	1.42
South Dakota .....	0.69
Tennessee .....	2.00
Texas .....	6.21
Utah .....	0.73
Vermont .....	0.43
Virginia .....	2.28
Washington .....	2.05
West Virginia .....	1.15
Wisconsin .....	1.90
Wyoming .....	0.65
Puerto Rico .....	0.46
Territories .....	0.01.

1           “(C) TERRITORIES DEFINED.—In this  
2           paragraph, the term ‘territories’ means the Vir-  
3           gin Islands, Guam, American Samoa, and the  
4           Commonwealth of the Northern Mariana Is-  
5           lands.”.

6           (b) SPECIAL RULE FOR URBANIZED AREAS OF OVER  
7           200,000 IN FISCAL YEARS 1996 AND 1997.—Section 157  
8           of such title is amended—

1           (1) by redesignating subsections (d) and (e) as  
2           subsection (e) and (f), respectively, and

3           (2) by inserting after subsection (c) the follow-  
4           ing:

5           “(d) SPECIAL RULE FOR URBANIZED AREAS OF  
6 OVER 200,000 IN FISCAL YEARS 1996 AND 1997.—

7           “(1) GENERAL RULE.—The percentage deter-  
8           mined under paragraph (2) of funds allocated to a  
9           State under subsection (a)(4)(B)(iii) for each of fis-  
10          cal years 1996 and 1997 shall be obligated in urban-  
11          ized areas of the State with an urbanized population  
12          of over 200,000 under section 133(d)(3).

13          “(2) PERCENTAGE.—The percentage referred to  
14          in paragraph (1) is the percentage determined by di-  
15          viding—

16                 “(A) the total amount of the reduction in  
17                 funds which would have been attributed under  
18                 section 133(d)(3) to urbanized areas of the  
19                 State with an urbanized population of over  
20                 200,000 for fiscal year 1996 as a result of the  
21                 application of section 1003(c) of the Intermodal  
22                 Surface Transportation Efficiency Act of 1991;  
23                 by

24                 “(B) the total amount of the reduction in  
25                 authorized funds for fiscal year 1996 that

1           would have been allocated to the State, and  
2           that would have been apportioned to the State,  
3           as a result of the application of such section  
4           1003(c).”.

5           (c) FUNDING.—Section 157(f) of such title, as redes-  
6           ignated by subsection (b), is amended by inserting before  
7           the period the following: “and before October 1, 1995,  
8           \$1,101,000,000 for fiscal year 1996, \$1,378,000,000 for  
9           fiscal year 1997”.

10   **SEC. 207. RELIEF FROM MANDATES.**

11           (a) MANAGEMENT SYSTEMS.—The Secretary shall  
12           not take any action pursuant to or enforce the provisions  
13           of section 303(c) of title 23, United States Code, with re-  
14           spect to any State during fiscal year 1996.

15           (b) ASPHALT PAVEMENT CONTAINING RECYCLED  
16           RUBBER.—Section 1038 of the Intermodal Surface Trans-  
17           portation Efficiency Act of 1991 (105 Stat. 1987–1990)  
18           is amended—

19                   (1) by striking subsection (d); and

20                   (2) by redesignating subsection (e) as sub-  
21           section (d).

22   **SEC. 208. DEFINITIONS.**

23           In this title, the following definitions apply:

24                   (1) AUTHORIZED FUNDS.—The term “author-  
25           ized funds” means funds authorized to be appro-



1        priated out of the Highway Trust Fund (other than  
2        the Mass Transit Account) to carry out title 23,  
3        United States Code (other than sections 402 and  
4        410) and the Intermodal Surface Transportation Ef-  
5        ficiency Act of 1991 and subject to an obligation  
6        limitation.

7            (2) URBANIZED AREA.—The term “urbanized  
8        area” has the meaning such term has under section  
9        101(a) of title 23, United States Code.

## 10        **TITLE III—MISCELLANEOUS** 11        **PROVISIONS**

### 12        **SEC. 301. DISTRIBUTION OF TRANSIT OPERATING ASSIST-** 13        **ANCE LIMITATION.**

14        (a) IN GENERAL.—Notwithstanding any limitation  
15        otherwise imposed on operating assistance under section  
16        5307 of title 49, United States Code, the Secretary shall  
17        distribute such limitation so that each urbanized area (as  
18        such term is defined under section 5302 of such title) that  
19        had a population under the 1990 decennial census of the  
20        United States of less than 200,000 will receive, under the  
21        distribution of such limitation for fiscal year 1996, 75 per-  
22        cent of the amount the area received under the distribu-  
23        tion of such limitation for fiscal year 1995.

24        (b) CONSIDERATION.—In the distribution of the limi-  
25        tation referred to in subsection (a) to urbanized areas that

1 had a population under the 1990 decennial census of  
2 1,000,000 or more, the Secretary shall direct each such  
3 area to consider the needs and resources of transit au-  
4 thorities operating within the area when the limitation is  
5 distributed among all transit authorities operating in the  
6 area.

7 **SEC. 302. ACCOUNTABILITY FOR HIGH COST FEDERAL-AID**  
8 **PROJECTS.**

9 (a) REQUIREMENTS.—The Secretary shall require  
10 each recipient of Federal financial assistance for a high-  
11 way or transit project with an estimated total cost of  
12 \$1,000,000,000 or more to submit to the Secretary an an-  
13 nual financial plan. Such plan shall be based on detailed  
14 annual estimates of the cost to complete the remaining  
15 elements of the project and on reasonable assumptions,  
16 as determined by the Secretary, of future increases in the  
17 cost to complete the project.

18 (b) RECOMMENDATIONS ON WITHHOLDING OF AS-  
19 SISTANCE.—As part of an annual report to be submitted  
20 under subsection (c), the Secretary shall make a rec-  
21 ommendation to Congress on whether or not future Fed-  
22 eral assistance should be withheld with respect to any  
23 project described in subsection (a) for which an annual  
24 financial plan is not submitted under subsection (a) or for

1 which the Secretary determines that the estimates or as-  
2 sumptions referred to in subsection (a) are not reasonable.

3 (c) REPORT.—The Secretary shall submit to Con-  
4 gress an annual report on the financial plans submitted  
5 to the Secretary under this section, and any recommenda-  
6 tion made by the Secretary under subsection (b), in the  
7 preceding fiscal year.

8 **SEC. 303. LETTERS OF INTENT AND FULL FINANCING**  
9 **GRANT AND EARLY SYSTEMS WORK AGREE-**  
10 **MENTS.**

11 Section 5309(g) of title 49, United States Code, is  
12 amended—

13 (1) by indenting and dropping paragraph (1)  
14 down 1 line;

15 (2) by moving all the paragraphs, subpara-  
16 graphs, and clauses of such section 2 ems to the  
17 right;

18 (3) by inserting after “(1)” the first place it ap-  
19 pears the following: “LETTERS OF INTENT.—”;

20 (4) in paragraph (1)(B) by striking “Public  
21 Works and Transportation” and inserting “Trans-  
22 portation and Infrastructure”;

23 (5) by inserting after (2) the first place it ap-  
24 pears “FULL FINANCING GRANT AGREEMENTS.—”;

1           (6) by inserting after (3) the first place it ap-  
2           pears “EARLY SYSTEM WORK AGREEMENTS.—”;

3           (7) by inserting after (4) the first place it ap-  
4           pears “TOTAL ESTIMATED FUTURE OBLIGATIONS  
5           AND CONTINGENT COMMITMENTS.—”; and

6           (8) by adding at the end the following:

7           “(5) PREAUTHORIZATION OF FULL FEDERAL  
8           FINANCIAL RESPONSIBILITY.—

9           “(A) IN GENERAL.—After the date of the  
10          enactment of this paragraph and before the  
11          date on which Federal-aid highway and transit  
12          programs are reauthorized, the Secretary of  
13          Transportation may not issue a letter of intent,  
14          or enter into a full financing grant agreement  
15          or early systems work agreement, under this  
16          section for a project or operable segment of a  
17          project unless the full amount of Federal finan-  
18          cial responsibility for the project or operable  
19          segment of a project has been included in an  
20          authorization law.

21          “(B) LIMITATION.—The prohibition on en-  
22          tering into a full financing grant agreement  
23          under this paragraph shall not apply—

1 “(i) to any project for which a letter  
 2 of intent was issued before the date of the  
 3 enactment of this paragraph; and

4 “(ii) to any project included as an ele-  
 5 ment of an interrelated project which also  
 6 includes another project for which a letter  
 7 of intent was issued before such date of  
 8 enactment.”.

9 **SEC. 304. REPORT ON CAPITAL PROJECTS FOR FIXED**  
 10 **GUIDEWAY SYSTEMS AND EXTENSIONS TO**  
 11 **EXISTING FIXED GUIDEWAY SYSTEMS.**

12 Section 5309(m) of title 49, United States Code, is  
 13 amended—

14 (1) by indenting and dropping paragraph (1)  
 15 down 1 line;

16 (2) by moving all the paragraphs and subpara-  
 17 graphs of such section 2 ems to the right;

18 (3) by inserting “PERCENTAGES.—” after  
 19 “(1)” the first place it appears;

20 (4) by inserting “NONURBANIZED AREA ALLO-  
 21 CATION.—” after “(2)” the first place it appears;

22 (5) by inserting “REPORTS.—” after “(3)” the  
 23 first place it appears;

1 (6) in paragraph (3) by striking “Public Works  
2 and Transportation” and inserting “Transportation  
3 and Infrastructure”;

4 (7) in paragraph (3) by striking “a proposal on  
5 the allocation” and inserting “a report on the pro-  
6 posed allocation”;

7 (8) in paragraph (3) by adding at the end the  
8 following:

9 “Such report shall include for each such capital  
10 project the following:

11 “(A) An analysis of the potential funding  
12 requirements of the project under paragraph  
13 (1)(B) in the succeeding 5 fiscal years.

