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TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY



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March 2, 2004

TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY

[Public Law 105-178]

[As Amended Through P.L. 108-204, March 2, 2004]

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

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Transportation Equity Act for the 21st Century”.

(b) TABLE OF CONTENTS.—The table of contents of this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorizations and Programs

Sec. 1101. Authorization of appropriations.

Sec. 1102. Obligation ceiling.

Sec. 1103. Apportionments.

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Sec. 1106. Federal-aid systems.

Sec. 1107. Interstate maintenance program.

Sec. 1108. Surface transportation program.

Sec. 1109. Highway bridge program.

Sec. 1110. Congestion mitigation and air quality improvement program.

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Sec. 1112. Recreational trails program.

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Sec. 1117. Appalachian development highway system.

Sec. 1118. National corridor planning and development program.

Sec. 1119. Coordinated border infrastructure program.

Subtitle B—General Provisions

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Sec. 1204. Statewide planning.

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Sec. 1207. Construction of ferry boats and ferry terminal facilities.

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Sec. 1210. Advanced travel forecasting procedures program.

Sec. 1211. Amendments to prior surface transportation laws.

Sec. 1212. Miscellaneous.

Sec. 1213. Studies and reports.

Sec. 1214. Federal activities.

Sec. 1215. Designated transportation enhancement activities.

Sec. 1216. Innovative surface transportation financing methods.

Sec. 1217. Eligibility.

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(3) BRIDGE PROGRAM.—For the bridge program under section 144 of such title \$2,941,454,000 for fiscal year 1998, \$3,395,354,000 for fiscal year 1999, \$3,427,472,000 for fiscal year 2000, \$3,495,104,000 for fiscal year 2001, \$3,552,016,000 for fiscal year 2002, and \$3,618,966,000 for fiscal year 2003.

(4) SURFACE TRANSPORTATION PROGRAM.—For the surface transportation program under section 133 of such title \$4,797,620,000 for fiscal year 1998, \$5,539,944,000 for fiscal year 1999, \$5,592,333,000 for fiscal year 2000, \$5,702,651,000 for fiscal year 2001, \$5,795,482,000 for fiscal year 2002, and \$5,904,689,000 for fiscal year 2003.

(5) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—For the congestion mitigation and air quality improvement program under section 149 of such title \$1,192,619,000 for fiscal year 1998, \$1,345,415,000 for fiscal year 1999, \$1,358,138,000 for fiscal year 2000, \$1,384,930,000 for fiscal year 2001, \$1,407,474,000 for fiscal year 2002, and \$1,433,996,000 for fiscal year 2003.

(6) APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM PROGRAM.—For the Appalachian development highway system program under section 201 of the Appalachian Regional Development Act of 1965 (40 U.S.C. App.) \$450,000,000 for each of fiscal years 1999 through 2003.

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

(8) FEDERAL LANDS HIGHWAYS PROGRAM.—

(A) INDIAN RESERVATION ROADS.—For Indian reservation roads under section 204 of such title \$225,000,000 for fiscal year 1998 and \$275,000,000 for each of fiscal years 1999 through 2003 and \$160,416,667 for the period of October 1, 2003, through April 30, 2004. The minimum amount made available for such period that the Secretary, in cooperation with the Secretary of the Interior, shall reserve for Indian reservation road bridges under section 202(d)(4) of title 23, United States Code, shall be \$7,583,333 instead of \$13,000,000.

(B) PUBLIC LANDS HIGHWAYS.—For public lands highways under section 204 of such title \$196,000,000 for fiscal year 1998 and \$246,000,000 for each of fiscal years 1999 through 2003 and \$143,500,000 for the period of October 1, 2003, through April 30, 2004.

(C) PARK ROADS AND PARKWAYS.—For park roads and parkways under section 204 of such title \$115,000,000 for fiscal year 1998 and \$165,000,000 for each of fiscal years 1999 through 2003 and \$96,250,000 for the period of October 1, 2003, through April 30, 2004.

(D) REFUGE ROADS.—For refuge roads under section 204 of such title \$20,000,000 for each of fiscal years 1999 through 2003 and \$11,666,667 for the period of October 1, 2003, through April 30, 2004.

(9) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT AND COORDINATED BORDER INFRASTRUCTURE PROGRAMS.—For the

national corridor planning and development and coordinated border infrastructure programs under sections 1118 and 1119 of this Act \$140,000,000 for each of fiscal years 1999 through 2003 and \$81,666,667 for the period of October 1, 2003, through April 30, 2004.

