

“(d) REPORT TO CONGRESS.—

“(1) IN GENERAL.—Not later than December 31, 2003, the Secretary shall submit a report to Congress on the results of the program.

“(2) CONTENTS.—The report shall include—  
“(A) detailed travel and accident data by class of vehicle and roadway; and

“(B) an evaluation of the extent to which specific safety design features and accident countermeasures have resulted in lower accident rates, including reduced severity of injuries.

“(e) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out this section \$150,000,000 for fiscal year 1998, \$125,000,000 for fiscal year 1999, \$125,000,000 for fiscal year 2000, \$100,000,000 for fiscal year 2001, \$100,000,000 for fiscal year 2002, and \$100,000,000 for fiscal year 2003.”.

(b) CONFORMING AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“162. Rural 2-lane highway safety program.”.  
AMENDMENT NO. 1521

At the appropriate place in the bill add the following new language:

**SECTION . SHORT TITLE.**

This amendment may be cited as the “Highway Safety Priority Act”.

**SEC. . SAFETY OF FEDERAL-AID HIGHWAYS.**

(a) APPROVAL OF 3R PROJECTS ON NATIONAL HIGHWAY SYSTEM.—Section 106(b)(1) of title 23, United States Code, is amended by inserting before the period at the end the following: “and includes the use of full-width lanes and shoulders”.

(b) STANDARDS.—Section 109 of title 23, United States Code, is amended—

(1) in subsection (c), by adding at the end the following:

“(3) SAFETY.—To the maximum extent practicable, a design described in paragraph (1) shall include the use of full-width lanes and shoulders to enhance highway and bridge safety.”; and

(2) in subsection (p), by adding at the end the following: “The laws (including regulations, directives, and standards) shall ensure appropriate roadside safety improvements, lane and shoulder widening, alignment and sight distance improvements, and conspicuous traffic control devices and pavement markings.”.

(c) CERTIFICATION ACCEPTANCE.—Section 117(b) of title 23, United States Code, is amended by inserting before the period at the end the following: “, including standards that preserve and enhance the safety and mobility of highway users”.

(d) SET ASIDE FOR 4R PROJECTS.—Section 118(c)(2)(B) of title 23, United States Code, is amended by inserting before the period at the end the following: “and that improves safety while reducing congestion”.

(e) METROPOLITAN PLANNING.—Section 134 of title 23, United States Code, is amended—

(1) in the first sentence of subsection (a), by inserting “safety and” after “maximize”;

(2) in subsection (f)—

(A) in paragraph (1), by inserting “safety and” after “more”;

(B) by redesignating paragraphs (4) through (16) as paragraphs (5) through (17), respectively;

(C) by inserting after paragraph (3) the following:

“(4) The need to prevent accidents involving rail and road users, including bicyclists, pedestrians, and motor vehicles, and to reduce the frequency and severity of such accidents.”;

(D) in paragraph (12) (as redesignated by subparagraph (B)), by inserting “safe and” after “enhance the”; and

(E) in paragraph (14) (as redesignated by subparagraph (B)), by inserting “safety,” after “economic.”; and

(3) in subsection (g)(2)(C)—

(A) in clause (i), by inserting “and safety” after “operational”; and

(B) in clause (ii), by inserting “safety and” after “maximize the”.

**THE EXTRADITION TREATIES INTERPRETATION ACT OF 1997**

**HELMS (AND BIDEN) AMENDMENT NO. 1523**

Mr. LOTT (for Mr. HELMS, for himself and Mr. BIDEN) proposed an amendment to the bill (S. 1266) to interpret the term “kidnapping” in extradition treaties to which the United States is a party; as follows:

Strike all after the enacting clause and insert the following:

**SECTION 1. SHORT TITLE.**

This Act may be cited as the “Extradition Treaties Interpretation Act of 1997”.