14 “(B) A description of the planning and  
15 study process undertaken to select the locally  
16 preferred alternative for the project.

17 “(C) A description of efforts undertaken to  
18 seek alternative funding sources for the  
19 project.”; and

20 (9) by inserting “MULTIPLE ALLOCATIONS.—”  
21 after “(4)” the first place it appears.

22 **SEC. 305. REPEAL AND MODIFICATION OF EXISTING**  
23 **PROJECTS.**

24 (a) LONG BEACH METRO LINK FIXED RAIL  
25 PROJECT.—Section 3035(o) of the Intermodal Surface

1 Transportation Efficiency Act of 1991 (105 Stat. 2131)  
2 is repealed.

3 (b) HONOLULU RAPID TRANSIT PROJECT.—Section  
4 3035(ww) of such Act (105 Stat. 2136) is amended by  
5 striking “\$618,000,000” and inserting “\$541,100,000”.

6 **SEC. 306. MISCELLANEOUS TRANSIT PROJECTS.**

7 (a) NEW JERSEY URBAN CORE PROJECT.—Section  
8 3031(d) of the Intermodal Surface Transportation Effi-  
9 ciency Act of 1991 (105 Stat. 2122–2123) is amended—

10 (1) by inserting after “Hudson River Water-  
11 front Transportation System” the following: “(in-  
12 cluding corridor connections to and within the city  
13 of Bayonne)”; and

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

16 (b) NORTH BAY FERRY SERVICE.—Section 3035(c)  
17 of such Act (105 Stat. 2129) is amended by striking  
18 “\$8,000,000” and all that follows through “1993” and in-  
19 serting “\$17,000,000”.

20 (c) STATEN ISLAND-MIDTOWN MANHATTAN FERRY  
21 SERVICE.—Section 3035(d) of such Act is amended by  
22 striking “\$1,000,000” and all that follows through  
23 “1993” and inserting “\$12,000,000”.

1 (d) CENTRAL AREA CIRCULATOR PROJECT.—Section  
2 3035(e) of such Act is amended by striking the last sen-  
3 tence.

4 (e) SALT LAKE CITY LIGHT RAIL PROJECT.—Sec-  
5 tion 3035(f) of such Act is amended by inserting after  
6 “including” the following: “related high-occupancy vehicle  
7 lane, intermodal corridor design,”.

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

12 (g) ADDITIONAL TRACKAGE RIGHTS AND RIGHT-OF-  
13 WAY PURCHASE FOR GILROY SERVICE.—Section 3035(h)  
14 of such Act is amended—

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

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

19 (h) DALLAS LIGHT RAIL PROJECT.—

20 (1) MULTIYEAR GRANT AGREEMENT.—Section  
21 3035(i) of such Act is amended—

22 (A) by striking “6.4 miles” and inserting  
23 “9.6 miles”;

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



1 (C) by striking “such light rail line” and  
2 inserting “the program of interrelated projects  
3 identified in section 5328(c)(1)(6) of title 49,  
4 United States Code,”; and

5 (D) by striking “of such elements” and in-  
6 serting “element of such program of inter-  
7 related projects”

8 (2) PROGRAM OF INTERRELATED PROJECTS.—  
9 Section 5328(c)(1)(G) of title 49, United States  
10 Code, is amended by striking “Camp Wisdom” and  
11 inserting “Interstate Route 20, L.B.J. Freeway”.

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

18 (1) by striking the subsection heading and in-  
19 serting “DOWNTOWN ORLANDO CIRCULATOR  
20 PROJECT”;

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

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

1 sign, construction, land and equipment acquisition,  
2 and related activities for the Downtown Orlando  
3 Circulator project.”.

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

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

12 (m) CHARLOTTE LIGHT RAIL STUDY.—Section  
13 3035(r) of such Act is amended by striking “\$125,000”  
14 and all that follows through “1993” and inserting  
15 “\$500,000”.

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

18 (1) in the subsection heading by striking “MID  
19 COAST LIGHT RAIL PROJECT” and inserting “MET-  
20 ROPOLITAN TRANSIT IMPROVEMENT PROGRAM”;

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

23 (3) by striking “, \$2,000,000” and all that fol-  
24 lows through the period and inserting “\$27,000,000  
25 for the integrated project financing of the Mid Coast

1       and Mission Valley East Corridor fixed guideway  
2       projects.”.

3       (o) EUREKA SPRINGS, ARKANSAS.—Section 3035(z)  
4       of such Act is amended by striking the first sentence and  
5       inserting the following: “From funds provided under sec-  
6       tion 5309(m)(1)(C) of title 49, United States Code, the  
7       Secretary shall make available \$63,600 to Eureka Springs  
8       Transit for the purchase of an alternative fueled vehicle,  
9       which is accessible to and usable by individuals with dis-  
10      abilities.”.

11      (p) BALTIMORE-WASHINGTON TRANSPORTATION IM-  
12      PROVEMENTS PROGRAM.—Section 3035(nn) of such Act  
13      is amended—

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

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

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

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

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

24              (3) in paragraph (3) by striking “for fiscal year  
25      1993”.

1 (q) DULLES CORRIDOR RAIL PROJECT.—Section  
2 3035(aaa) 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 “the completion” and all that  
6 follows through “engineering for”.

7 (r) CENTRAL PUGET SOUND REGIONAL TRANSIT  
8 PROJECT.—Section 3035(bbb) of such Act is amended to  
9 read as follows:

10 “(bbb) CENTRAL PUGET SOUND REGIONAL TRANSIT  
11 PROJECT.—From funds provided under section  
12 5309(m)(1)(B) of title 49, United States Code, the Sec-  
13 retary shall make available \$300,000,000 for the Central  
14 Puget Sound Regional Transit Project.”.

15 (s) CANAL STREET CORRIDOR LIGHT RAIL.—Section  
16 3035(fff) of such Act is amended—

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

19 (2) by striking “negotiate” and all that follows  
20 through “includes” and inserting “make available”.

21 (t) ADDITIONAL TRANSIT PROJECTS.—

22 (1) CANTON-AKRON-CLEVELAND COMMUTER  
23 RAIL.—From funds provided under section  
24 5309(m)(1)(B) of title 49, United States Code, the

1 Secretary shall make available \$6,500,000 for the  
2 Canton-Akron-Cleveland Commuter Rail project.

3 (2) CINCINNATI NORTHEAST/NORTHERN KEN-  
4 TUCKY RAIL.—From funds provided under such sec-  
5 tion, the Secretary shall make available \$2,000,000  
6 for the Cincinnati Northeast/Northern Kentucky  
7 Rail project.

8 (3) DART NORTH CENTRAL LIGHT RAIL EX-  
9 TENSION.—From funds provided under such section,  
10 the Secretary shall make available \$2,500,000 for  
11 the DART North Central Light Rail Extension  
12 project.

13 (4) DALLAS-FORT WORTH RAILTRAN.—From  
14 funds provided under such section, the Secretary  
15 shall make available \$5,000,000 for the Dallas-Fort  
16 Worth RAILTRAN project.

17 (5) FLORIDA TRI-COUNTY COMMUTER RAIL.—  
18 From funds provided under such section, the Sec-  
19 retary shall make available \$10,000,000 for the  
20 Florida Tri-County Commuter Rail project.

21 (6) MIAMI-NORTH 27TH AVENUE.—From funds  
22 provided under such section, the Secretary shall  
23 make available \$2,000,000 for the Miami-North  
24 27th Avenue project.

1           (7) MEMPHIS, TENNESSEE, REGIONAL RAIL  
2     PLAN.—From funds provided under such section,  
3     the Secretary shall make available \$2,500,000 for  
4     the Memphis, Tennessee, Regional Rail Plan project.

5           (8) NEW ORLEANS CANAL STREET CORRIDOR.—  
6     From funds provided under such section, the Sec-  
7     retary shall make available \$10,000,000 for the New  
8     Orleans Canal Street Corridor project.

9           (9) ORANGE COUNTY TRANSITWAY.—From  
10    funds provided under such section, the Secretary  
11    shall make available \$5,000,000 for the Orange  
12    County Transitway project.

13          (10) WHITEHALL FERRY TERMINAL, NEW  
14    YORK, NEW YORK.—From funds provided under  
15    such section, the Secretary shall make available  
16    \$5,000,000 for the Whitehall Ferry Terminal  
17    project.

18          (11) WISCONSIN CENTRAL COMMUTER.—From  
19    funds provided under such section, the Secretary  
20    shall make available \$14,400,000 for the Wisconsin  
21    Central Commuter project.

22          (12) SAN JUAN, PUERTO RICO, TREN  
23    URBANO.—From funds provided under such section,  
24    the Secretary shall make available \$15,000,000 for  
25    the San Juan, Puerto Rico, Tren Urbano project.

1           (13) TAMPA TO LAKE LAND COMMUTER RAIL.—  
 2           From funds provided under such section, the Sec-  
 3           retary shall make available \$1,000,000 for the  
 4           Tampa to Lakeland Commuter Rail project.

5 **SEC. 307. METROPOLITAN PLANNING FOR TRANSIT**  
 6 **PROJECTS.**

7           Section 5303(b) of title 49, United States Code, is  
 8 amended by adding at the end the following:

9           “(16) recreational travel and tourism.”.