(10) CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.—For construction of ferry boats and ferry terminal facilities under section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 129 note; 105 Stat. 2005) \$30,000,000 for each of fiscal year 1998 and \$38,000,000 for each of fiscal years 1999 through 2003 and \$22,166,667 for the period of October 1, 2003, through April 30, 2004.

(11) NATIONAL SCENIC BYWAYS PROGRAM.—For the national scenic byways program under section 162 of title 23, United States Code, \$23,500,000 for each of fiscal years 1998 and 1999, \$24,500,000 for each of fiscal years 2000 and 2001, and \$25,500,000 for fiscal year 2002, \$26,500,000 for fiscal year 2003, and \$16,041,666 for the period of October 1, 2003, through April 30, 2004.

(12) VALUE PRICING PILOT PROGRAM.—For the value pricing pilot program under section 1012(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 149 note; 105 Stat. 1938) \$7,000,000 for fiscal year 1999, \$11,000,000 for each of fiscal years 2000 through 2003, and \$6,416,667 for the period of October 1, 2003, through April 30, 2004.

(13) HIGH PRIORITY PROJECTS PROGRAM.—For the high priority projects program under section 117 of title 23, United States Code, \$1,029,583,500 for fiscal year 1998, \$1,403,977,500 for fiscal year 1999, \$1,684,773,000 for fiscal year 2000, \$1,684,773,000 for fiscal year 2001, \$1,778,371,500 for fiscal year 2002, and \$1,778,371,500 for fiscal year 2003.

(14) HIGHWAY USE TAX EVASION PROJECTS.—For highway use tax evasion projects under section 143 of such title \$10,000,000 for fiscal year 1998 and \$5,000,000 for each of fiscal years 1999 through 2003 and \$2,916,667 for the period of October 1, 2003, through April 30, 2004.

(15) COMMONWEALTH OF PUERTO RICO HIGHWAY PROGRAM.—For the Commonwealth of Puerto Rico highway program under section 1214(r) of this Act \$110,000,000 for fiscal years 1998 through 2003 and \$64,166,667 for the period of October 1, 2003, through April 30, 2004.

(b) DISADVANTAGED BUSINESS ENTERPRISES.—

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

(2) DEFINITIONS.—In this subsection, the following definitions apply:

(A) SMALL BUSINESS CONCERN.—The term “small business concern” has the meaning such term has under section 3 of the Small Business Act (15 U.S.C. 632); except that such term shall not include any concern or group of

concerns controlled by the same socially and economically disadvantaged individual or individuals which has average annual gross receipts over the preceding 3 fiscal years in excess of \$16,600,000, as adjusted by the Secretary for inflation.

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

(3) **ANNUAL LISTING OF DISADVANTAGED BUSINESS ENTERPRISES.**—Each State shall annually survey and compile a list of the small business concerns referred to in paragraph (1) and the location of such concerns in the State and notify the Secretary, in writing, of the percentage of such concerns which are controlled by women, by socially and economically disadvantaged individuals (other than women), and by individuals who are women and are otherwise socially and economically disadvantaged individuals.

(4) **UNIFORM CERTIFICATION.**—The Secretary shall establish minimum uniform criteria for State governments to use in certifying whether a concern qualifies for purposes of this subsection. Such minimum uniform criteria shall include, but not be limited to on-site visits, personal interviews, licenses, analysis of stock ownership, listing of equipment, analysis of bonding capacity, listing of work completed, résumé of principal owners, financial capacity, and type of work preferred.

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

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

(A) in the case of small business concerns certified in each State under paragraph (4) as owned and controlled by socially and economically disadvantaged individuals—

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

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

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

- (i) the number of the small business concerns;
- (ii) the annual gross receipts of the small business concerns; and
- (iii) the net worth of socially and economically disadvantaged individuals that own and control the small business concerns;

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

- (i) the annual gross receipts of the small business concerns; and
- (ii) the net worth of socially and economically disadvantaged individuals that own and control the small business concerns;

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

- (i) the annual gross receipts of the business concerns; and
- (ii) the net worth of individuals that own and control the business concerns;

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

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

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

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

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

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

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

- (i) the issuance of a final order described in paragraph (5) by a Federal court that suspends a program established under paragraph (1); or

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

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

(c) **ADVANCE AUTHORIZATION.**—

(1) **IN GENERAL.**—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) to carry out section 2(a) of the Surface Transportation Extension Act of 2003 \$18,876,841,666 for the period of October 1, 2003, through April 30, 2004.