**SEC. 2. FINDINGS.**

Congress finds that—

(1) each year, several hundred children are kidnapped by a parent in violation of law, court order, or legally binding agreement and brought to, or taken from, the United States;

(2) until the mid-1970’s, parental abduction generally was not considered a criminal offense in the United States;

(3) since the mid-1970’s, United States criminal law has evolved such that parental abduction is now a criminal offense in each of the 50 States and the District of Columbia;

(4) in enacting the International Parental Kidnapping Crime Act of 1993 (Public Law 103-173; 107 Stat. 1998; 18 U.S.C. 1204), Congress recognized the need to combat parental abduction by making the act of international parental kidnapping a Federal criminal offense;

(5) many of the extradition treaties to which the United States is a party specifically list the offenses that are extraditable and use the word “kidnapping”, but it has been the practice of the United States not to consider the term to include parental abduction because these treaties were negotiated by the United States prior to the development in United States criminal law described in paragraphs (3) and (4);

(6) the more modern extradition treaties to which the United States is a party contain dual criminality provisions, which provide for extradition where both parties make the offense a felony; and therefore it is the practice of the United States to consider such treaties to include parental abduction if the other foreign state party also considers the act of parental abduction to be a criminal offense; and

(7) this circumstance has resulted in a disparity in United States extradition law which should be rectified to better protect the interests of children and their parents.

**SEC. 3. INTERPRETATION OF EXTRADITION TREATIES.**

For purposes of any extradition treaty to which the United States is a party, Congress authorizes the interpretation of the terms “kidnapping” and “kidnapping” to include parental kidnapping.

**THE INTERMODAL TRANSPORTATION ACT OF 1997**

**DOMENICI (AND CHAFEE) AMENDMENT NO. 1522**

Mr. DOMENICI (for himself and Mr. CHAFEE) submitted an amendment in-

tended to be proposed by them to the bill S. 1173, supra; as follows:

At the appropriate place, add the following:

**TITLE III—ADDITIONAL FUNDING**

**SEC. 3001. ADDITIONAL FUNDING.**

(a) HIGHWAYS.—

(1) APPORTIONMENT.—For each of fiscal years 1999 through 2003, the following additional amounts shall be apportioned among the States so that each State’s percentage of the remainder for a fiscal year is equal to the State’s percentage of the sum of—

(A) the total apportionments made under section 1102 and the amendments made by section 1102; and

(B) the total amounts made available for metropolitan planning under section 104(f) of title 23, United States Code;

for the current fiscal year.

(2) AMOUNTS.—The amounts referred to in paragraph (1) are the following:

(A) For fiscal year 1999, \$0.

(B) For fiscal year 2000, \$0.

(C) For fiscal year 2001, \$0.

(D) For fiscal year 2002, \$0.

(E) For fiscal year 2003, \$0.

(3) OBLIGATION OF AMOUNTS.—Amounts apportioned under paragraph (1)—

(A) shall be considered to be sums made available for expenditure on the surface transportation program, except that—

(i) the amounts shall not be subject to paragraphs (1) and (2) of section 133(d) of title 23, United States Code; and

(ii) 50 percent of the amounts shall be subject to section 133(d)(3) of that title;

(B) shall be available for any purpose eligible for funding under section 133 of that title; and

(C) shall remain available for obligation for a period of 3 years after the last day of the fiscal year for which the amounts are apportioned.

(4) AUTHORIZATION OF CONTRACT AUTHORITY.—

(A) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) such sums as are provided in paragraph (2).

(B) CONTRACT AUTHORITY.—Funds authorized under this paragraph shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(b) MASS TRANSIT.—

(1) AUTHORIZATION.—For each of fiscal years 1999 through 2003, the following additional amounts shall be made available to the Secretary to carry out sections 5307, 5309, 5310, and 5311 of title 49, United States Code.

(2) AMOUNTS.—

(A) SECTION 5307, 5310, AND 5311.—The amounts referred to in paragraph (1) are the following amounts to carry out the purposes of section 5307, 5310 and 5311:

(i) For fiscal year 1999, \$0.

(ii) For fiscal year 2000, \$0.

(iii) For fiscal year 2001, \$0.

(iv) For fiscal year 2002, \$0.

(v) For fiscal year 2003, \$0.

(B) SECTION 5309.—The amounts referred to in paragraph (1) are the following amounts to carry out the purposes of section 5309:

(i) For fiscal year 1999, \$0.

(ii) For fiscal year 2000, \$0.

(iii) For fiscal year 2001, \$0.

(iv) For fiscal year 2002, \$0.

(v) For fiscal year 2003, \$0.

(3) OBLIGATION OF AMOUNTS.—Amounts made available under this subsection—

(A) shall be considered to be sums made available for expenditure on Federal transit programs;

(B) shall be available for any purpose eligible for funding under the applicable section,