10 **SEC. 308. CONTRACTING FOR ENGINEERING AND DESIGN**  
 11 **SERVICES.**

12           Section 5325 of title 49, United States Code, is  
 13 amended by adding at the end the following:

14           “(e) SPECIAL RULES FOR ENGINEERING AND DE-  
 15 SIGN CONTRACTS.—

16           “(1) PERFORMANCE AND AUDITS.—Any con-  
 17 tract or subcontract awarded in accordance with  
 18 subsection (d), whether funded in whole or in part  
 19 with Federal transit funds, shall be performed and  
 20 audited in compliance with cost principles contained  
 21 in the Federal acquisition regulations of part 31 of  
 22 title 48 of the Code of Federal Regulations.

23           “(2) INDIRECT COST RATES.—Instead of per-  
 24 forming its own audits, a recipient of funds under  
 25 a contract or subcontract awarded in accordance

1 with subsection (d) shall accept indirect cost rates  
2 established in accordance with the Federal acquisi-  
3 tion regulations for 1-year applicable accounting pe-  
4 riods by a cognizant Federal or State government  
5 agency, if such rates are not currently under dis-  
6 pute. Once a firm's indirect cost rates are accepted,  
7 the recipient of such funds shall apply such rates for  
8 the purposes of contract estimation, negotiation, ad-  
9 ministration, reporting, and contract payment and  
10 shall not be limited by administrative or de facto  
11 ceilings of any kind. A recipient of such funds re-  
12 questing or using the cost and rate data described  
13 in this subparagraph shall notify any affected firm  
14 before such request or use. Such data shall be con-  
15 fidential and shall not be accessible or provided, in  
16 whole or in part, to another firm or to any govern-  
17 ment agency which is not part of the group of agen-  
18 cies sharing cost data under this subparagraph, ex-  
19 cept by written permission of the audited firm. If  
20 prohibited by law, such cost and rate data shall not  
21 be disclosed under any circumstances.

22 “(3) STATE OPTION.—Paragraphs (1) and (2)  
23 shall take effect 2 years after the date of the enact-  
24 ment of this subsection with respect to all States;  
25 except that if a State, during such 2-year period,



1       adopts by statute an alternative process intended to  
2       promote engineering and design quality and ensure  
3       maximum competition by professional companies of  
4       all sizes providing engineering and design services,  
5       such subparagraphs shall not apply with respect to  
6       such State.”.

7       **SEC. 309. INTERCITY BUS TRANSPORTATION.**

8       (a) BASIC PROGRAM.—Section 5311(f)(1) of title 49,  
9       United States Code, is amended—

10           (1) in the first sentence by striking “and 15  
11       percent” and all that follows through “to carry out”  
12       and inserting “15 percent of the amount made avail-  
13       able in each of the fiscal years ending September 30,  
14       1994, and September 30, 1995, and 7.5 percent of  
15       the amount made available in each fiscal year begin-  
16       ning after September 30, 1995, to carry out”; and

17           (2) in subparagraph (D) by striking “and dem-  
18       onstration projects” and inserting “demonstration  
19       projects, and the purchase of accessibility devices,”.

20       (b) DISCRETIONARY PROGRAM.—Section 5309 of  
21       such title is amended by adding at the end the following:

22       “(p) INTERCITY BUS TRANSPORTATION.—Of the  
23       amounts made available by subsection (m)(1)(C) in each  
24       fiscal year beginning after September 30, 1995, the Sec-  
25       retary shall make to operators of intercity bus transpor-

1 tation systems capital grants to support such systems, in-  
2 cluding the purchase of accessibility devices, an amount  
3 equal to 7.5 percent of the amounts made available under  
4 section 5311 in such fiscal year. The Federal grant for  
5 any project under this subsection shall be 80 percent of  
6 the net project cost; except that the Federal grant for the  
7 purchase of accessibility devices under this subsection  
8 shall be 90 percent of the net project cost.”.

9 **SEC. 310. FORMULA GRANT PROGRAM.**

10 (a) TRANSIT SECURITY SYSTEMS.—Section  
11 5307(d)(1)(J)(i) of title 49, United States Code, is  
12 amended by inserting before “and any other” the follow-  
13 ing: “employing law enforcement or security personnel in  
14 areas within or adjacent to such systems,”.

15 (b) FERRYBOAT OPERATIONS.—For purposes of cal-  
16 culating apportionments under section 5336 of title 49,  
17 United States Code, for fiscal years beginning after Sep-  
18 tember 30, 1995, 50 percent of the ferryboat revenue vehi-  
19 cle miles and 50 percent of the ferryboat route miles at-  
20 tributable to service provided to the city of Avalon, Califor-  
21 nia, for which the operator receives public assistance shall  
22 be included in the calculation of “fixed guideway vehicle  
23 revenue miles” and “fixed guideway route miles” attrib-  
24 utable to the Los Angeles urbanized area under sections  
25 5336(b)(2)(A) and 5335 of such title.

1 **SEC. 311. ACCESSIBILITY OF OVER-THE-ROAD BUSES TO IN-**  
2 **DIVIDUALS WITH DISABILITIES.**

3 Section 306(a)(2)(B)(iii) of the Americans With Dis-  
4 abilities Act of 1990 (42 U.S.C. 12186(a)(2)(B)(iii)) is  
5 amended—

6 (1) in subclause (I) by striking “7 years after  
7 the date of the enactment of this Act” and inserting  
8 “3 years after the date of issuance of final regula-  
9 tions under subparagraph (B)(ii)”;

10 (2) in subclause (II) by striking “6 years after  
11 such date of enactment” and inserting “2 years  
12 after the date of issuance of such regulations”.

13 **SEC. 312. ALASKA RAILROAD.**

14 Section 5337(a)(3)(B) of title 49, United States  
15 Code, is amended by adding at the end the following: “The  
16 Alaska Railroad is eligible for assistance under this sub-  
17 paragraph with respect to improvements to its passenger  
18 operations.”.

19 **SEC. 313. ALCOHOL AND CONTROLLED SUBSTANCES**  
20 **TESTING.**

21 (a) **MASS TRANSIT TESTING.**—Section  
22 5331(b)(1)(A) of title 49, United States Code, is amended  
23 to read as follows:

24 “(b) **TESTING PROGRAM FOR MASS TRANSPOR-**  
25 **TATION EMPLOYEES.**—(1)(A) In the interest of mass  
26 transportation safety, the Secretary shall prescribe regula-

1 tions that establish a program requiring mass transpor-  
2 tation operations that receive financial assistance under  
3 section 5307, 5309, or 5311 of this title or section  
4 103(e)(4) of title 23 to conduct preemployment, reason-  
5 able suspicion, random, and post-accident testing of mass  
6 transportation employees responsible for safety-sensitive  
7 functions (as decided by the Secretary) for the use of a  
8 controlled substance in violation of law or a United States  
9 Government regulation and to conduct reasonable sus-  
10 picion, random, and post-accident testing of such employ-  
11 ees for the use of alcohol in violation of law or a United  
12 States Government regulation. The regulations shall per-  
13 mit such operations to conduct preemployment testing of  
14 such employees for the use of alcohol.”.

15 (b) RAILROAD TESTING.—Section 20140(b)(1)(A) of  
16 title 49, United States Code, is amended to read as fol-  
17 lows:

18 “(A) a railroad carrier to conduct  
19 preemployment, reasonable suspicion, random, and  
20 post-accident testing of all railroad employees re-  
21 sponsible for safety-sensitive functions (as decided  
22 by the Secretary) for the use of a controlled sub-  
23 stance in violation of law or a United States Govern-  
24 ment regulation; and to conduct reasonable sus-  
25 picion, random, and post-accident testing of such

1 employees for the use of alcohol in violation of law  
2 or a United States Government regulation. The reg-  
3 ulations shall permit such railroad carriers to con-  
4 duct preemployment testing of such employees for  
5 the use of alcohol; and”.

6 (c) MOTOR CARRIER TESTING.—Section  
7 31306(b)(1)(A) of such title is amended to read as follows:

8 “(b) TESTING PROGRAM FOR OPERATORS OF COM-  
9 Mercial Motor Vehicles.—(1)(A) In the interest of  
10 commercial motor vehicle safety, the Secretary of Trans-  
11 portation shall prescribe regulations that establish a pro-  
12 gram requiring motor carriers to conduct preemployment,  
13 reasonable suspicion, random, and post-accident testing of  
14 operators of commercial motor vehicles for the use of con-  
15 trolled substance in violation of law or a United States  
16 Government regulation and to conduct reasonable sus-  
17 picion, random, and post-accident testing of such opera-  
18 tors for the use of alcohol in violation of law or a United  
19 States Government regulation. The regulations shall per-  
20 mit such motor carriers to conduct preemployment testing  
21 of such employees for the use of alcohol.”.

22 (d) AVIATION TESTING.—

23 (1) PROGRAM FOR EMPLOYEES OF AIR CAR-  
24 RIERS AND FOREIGN AIR CARRIERS.—Section

1       45102(a)(1) of title 49, United States Code, is  
2       amended to read as follows:

3       “(a) PROGRAM FOR EMPLOYEES OF AIR CARRIERS  
4 AND FOREIGN AIR CARRIERS.—(1) In the interest of avia-  
5 tion safety, the Administrator of the Federal Aviation Ad-  
6 ministration shall prescribe regulations that establish a  
7 program requiring air carriers and foreign air carriers to  
8 conduct preemployment, reasonable suspicion, random,  
9 and post-accident testing of airmen, crewmembers, airport  
10 security screening contract personnel, and other air carrier  
11 employees responsible for safety-sensitive functions (as de-  
12 cided by the Administrator) for the use of a controlled  
13 substance in violation of law or a United States Govern-  
14 ment regulation; and to conduct reasonable suspicion, ran-  
15 dom, and post-accident testing of airmen, crewmembers,  
16 airport security screening contract personnel, and other  
17 air carrier employees responsible for safety-sensitive func-  
18 tions (as decided by the Administrator) for the use of alco-  
19 hol in violation of law or a United States Government reg-  
20 ulation. The regulations shall permit air carriers and for-  
21 eign air carriers to conduct preemployment testing of air-  
22 men, crewmembers, airport security screening contract  
23 personnel, and other air carrier employees responsible for  
24 safety-sensitive functions (as decided by the Adminis-  
25 trator) for the use of alcohol.”.

1           (2) PROGRAM FOR EMPLOYEES OF THE FED-  
2       ERAL        AVIATION       ADMINISTRATION.—Section  
3       45102(b)(1) of title 49, United States Code, is  
4       amended to read as follows:

5       “(b) PROGRAM FOR EMPLOYEES OF THE FEDERAL  
6       AVIATION   ADMINISTRATION.—(1) The Administrator  
7       shall establish a program of preemployment, reasonable  
8       suspicion, random, and post-accident testing for the use  
9       of a controlled substance in violation of law or a United  
10      States Government regulation for employees of the Admin-  
11      istration whose duties include responsibility for safety-sen-  
12      sitive functions and shall establish a program of reason-  
13      able suspicion, random and post-accident testing for the  
14      use of alcohol in violation of law or a United States Gov-  
15      ernment regulation for such employees. The Administrator  
16      may establish a program of preemployment testing for the  
17      use of alcohol for such employees.”.

18   **SEC. 314. ALCOHOL-IMPAIRED DRIVING COUNTER-**  
19                   **MEASURES.**

20       (a) TECHNICAL AMENDMENT.—Section 410(d)(1)(E)  
21      of title 23, United States Code, is amended by striking  
22      “the date of enactment of this section” and inserting “De-  
23      cember 18, 1991”.

24       (b) BASIC GRANT ELIGIBILITY.—Section 410(d) of  
25      such title is further amended—

1 (1) in paragraph (3)—

2 (A) by inserting “(A)” after “(3)”; and

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

4 “(B) A State shall be treated as having met the  
5 requirement of this paragraph if—

6 “(i) the State provides to the Secretary a  
7 written certification that the highest court of  
8 the State has issued a decision indicating that  
9 implementation of subparagraph (A) would con-  
10 stitute a violation of the constitution of the  
11 State; and

12 “(ii) the State demonstrates to the satis-  
13 faction of the Secretary—

14 “(I) that the alcohol fatal crash in-  
15 volvement rate in the State has decreased  
16 in each of the 3 most recent calendar years  
17 for which statistics for determining such  
18 rate are available; and

19 “(II) that the alcohol fatal crash in-  
20 volvement rate in the State has been lower  
21 than the average such rate for all States in  
22 each of such calendar years.”; and

23 (2) by adding at the end the following:

24 “(7) Any person under age 21 with a blood al-  
25 cohol concentration of 0.02 percent or greater when



1 driving a motor vehicle shall be deemed to be driving  
2 while intoxicated.”.

3 (c) SUPPLEMENTAL GRANTS.—Section 410(f) of  
4 such title is amended by striking paragraph (1) and redes-  
5 ignating paragraphs (2) through (7) as paragraphs (1)  
6 through (6), respectively.

7 **SEC. 315. SAFETY RESEARCH INITIATIVES.**

8 (a) OLDER DRIVERS AND OTHER SPECIAL USER  
9 GROUPS.—

10 (1) STUDY.—The Secretary shall conduct a  
11 study of technologies and practices to improve the  
12 driving performance of older drivers and other spe-  
13 cial user groups.

14 (2) DEMONSTRATION ACTIVITIES.—In conduct-  
15 ing the study under paragraph (1), the Secretary  
16 shall undertake demonstration activities which incor-  
17 porate and build upon gerontology research related  
18 to the study of the normal aging process. The Sec-  
19 retary shall initially implement such activities in  
20 those States which have the highest population of  
21 aging citizens for whom driving a motor vehicle is  
22 their primary mobility mode.

23 (3) COOPERATIVE AGREEMENT.—The Secretary  
24 shall carry out the study under paragraph (1) by en-  
25 tering into a cooperative agreement with an institu-

1       tion that has demonstrated competencies in geronto-  
2       logical research, population demographics, human  
3       factors related to transportation, and advanced tech-  
4       nology applied to transportation.

5       (b) WORK ZONE SAFETY.—In carrying out the work  
6       zone safety program established pursuant to section 1051  
7       of the Intermodal Surface Transportation Efficiency Act  
8       of 1991 (105 Stat. 2001), the Secretary shall utilize a va-  
9       riety of methods to increase safety at highway construc-  
10      tion sites, including each of the following:

11           (1) Conferences to explore new techniques and  
12           stimulate dialogue for improving work zone safety.

13           (2) Creation of a national clearinghouse to as-  
14           semble and disseminate, by electronic and other  
15           means, information relating to the improvement of  
16           work zone safety.

17           (3) A national promotional campaign in co-  
18           operation with the States to provide timely, site-spe-  
19           cific information to motorists when construction  
20           workers are actually present.

21       (c) RADIO AND MICROWAVE TECHNOLOGY FOR  
22       MOTOR VEHICLE SAFETY WARNING SYSTEM.—

23           (1) STUDY.—The Secretary shall conduct a  
24           study to develop and evaluate radio and microwave  
25           technology for a motor vehicle safety warning system

1 in furtherance of safety in all types of motor vehi-  
2 cles.

3 (2) EQUIPMENT.—Equipment developed under  
4 the study to be conducted under subsection (a) shall  
5 be directed toward, but not limited to, advance  
6 warning to operators of all types of motor vehicles  
7 of—

8 (A) temporary obstructions in a highway;

9 (B) poor visibility and highway surface  
10 conditions caused by adverse weather; and

11 (C) movement of emergency vehicles.

12 (3) SAFETY APPLICATIONS.—In conducting the  
13 study under subsection (a), the Secretary shall de-  
14 termine whether the technology described in this sec-  
15 tion has other appropriate safety applications.

16 **SEC. 316. PUBLIC TRANSIT VEHICLES EXEMPTION.**

17 Section 1023(h)(1) of the Intermodal Surface Trans-  
18 portation Efficiency Act of 1991 (23 U.S.C. 127 note) is  
19 amended—

20 (1) by striking “2-year” the first place it ap-  
21 pears and all that follows through “Act,” and insert-  
22 ing “period beginning on October 6, 1992, and end-  
23 ing on the date on which Federal-aid highway and  
24 transit programs are reauthorized after the date of

1 the enactment of the National Highway System Des-  
2 ignation Act of 1995,”; and

3 (2) by striking the second sentence.

4 **SEC. 317. CONGESTION MITIGATION AND AIR QUALITY IM-**  
5 **PROVEMENT PROGRAM.**

6 (a) AREAS ELIGIBLE FOR FUNDS.—

7 (1) IN GENERAL.—The first sentence of section  
8 149(b) of title 23, United States Code, is amend-  
9 ed—

10 (A) by inserting “for areas in the State  
11 that were designated as nonattainment areas  
12 under section 107(d) of the Clean Air Act (42  
13 U.S.C. 7407(d))” after “program” the first  
14 place it appears; and

15 (B) in paragraph (1)(A) by striking “con-  
16 tribute” and all that follows through “; or” and  
17 inserting the following: “contribute to—

18 “(i) the attainment of a national ambient  
19 air quality standard; or

20 “(ii) the maintenance of a national ambi-  
21 ent air quality standard in an area that was  
22 designated as a nonattainment area but that  
23 was later redesignated by the Administrator of  
24 the Environmental Protection Agency as an at-

1           tainment area under section 107(d) of the  
2           Clean Air Act (42 U.S.C. 7407(d)); or”.

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

5                   (A) in the second sentence, by striking “is  
6                   a nonattainment area (as defined in the Clean  
7                   Air Act) for ozone” and inserting “was a non-  
8                   attainment area (as defined in section 171(2) of  
9                   the Clean Air Act (42 U.S.C. 7501(2))) for  
10                  ozone during any part of fiscal year 1994”; and

11                  (B) in the third sentence—

12                          (i) by striking “is also” and inserting  
13                          “was also”; and

14                          (ii) by inserting “during any part of  
15                          fiscal year 1994” after “monoxide”.

16           (b) EFFECT OF LIMITATION ON APPORTIONMENT.—  
17           Notwithstanding any other law, for each of fiscal years  
18           1996 and 1997, any limitation under this section or an  
19           amendment made by this section on an apportionment  
20           otherwise authorized under section 1003(a)(4) of the  
21           Intermodal Surface Transportation Efficiency Act of 1991  
22           (105 Stat. 1919) shall not affect any hold harmless appor-  
23           tionment adjustment under section 1015(a) of such Act  
24           (105 Stat. 1943).

1 **SEC. 318. QUALITY IMPROVEMENT.**

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

5 “(e) LIFE-CYCLE COST ANALYSIS.—

6 “(1) ESTABLISHMENT.—The Secretary shall es-  
7 tablish a program to require States to conduct an  
8 analysis of the life-cycle costs of all projects on the  
9 National Highway System with an estimated total  
10 cost of \$25,000,000 or more.

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

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

21 “(f) VALUE ENGINEERING FOR NHS.—

22 “(1) REQUIREMENT.—The Secretary shall es-  
23 tablish a program to require States to carry out a  
24 value engineering analysis for all projects on the Na-  
25 tional Highway System with an estimated total cost  
26 of \$25,000,000 or more.

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

16 **SEC. 319. APPLICABILITY OF TRANSPORTATION CONFORM-**  
17 **ITY REQUIREMENTS.**

18       (a) HIGHWAY CONSTRUCTION.—Section 109(j) of  
19 title 23, United States Code, is amended by striking “plan  
20 for the implementation of any ambient air quality stand-  
21 ard for any air quality control region designated pursuant  
22 to the Clean Air Act, as amended.” and inserting the fol-  
23 lowing: “plan for—

24           “(1) the implementation of a national ambient  
25       air quality standard for which an area is designated

1 as a nonattainment area under section 107(d) of the  
2 Clean Air Act (42 U.S.C. 7407(d)); or

3 “(2) the maintenance of a national ambient air  
4 quality standard in an area that was designated as  
5 a nonattainment area but that was later redesign-  
6 nated by the Administrator as an attainment area  
7 for the standard and that is required to develop a  
8 maintenance plan under section 175A of the Clean  
9 Air Act (42 U.S.C. 7505a).”.

10 (b) CLEAN AIR ACT REQUIREMENTS.—Section  
11 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) is amend-  
12 ed by adding at the end the following:

13 “(5) APPLICABILITY.—This subsection shall  
14 apply only with respect to—

15 “(A) a nonattainment area and each spe-  
16 cific pollutant for which the area is designated  
17 as a nonattainment area; and

18 “(B) an area that was designated as a  
19 nonattainment area but that was later redesign-  
20 nated by the Administrator as an attainment  
21 area and that is required to develop a mainte-  
22 nance plan under section 175A with respect to  
23 the specific pollutant for which the area was  
24 designated nonattainment.”.



1 **SEC. 320. QUALITY THROUGH COMPETITION.**

2 (a) CONTRACTING FOR ENGINEERING AND DESIGN  
3 SERVICES.—Section 112(b)(2) of title 23, United States  
4 Code, is amended by adding at the end the following new  
5 subparagraphs:

6 “(C) PERFORMANCE AND AUDITS.—Any  
7 contract or subcontract awarded in accordance  
8 with subparagraph (A), whether funded in  
9 whole or in part with Federal-aid highway  
10 funds, shall be performed and audited in com-  
11 pliance with cost principles contained in the  
12 Federal acquisition regulations of part 31 of  
13 title 48 of the Code of Federal Regulations.

14 “(D) INDIRECT COST RATES.—Instead of  
15 performing its own audits, a recipient of funds  
16 under a contract or subcontract awarded in ac-  
17 cordance with subparagraph (A) shall accept in-  
18 direct cost rates established in accordance with  
19 the Federal acquisition regulations for 1-year  
20 applicable accounting periods by a cognizant  
21 Federal or State government agency, if such  
22 rates are not currently under dispute. Once a  
23 firm’s indirect cost rates are accepted, the re-  
24 cipient of such funds shall apply such rates for  
25 the purposes of contract estimation, negotia-  
26 tion, administration, reporting, and contract

1 payment and shall not be limited by administra-  
2 tive or de facto ceilings of any kind. A recipient  
3 of such funds requesting or using the cost and  
4 rate data described in this subparagraph shall  
5 notify any affected firm before such request or  
6 use. Such data shall be confidential and shall  
7 not be accessible or provided, in whole or in  
8 part, to another firm or to any government  
9 agency which is not part of the group of agen-  
10 cies sharing cost data under this subparagraph,  
11 except by written permission of the audited  
12 firm. If prohibited by law, such cost and rate  
13 data shall not be disclosed under any cir-  
14 cumstances.

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

1 (b) REPEAL OF PILOT PROGRAM.—Section 1092 of  
2 the Intermodal Surface Transportation Efficiency Act of  
3 1991 (23 U.S.C. 112 note; 105 Stat. 2024) is repealed.

4 **SEC. 321. APPLICABILITY OF CERTAIN VEHICLE WEIGHT**  
5 **LIMITATIONS IN WISCONSIN.**

6 Section 127 of title 23, United States Code, is  
7 amended by adding at the end the following:

8 “(f) OPERATION OF CERTAIN SPECIALIZED HAULING  
9 VEHICLES ON CERTAIN WISCONSIN HIGHWAYS.—If the  
10 104-mile portion of Wisconsin State Route 78 and United  
11 States Route 51 between Interstate Route 94 near Por-  
12 tage, Wisconsin, and Wisconsin State Route 29 south of  
13 Wausau, Wisconsin, is designated as part of the Interstate  
14 System under section 139(a), the single axle weight, tan-  
15 dem axle weight, gross vehicle weight, and bridge formula  
16 limits set forth in subsection (a) shall not apply to the  
17 104-mile portion with respect to the operation of any vehi-  
18 cle that could legally operate on the 104-mile portion be-  
19 fore the date of enactment of this subsection.”.

20 **SEC. 322. TREATMENT OF CENTENNIAL BRIDGE, ROCK IS-**  
21 **LAND, ILLINOIS, AGREEMENT.**

22 For purposes of section 129(a)(6) of title 23, United  
23 States Code, the agreement concerning the Centennial  
24 Bridge, Rock Island, Illinois, entered into under the Act  
25 entitled “An Act authorizing the city of Rock Island, Illi-

1 nois, or its assigns, to construct, maintain, and operate  
2 a toll bridge across the Mississippi River at or near Rock  
3 Island, Illinois, and to a place at or near the city of Dav-  
4 enport, Iowa'', approved March 18, 1938 (52 Stat. 110,  
5 chapter 48), shall be treated as if the agreement had been  
6 entered into under section 129 of title 23, United States  
7 Code, as in effect on December 17, 1991, and may be  
8 modified in accordance with section 129(a)(6) of the title.

9 **SEC. 323. METRIC REQUIREMENTS AND SIGNS.**

10 (a) PLACEMENT OF SIGNS.—Before September 30,  
11 1997, the Secretary may not require the States to expend  
12 any Federal or State funds to construct, erect, or other-  
13 wise place any sign relating to any speed limit, distance,  
14 or other measurement on any highway for the purpose of  
15 having such sign establish such speed limit, distance, or  
16 other measurement using the metric system.

17 (b) MODIFICATION OF SIGNS.—Before September 30,  
18 1997, the Secretary may not require the States to expend  
19 any Federal or State funds to modify any sign relating  
20 to any speed limit, any distance, or other measurement  
21 on any highway for the purpose of having such sign estab-  
22 lish such speed limit, distance, or measurement using the  
23 metric system.

24 (c) DEFINITIONS.—In this section, the following defi-  
25 nitions apply:

1           (1) HIGHWAY.—The term “highway” has the  
2           meaning such term has under section 101 of title  
3           23, United States Code.

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

8   **SEC. 324. ISTEА TECHNICAL CLARIFICATION.**

9           Section 131(s) of title 23, United States Code, is  
10          amended by striking the period at the end of the first sen-  
11          tence and inserting the following: “; except that nothing  
12          in this subsection or section 1047 of the Intermodal Sur-  
13          face Transportation Efficiency Act of 1991 shall restrict,  
14          or otherwise be applied by the Secretary to affect, the au-  
15          thority of a State under subsection (d) of this section with  
16          respect to commercial or industrial areas or the authority  
17          of a State under subsection (k) of this section to establish  
18          standards imposing stricter limitations than those estab-  
19          lished in this subsection.”.

20   **SEC. 325. METROPOLITAN PLANNING FOR HIGHWAY**  
21               **PROJECTS.**

22          Section 134(f) of title 23, United States Code, is  
23          amended by adding at the end the following:

24               “(16) Recreational travel and tourism.”.

1 **SEC. 326. NON-FEDERAL SHARE FOR CERTAIN TOLL**  
2 **BRIDGE PROJECTS.**

3 Section 144(l) of title 23, United States Code, is  
4 amended by adding at the end the following: “Any non-  
5 Federal funds expended for the seismic retrofit of the  
6 bridge may be credited toward the non-Federal share re-  
7 quired as a condition of receipt of any Federal funds for  
8 seismic retrofit of the bridge made available after the date  
9 of the expenditure.”.

10 **SEC. 327. DISCOVERY AND ADMISSION AS EVIDENCE OF**  
11 **CERTAIN REPORTS AND SURVEYS.**

12 Section 409 of title 23, United States Code, is  
13 amended by inserting “or collected” after “compiled”.

14 **SEC. 328. NATIONAL RECREATIONAL TRAILS.**

15 (a) STATE ELIGIBILITY.—Section 1302(c) of the  
16 Intermodal Surface Transportation Efficiency Act of 1991  
17 (33 U.S.C. 1261(c)) is amended—

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

20 (2) in paragraph (2) by striking subparagraph  
21 (B) and redesignating subparagraphs (C) and (D)  
22 as subparagraphs (B) and (C), respectively; and

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

24 “(3) SIXTH YEAR PROVISION.—On and after  
25 the date that is 5 years after the date of the enact-  
26 ment of this part, a State shall be eligible to receive

1       moneys under this part in a fiscal year only if the  
2       State agrees to expend from non-Federal sources for  
3       carrying out projects under this part an amount  
4       equal to 20 percent of the amount received by the  
5       State under this part in such fiscal year.”.

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

8               (1) by striking “and” at the end of subpara-  
9       graph (C);

10              (2) by redesignating subparagraph (D) as sub-  
11       paragraph (E); and

12              (3) by inserting after subparagraph (C) the fol-  
13       lowing:

14                       “(D) contracting for services with other  
15       land management agencies; and”.

16       (c) ENVIRONMENTAL MITIGATION.—

17              (1) IN GENERAL.—Section 1302(e) of such Act  
18       (33 U.S.C. 1261(e)) is amended—

19                      (A) by redesignating paragraphs (5), (6),  
20       (7), and (8) as paragraphs (6), (7), (8), and  
21       (9), respectively; and

22                      (B) by inserting after paragraph (4) the  
23       following:

24                               “(5) ENVIRONMENTAL MITIGATION.—

1           “(A) REQUIREMENT.—To the extent prac-  
 2           ticable and consistent with other requirements  
 3           of this section, in complying with paragraph  
 4           (4), a State shall give priority to project propos-  
 5           als which provide for the redesign, reconstruc-  
 6           tion, nonroutine maintenance, or relocation of  
 7           trails in order to mitigate and minimize the im-  
 8           pact to the natural environment.

9           “(B) COMPLIANCE.—The State shall re-  
 10          ceive guidance for determining compliance with  
 11          subparagraph (A) from the recreational trail  
 12          advisory board satisfying the requirements of  
 13          subsection (c)(2)(A).”.

14          (2) CONFORMING AMENDMENT.—Section  
 15          1302(e)(4) of such Act (33 U.S.C. 1261(e)(4)) is  
 16          amended by striking “paragraphs (6) and (8)(B)”  
 17          and inserting “paragraphs (7) and (9)(B)”.

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

20               (1) by striking “(7) SMALL STATE EXCLU-  
 21               SION.—” and inserting the following:

22                       “(7) EXCLUSIONS.—

23                               “(A) SMALL STATE.—”;

24               (2) by moving the text of subparagraph (A), as  
 25               designated by paragraph (1), 2 ems to the right; and



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

2 “(B) BEST INTEREST OF A STATE.—Any  
3 State which determines based on trail needs  
4 identified in its State Comprehensive Outdoor  
5 Recreation Plan that it is in the best interest  
6 of the State to be exempt from the require-  
7 ments of paragraph (4) may apply to the Sec-  
8 retary for such an exemption. Before approving  
9 or disapproving an application for such an ex-  
10 emption, the Secretary shall publish in the Fed-  
11 eral Register notice of receipt of the application  
12 and provide an opportunity for public comment  
13 on the application.”.

14 (e) RETURN OF MONEYS NOT EXPENDED.—Section  
15 1302(e)(9) of such Act, as redesignated by subsection (c),  
16 is amended—

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

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

21 (f) ADVISORY COMMITTEE.—Section 1303(b) of such  
22 Act (16 U.S.C. 1262(b)) is amended—

23 (1) by striking “11 members” and inserting  
24 “12 members”;

1           (2) by redesignating paragraphs (2), (3), and  
2           (4) as paragraphs (3), (4), and (5), respectively; and  
3           (3) by inserting after paragraph (1) the follow-  
4           ing:  
5           “(2) 1 member appointed by the Secretary rep-  
6           resenting individuals with disabilities;”.

7   **SEC. 329. IDENTIFICATION OF HIGH PRIORITY CORRIDORS.**

8           (a) IN GENERAL.—Section 1105(c) of the Intermodal  
9   Surface Transportation Efficiency Act of 1991 (105 Stat.  
10 2032) is amended—

11           (1) by striking paragraph (5) and inserting the  
12           following:

13           “(5)(A) I–73/74 North-South Corridor from  
14           Charleston, South Carolina, through Winston-Salem,  
15           North Carolina, to Portsmouth, Ohio, to Cincinnati,  
16           Ohio, to termini at Detroit, Michigan and Sault Ste.  
17           Marie, Michigan.

18           “(B)(i) In the Commonwealth of Virginia, the  
19           Corridor shall generally follow—

20           “(I) United States Route 220 from the  
21           Virginia-North Carolina border to I–581 south  
22           of Roanoke;

23           “(II) I–581 to I–81 in the vicinity of Roa-  
24           noke;

1           “(III) I-81 to the proposed highway to  
2           demonstrate intelligent transportation systems  
3           authorized by item 29 of the table in section  
4           1107(b) in the vicinity of Christiansburg to  
5           United States Route 460 in the vicinity of  
6           Blacksburg; and

7           “(IV) United States Route 460 to the  
8           West Virginia State line.

9           “(ii) In the States of West Virginia, Kentucky,  
10          and Ohio, the Corridor shall generally follow—

11           “(I) United States Route 460 from the  
12           West Virginia State line to United States Route  
13           52 at Bluefield, West Virginia; and

14           “(II) United States Route 52 to United  
15           States Route 23 at Portsmouth, Ohio.

16           “(iii) In the States of North Carolina and  
17          South Carolina, the Corridor shall generally follow—

18           “(I) in the case of I-73—

19           “(aa) United States Route 220 from  
20           the Virginia State line to State Route 68  
21           in the vicinity of Greensboro;

22           “(bb) State Route 68 to I-40;

23           “(cc) I-40 to United States Route  
24           220 in Greensboro;

1 “(dd) United States Route 220 to  
2 United States Route 1 near Rockingham;

3 “(ee) United States Route 1 to the  
4 South Carolina State line; and

5 “(ff) South Carolina State line to  
6 Charleston, South Carolina; and

7 “(II) in the case of I-74—

8 “(aa) I-77 from Bluefield, West Vir-  
9 ginia, to the junction of I-77 and the  
10 United States Route 52 connector in Surry  
11 County, North Carolina;

12 “(bb) the I-77/United States Route  
13 52 connector to United States Route 52  
14 south of Mount Airy, North Carolina;

15 “(cc) United States Route 52 to Unit-  
16 ed States Route 311 in Winston-Salem,  
17 North Carolina;

18 “(dd) United States Route 311 to  
19 United States Route 220 in the vicinity of  
20 Randleman, North Carolina.

21 “(ee) United States Route 220 to  
22 United States Route 74 near Rockingham;

23 “(ff) United States Route 74 to Unit-  
24 ed States Route 76 near Whiteville;

1 “(gg) United States Route 74/76 to  
2 the South Carolina State line in Brunswick  
3 County; and

4 “(hh) South Carolina State line to  
5 Charleston, South Carolina.”;

6 (2) in paragraph (18)—

7 (A) by striking “and”;

8 (B) by inserting “Arkansas,” after “Ten-  
9 nessee,”; and

10 (C) by inserting before the period at the  
11 end the following: “, and to the Lower Rio  
12 Grande Valley at the border between the United  
13 States and Mexico”; and

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

15 “(22) The Alameda Transportation Corridor  
16 along Alameda Street from the entrance to the ports  
17 of Los Angeles and Long Beach to Interstate 10,  
18 Los Angeles, California.

19 “(23) The Interstate Route 35 Corridor from  
20 Laredo, Texas, through Oklahoma City, Oklahoma,  
21 to Wichita, Kansas, to Kansas City, Kansas/Mis-  
22 souri, to Des Moines, Iowa, to Minneapolis, Min-  
23 nesota, to Duluth, Minnesota.

24 “(24) The Dalton Highway from Deadhorse,  
25 Alaska to Fairbanks, Alaska.”.

1 (b) INCLUSION OF CERTAIN ROUTE SEGMENTS ON  
 2 INTERSTATE SYSTEM.—Section 1105(e) of such Act (105  
 3 Stat. 2033) is amended by adding at the end the following:

4 “(5) INCLUSION OF CERTAIN ROUTE SEGMENTS  
 5 ON INTERSTATE SYSTEM.—Where not a part of the  
 6 Interstate System, the routes referred to in clauses  
 7 (i), (ii), and (iii) of subsection (c)(5)(B) (other than  
 8 the portion located in the State of West Virginia),  
 9 in subsection (c)(9), and in subsections (c)(18) and  
 10 (c)(20) are hereby designated future parts of the  
 11 Interstate System. Any segment of such routes shall  
 12 become a part of the Interstate System at such time  
 13 as the Secretary determines that the segment—

14 “(A) meets the Interstate System design  
 15 standards approved by the Secretary under sec-  
 16 tion 109(b) of title 23, United States Code; and

17 “(B) connects to an existing Interstate  
 18 System segment and functions as a safe and us-  
 19 able segment.”.

20 **SEC. 330. HIGH PRIORITY CORRIDOR FEASIBILITY STUDIES.**

21 (a) EVACUATION ROUTES FOR LOUISIANA COASTAL  
 22 AREAS.—Section 1105(e)(2) of the Intermodal Surface  
 23 Transportation Efficiency Act of 1991 (105 Stat. 2033)  
 24 is amended by adding at the end the following new sen-  
 25 tence: “A feasibility study may be conducted under this

1 subsection to identify routes that will expedite future  
2 emergency evacuations of coastal areas of Louisiana.”.

3 (b) EAST-WEST TRANSAMERICA CORRIDOR.—With  
4 amounts available to the Secretary under section 1105(h)  
5 of the Intermodal Surface Transportation Efficiency Act  
6 of 1991, the Secretary in cooperation with the States of  
7 Virginia and West Virginia shall conduct a study to deter-  
8 mine the feasibility of establishing a route for the East-  
9 West Transamerica Corridor (designated pursuant to sec-  
10 tion 1105(c)(3) of such Act) from Beckley, West Virginia,  
11 utilizing a corridor entering Virginia near the city of Cov-  
12 ington then moving south from the Allegheny Highlands  
13 to serve Roanoke and continuing east to Lynchburg. From  
14 there such route would continue across Virginia to the  
15 Hampton Roads-Norfolk area.

16 **SEC. 331. HIGH COST BRIDGE PROJECTS.**

17 The table contained in section 1103(b) of the Inter-  
18 modal Surface Transportation Efficiency Act of 1991  
19 (105 Stat. 2027–2028) is amended—

20 (1) in item number 5, relating to Gloucester  
21 Point, Virginia, by inserting after “York River” the  
22 following: “and for repair, strengthening, and reha-  
23 bilitation of the existing bridge”; and

1           (2) in item number 10, relating to Shakopee,  
2       Minnesota, by inserting “project, including the by-  
3       pass of” after “replacement”.

4   **SEC. 332. CONGESTION RELIEF PROJECTS.**

5       The table contained in section 1104(b) of the Inter-  
6   modal Surface Transportation Efficiency Act of 1991  
7   (105 Stat. 2029–2031) is amended—

8           (1) in item number 1, relating to Long Beach,  
9       California, by striking “HOV Lanes on” and insert-  
10      ing “Downtown Long Beach access ramps into the  
11      southern terminus of”;

12          (2) in item number 10, relating to San Diego,  
13      California, by striking “1 block of Cut and Cover  
14      Tunnel on Rt. 15” and inserting “bridge decking on  
15      Route 15”;

16          (3) in item number 23, relating to Tucson, Ari-  
17      zona, by inserting “, of which a total of \$3,609,620  
18      shall be available for the project authorized by item  
19      number 74 of the table contained in section  
20      1106(b)” after “in Tuscon, Arizona”; and

21          (4) in item number 43, relating to West Vir-  
22      ginia, by striking “Coal Fields” and inserting “Coal-  
23      fields”.



1 **SEC. 333. HIGH PRIORITY CORRIDORS ON NATIONAL HIGH-**  
2 **WAY SYSTEM.**

3 Section 1105(c)(3) of the Intermodal Surface Trans-  
4 portation Efficiency Act of 1991 (105 Stat. 2032) is  
5 amended by inserting before the period at the end the fol-  
6 lowing: “commencing on the Atlantic Coast in the Hamp-  
7 ton Roads-Norfolk area going westward across Virginia to  
8 a West Virginia corridor centered around Beckley to  
9 Welch as part of the Coalfields Expressway described in  
10 section 1069(v), then to Williamson sharing a common  
11 corridor with the I-73/74 Corridor (referred to in item 12  
12 of the table contained in subsection (f)), then to a Ken-  
13 tucky Corridor centered on the cities of Pikeville, Jenkins,  
14 Hazard, London, Somerset, Columbia, Bowling Green,  
15 Hopkinsville, Benton, and Paducah, into Illinois, and into  
16 Missouri and exiting Western Missouri and entering the  
17 southeast corner of Colorado. From there, entering New  
18 Mexico in the mid-northerly region to go on westerly along  
19 the northern sections of both New Mexico and Arizona  
20 continuing through Utah and then southern Nevada,  
21 through the mid to southern California area to connect  
22 with the Pacific Coast.”.

23 **SEC. 334. 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 up to  
4 \$11,000,000 for”; and

5 (2) in item number 26, relating to Indiana,  
6 Kentucky, Tennessee, by striking “Newberry” and  
7 inserting “Evansville”.

8 **SEC. 335. RURAL ACCESS PROJECTS.**

9 The table contained in section 1106(a)(2) of the  
10 Intermodal Surface Transportation Efficiency Act of 1991  
11 (105 Stat. 2037–2042) is amended—

12 (1) in item number 34, relating to Illinois, by  
13 striking “Resurfacing” and all that follows through  
14 “Omaha” and inserting “Bel-Air Road improvement  
15 from south of Carmi to State Route 141 in south-  
16 eastern White County”;

17 (2) in item number 52, relating to Bedford  
18 Springs, Pennsylvania, by striking “and Hunting-  
19 ton” and inserting “Franklin, and Huntingdon”;

20 (3) in item number 61, relating to Lubbock,  
21 Texas, by striking “with Interstate 20” and insert-  
22 ing “with Interstate 10 through Interstate 20 and  
23 Interstate 27 north of Amarillo to the Texas/Okla-  
24 homa border”;

1           (4) in item number 71, relating to Chautauqua  
2     County, New York, by inserting “and other improve-  
3     ments” after “expressway lanes”;

4           (5) in item number 75, relating to Pennsylva-  
5     nia, by striking “Widen” and all that follows  
6     through “lanes” and inserting “Road improvements  
7     on a 14-mile segment of U.S. Route 15 in Lycoming  
8     County, Pennsylvania”;

9           (6) in item number 93, relating to New Mexico,  
10    by striking “Raton-Clayton Rd., Clayton, New Mex-  
11    ico” and inserting “U.S. Rt. 64/87 from Raton, New  
12    Mexico, through Clayton to the Texas-New Mexico  
13    State line”; and

14          (7) in item number 111, relating to Parker  
15    County, Texas (SH199)—

16                (A) by striking “Parker County” and in-  
17                serting “Parker and Tarrant Counties”; and

18                (B) by striking “to four-” and inserting  
19                “in Tarrant County, to freeway standards and  
20                in Parker County to a 4-”.

21   **SEC. 336. URBAN ACCESS AND MOBILITY PROJECTS.**

22       The table contained in section 1106(b)(2) of the  
23   Intermodal Surface Transportation Efficiency Act of 1991  
24   (105 Stat. 2043–2047) is amended—

1           (1) in item number 13, relating to Joliet, Illi-  
2           nois, by striking “and construction and interchange  
3           at Houbolt Road and I-80”;

4           (2) in item number 36, relating to Compton,  
5           California, by striking “For a grade” and all that  
6           follows through “Corridor” and inserting “For grade  
7           separations and other improvements in the city of  
8           Compton, California”; and

9           (3) in item number 52, relating to Chicago, Illi-  
10          nois, by striking “Right-of-way” and all that follows  
11          through “Connector)” and inserting “Reconstruct  
12          the Michigan Avenue viaduct.”.

13   **SEC. 337. INNOVATIVE PROJECTS.**

14          The table contained in section 1107(b) of the Inter-  
15          modal Surface Transportation Efficiency Act of 1991  
16          (105 Stat. 2048–2059) is amended—

17               (1) in item 19, relating to Water Street, Penn-  
18          sylvania—

19                       (A) by striking “Water Street,”; and

20                       (B) by inserting “, or other projects in the  
21                       counties of Bedford, Blair, Centre, Franklin,  
22                       and Huntingdon as selected by the State of  
23                       Pennsylvania” after “Pennsylvania” the second  
24                       place it appears;

1           (2) in item 20, relating to Holidaysburg, Penn-  
2       sylvania—

3                 (A) by striking “Holidaysburg,” the first  
4       place it appears; and

5                 (B) by inserting “, or other projects in the  
6       counties of Bedford, Blair, Centre, Franklin,  
7       and Huntingdon as selected by the State of  
8       Pennsylvania” after “Pennsylvania” the second  
9       place it appears;

10           (3) in item number 24, relating to Pennsylva-  
11       nia, by inserting after “line” the following: “and for  
12       the purchase, rehabilitation, and improvement of any  
13       similar existing facility within a 150-mile radius of  
14       such project, as selected by the State of Pennsylva-  
15       nia”;

16           (4) in item number 29, relating to Blacksburg,  
17       Virginia, by inserting “methods of facilitating public  
18       and private participation in” after “demonstrate”;

19           (5) in item number 35, relating to Alabama, by  
20       striking “to bypass” and all that follows through “I-  
21       85” and inserting “beginning on U.S. Route 80 west  
22       of Montgomery, Alabama, and connecting to I-65  
23       south of Montgomery and I-85 east of Montgom-  
24       ery”;

1           (6) in item number 52, relating to Pennsylva-  
2       nia, by striking “2” and all that follows through  
3       “Pennsylvania” and inserting “or rehabilitate (or  
4       both) highway and transportation infrastructure  
5       projects within 30 miles of I-81 or I-80 in north-  
6       eastern Pennsylvania”;

7           (7) in item number 61, relating to Mojave, Cali-  
8       fornia, by striking “Mojave” and inserting  
9       “Victorville” and by inserting “Mojave” after “re-  
10      construct”;

11          (8) in item number 76, relating to Tennessee by  
12      inserting “Improved access to” before “I-81” and  
13      striking “Interchange” and inserting after “Ten-  
14      nessee” the following: “via improvements at I-181/  
15      Eastern Star Road and I-81/Kendrick Creek Road”;

16          (9) in item number 100, relating to Arkansas,  
17      by striking “Thornton” and inserting “Little Rock”;

18          (10) in item number 113, relating to Durham  
19      County, North Carolina, by inserting after “Route  
20      147” the following: “, including the interchange at  
21      I-85”;

22          (11) in item number 114, relating to Corpus  
23      Christi to Angleton, Texas, by striking “Construct  
24      new multi-lane freeway” and inserting “Construct a  
25      4-lane divided highway”;

1 (12) in item number 193, relating to Corning,  
 2 New York, by inserting “and other improvements”  
 3 after “expressway lanes”; and

4 (13) in item 196, relating to Orlando, Flor-  
 5 ida—

6 (A) by striking “Orlando,”; and

7 (B) by striking “Land” and all that fol-  
 8 lows through “project” and inserting “One or  
 9 more regionally significant, intercity ground  
 10 transportation projects”.

11 **SEC. 338. INTERMODAL PROJECTS.**

12 Item number 51 of the table contained in section  
 13 1108(b) of the Intermodal Surface Transportation Effi-  
 14 ciency Act of 1991 (105 Stat. 2060–2063; relating to  
 15 Long Beach, California) is amended by inserting “(includ-  
 16 ing a grade separation project for the Los Alamitos traffic  
 17 circle at Lakewood Boulevard and Pacific Coast High-  
 18 way)” after “Access”.

19 **SEC. 339. MISCELLANEOUS REVISIONS TO SURFACE TRANS-**  
 20 **PORTATION AND UNIFORM RELOCATION AS-**  
 21 **SISTANCE ACT OF 1987.**

22 (a) CALIFORNIA.—Section 149(a)(69) of the Surface  
 23 Transportation and Uniform Relocation Assistance Act of  
 24 1987 (101 Stat. 191), relating to Burbank-Glendale-Pasa-  
 25 dena Airport, California, is amended—

1 (1) in the first sentence by striking “highway”;

2 (2) in the first sentence by striking “and con-  
3 struction of terminal and parking facilities at such  
4 airport”; and

5 (3) by striking “by making” in the second sen-  
6 tence and all that follows through the period at the  
7 end of such sentence and inserting the following: “by  
8 preparing a feasibility study and conducting prelimi-  
9 nary engineering, design, and construction of a link  
10 between such airport and the commuter rail system  
11 that is being developed by the Los Angeles County  
12 Metropolitan Transportation Authority.”.

13 (b) LOUISIANA.—

14 (1) RURAL ACCESS PROJECT.—

15 (A) RESCISSION.—Effective October 1,  
16 1995, the unobligated balances on September  
17 30, 1995, of funds made available for section  
18 149(a)(87) of the Surface Transportation and  
19 Uniform Relocation Assistance Act of 1987  
20 (101 Stat. 194; relating to West Calcasieu Par-  
21 ish, Louisiana) are hereby rescinded.

22 (B) FUNDING.—Item number 17 of the  
23 table contained in section 1106(a)(2) of the  
24 Intermodal Surface Transportation Efficiency  
25 Act of 1991 (105 Stat. 2038), relating to Lake



1 Charles, Louisiana, is amended by striking  
2 “4.1” and inserting “8.8”.

3 (2) I-10 EXIT RAMP AND OTHER PROJECTS.—  
4 Section 149(a)(89) of the Surface Transportation  
5 and Uniform Relocation Assistance Act of 1987  
6 (101 Stat. 191) is amended—

7 (A) by inserting “AND LAKE CHARLES”  
8 after “LAFAYETTE” in the paragraph heading;  
9 and

10 (B) by inserting before the period at the  
11 end “and, of amounts made available to carry  
12 out this paragraph, may use up to \$456,022 to  
13 carry out a comprehensive transportation and  
14 land use plan for Lafayette, Louisiana,  
15 \$1,000,000 to carry out a project to construct  
16 an exit ramp from the eastbound side of Inter-  
17 state Route I-10 to Ryan Street in Lake  
18 Charles, Louisiana, and \$269,661 under this  
19 paragraph for projects described in section  
20 149(a)(90)”.

21 (3) CONTRABAND BRIDGE.—Section 149(a)(90)  
22 of such Act (101 Stat. 191) is amended—

23 (A) by inserting “AND LAKE CHARLES”  
24 after “LAFAYETTE” in the paragraph heading;  
25 and

1 (B) by inserting “and a project to con-  
2 struct the Contraband Bridge portion of the  
3 Nelson Access Road Project” before the period  
4 at the end.

5 (c) PENNSYLVANIA.—Section 149(a)(74) of the Sur-  
6 face Transportation and Uniform Relocation Assistance  
7 Act of 1987 (101 Stat. 192) is amended by inserting be-  
8 fore the period at the end the following: “and other  
9 projects in the counties of Bedford, Blair, Centre, Frank-  
10 lin, and Huntingdon, Pennsylvania”.

11 (d) MARYLAND.—Section 149(a)(92) of such Act  
12 (101 Stat. 194) is amended—

13 (1) by striking “UNITED STATES ROUTE 48”  
14 AND INSERTING “WASHINGTON AND FREDERICK  
15 COUNTIES”; and

16 (2) by inserting “and to construct an inter-  
17 change between Interstate Route I-70 and Inter-  
18 state Route I-270 in Frederick County, Maryland”  
19 after “Mountain Road”.

20 (e) SECTION 317.—Section 317(b) of such Act (49  
21 U.S.C. App. 1608 note; 101 Stat. 233) is amended—

22 (1) in paragraphs (2) and (3) by inserting “or  
23 cooperative agreement” after “contract” each place  
24 it appears; and

25 (2) by adding at the end the following:

1           “(7) CONVERSION OF CONTRACTS.—The Sec-  
2       retary may convert existing contracts entered into  
3       under this subsection into cooperative agreements.”.

4   **SEC. 340. ELIGIBILITY.**

5       (a) EXISTING PROJECT.—Section 108(b) of the Fed-  
6       eral-Aid Highway Act of 1956 (23 U.S.C. 101 note) is  
7       amended—

8           (1) by striking “(1)” before “such costs may be  
9       further”; and

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

13       (b) OTHER EXISTING PROJECTS.—

14          (1) RECONSTRUCTION AND WIDENING.—The  
15       project authorized by section 162 of the Surface  
16       Transportation Assistance Act of 1982 (96 Stat.  
17       2136) shall include reconstruction and widening to 6  
18       lanes of existing Interstate Route 95 and of the  
19       Pennsylvania Turnpike from United States Route 1  
20       to the junction with the New Jersey Turnpike.

21          (2) FEDERAL SHARE.—Notwithstanding any  
22       other provision of law, the Federal share payable on  
23       account of the project referred to in paragraph (1),  
24       including the additional through roadway and bridge

1 travel lanes, shall be 90 percent of the cost of the  
2 project.

3 (3) TOLLS.—Notwithstanding section 301 of  
4 title 23, United States Code, the project for con-  
5 struction of an interchange between the Pennsylva-  
6 nia Turnpike and Interstate Route 95, including the  
7 widening of the Pennsylvania Turnpike, shall be  
8 treated as a reconstruction project described in sec-  
9 tion 129(a)(1)(B) of such title and tolls may be con-  
10 tinued on all traffic on the Pennsylvania Turnpike  
11 between United States Route 1 and the New Jersey  
12 Turnpike.

13 (c) TYPE II NOISE BARRIERS.—No funds made  
14 available out of the Highway Trust Fund may be used  
15 to construct Type II noise barriers (as defined by section  
16 772.5(i) of title 23, Code of Federal Regulations) pursu-  
17 ant to sections 109 (h) and (i) of title 23, United States  
18 Code if such barriers were not part of a project approved  
19 by the Secretary before the date of the enactment of this  
20 Act.

21 **SEC. 341. ORANGE COUNTY, CALIFORNIA, TOLL ROADS.**

22 The Secretary shall enter into an agreement modify-  
23 ing the agreement entered into pursuant to section 339  
24 of the Department of Transportation and Related Agen-  
25 cies Appropriations Act, 1993 (Public Law 102–338) to

1 conform such agreement to the provisions of section 336  
2 of the Department of Transportation and Related Agen-  
3 cies Appropriations Act, 1995 (Public Law 103-331).  
4 Nothing in this section shall be construed to change the  
5 amount of the previous appropriation in such section 339,  
6 and the line of credit provided for shall not exceed an  
7 amount supported by the previous appropriation. In imple-  
8 menting such sections 336 and 339, the Secretary may  
9 enter into an agreement requiring an interest rate that  
10 is higher than the rate specified in such sections.

11 **SEC. 342. MISCELLANEOUS STUDIES.**

12 (a) PAN AMERICAN HIGHWAY.—

13 (1) STUDY.—The Secretary shall conduct a  
14 study on the adequacy of and the need for improve-  
15 ments to the Pan American Highway.

16 (2) ELEMENTS.—The study to be conducted  
17 under paragraph (1) shall include, at a minimum,  
18 the following elements:

19 (A) Findings on the benefits of construct-  
20 ing a highway at Darien Gap, Panama and Co-  
21 lombia.

22 (B) Recommendations for a self-financing  
23 arrangement for completion and maintenance of  
24 the Pan American Highway.

1 (C) Recommendations for establishing a  
2 Pan American highway authority to monitor fi-  
3 nancing, construction, maintenance, and oper-  
4 ations of the Pan American Highway.

5 (D) Findings on the benefits to trade and  
6 prosperity of a more efficient Pan American  
7 Highway.

8 (E) Findings on the benefits to United  
9 States industry through the use of United  
10 States technology and equipment in construc-  
11 tion of improvements to the Pan American  
12 Highway.

13 (F) Findings on environmental consider-  
14 ations, including environmental considerations  
15 relating to the Darien Gap.

16 (3) REPORT.—Not later than 2 years after the  
17 date of the enactment of this Act, the Secretary  
18 shall transmit to Congress a report on the results of  
19 the study conducted under this subsection.

20 (b) HIGHWAY SIGNS FOR NATIONAL HIGHWAY SYS-  
21 TEM.—The Secretary shall conduct a study to determine  
22 the cost, need, and efficacy of establishing a highway sign  
23 for identifying routes on the National Highway System.  
24 In conducting such study, the Secretary shall make a de-

1 termination concerning whether to identify National High-  
 2 way System route numbers.

3 **SEC. 343. COLLECTION OF BRIDGE TOLLS.**

4 Notwithstanding any other provisions of law, tolls col-  
 5 lected for motor vehicles on any bridge connecting the bor-  
 6 oughs of Brooklyn, New York, and Staten Island, New  
 7 York, shall continue to be collected for only those vehicles  
 8 exiting from such bridge in Staten Island.

9 **SEC. 344. NATIONAL DRIVER REGISTER.**

10 Section 30308(a) of title 49, United States Code, is  
 11 amended by striking “and \$2,550,000 for fiscal year  
 12 1995” and inserting “and \$2,550,000 for each of fiscal  
 13 years 1995 and 1996”.

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