(2) **SPECIAL RULE.**—Funds apportioned under section 2(a) of the Surface Transportation Extension Act of 2003 shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(3) **CONTRACT AUTHORITY.**—Funds made available by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

(d) **TERRITORIES.**—

(1) **IN GENERAL.**—In lieu of the amounts deducted under section 104(b)(1) of title 23, United States Code, there shall be available from the Highway Trust Fund (other than the Mass Transit Account) for the Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands \$21,233,333 for the period of October 1, 2003, through April 30, 2004.

(2) **CONTRACT AUTHORITY.**—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(e) **ALASKA HIGHWAY.**—

(1) **IN GENERAL.**—In lieu of the amounts deducted under section 104(b)(1) of title 23, United States Code, there shall be available from the Highway Trust Fund (other than the Mass Transit Account) for the Alaska Highway program under section 218 of such title \$10,966,666 for the period of October 1, 2003, through April 30, 2004.

(2) **CONTRACT AUTHORITY.**—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(f) **OPERATION LIFESAVER.**—

(1) **IN GENERAL.**—In lieu of the amount set aside under section 104(d)(1) of title 23, United States Code, there shall be available from the Highway Trust Fund (other than the Mass Transit Account) to carry out the operation lifesaver program

under such section \$291,667 for the period of October 1, 2003, through April 30, 2004.

(2) CONTRACT AUTHORITY.—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(g) BRIDGE DISCRETIONARY.—

(1) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) \$58,333,333 to the Secretary at the discretion of the Secretary to carry out section 144(g) of title 23, United States Code, for the period of October 1, 2003, through April 30, 2004.

(2) CONTRACT AUTHORITY.—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(h) INTERSTATE MAINTENANCE.—

(1) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) \$58,333,333 to the Secretary to carry out projects described in section 118(c)(1) of title 23, United States Code, for the period of October 1, 2003, through April 30, 2004.

(2) PROJECT SELECTION CRITERIA.—The project selection criteria in section 118(c)(2) of such title shall apply to amounts made available by this subsection.

(3) CONTRACT AUTHORITY.—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs; except that such funds shall remain available until expended.

(i) RECREATIONAL TRAILS ADMINISTRATIVE COSTS.—

(1) IN GENERAL.—In lieu of the amount to be deducted under section 104(h)(1) of title 23, United States Code, there shall be available from the Highway Trust Fund (other than the Mass Transit Account) to the Secretary to cover costs of the Secretary described in such section \$437,500 for the period of October 1, 2003, through April 30, 2004.

(2) CONTRACT AUTHORITY.—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(j) RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION IN HIGH SPEED RAIL CORRIDORS.—

(1) IN GENERAL.—In lieu of the amount to be deducted under section 104(d)(2) of title 23, United States Code, there shall be available from the Highway Trust Fund (other than

the Mass Transit Account) to the Secretary for elimination of hazards of railway-highway crossings in accordance with such section \$3,062,500 for the period of October 1, 2003, through April 30, 2004; except that not less than \$145,833 instead of \$250,000 shall be available for the period of October 1, 2003, through April 30, 2004, for eligible improvements described in subparagraph (E) of such section.

(2) CONTRACT AUTHORITY.—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(k) NONDISCRIMINATION.—

(1) SKILLS TRAINING.—In lieu of the amount to be deducted under section 140(b) of title 23, United States Code, there shall be available from the Highway Trust Fund (other than the Mass Transit Account) to the Secretary for the administration of such section \$5,833,333 for the period of October 1, 2003, through April 30, 2004.

(2) ON-THE-JOB TRAINING.—In lieu of the amount to be deducted under section 140(c) of title 23, United States Code, there shall be available from the Highway Trust Fund (other than the Mass Transit Account) to the Secretary for the administration of such section \$5,833,333 for the period of October 1, 2003, through April 30, 2004.

(3) CONTRACT AUTHORITY.—Funds made available by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs; except that funds made available by paragraph (1) shall remain available until expended.

SEC. 1102. OBLIGATION CEILING.

(a) GENERAL LIMITATION.—Notwithstanding any other provision of law but subject to subsections (g) and (h), the obligations for Federal-aid highway and highway safety construction programs shall not exceed—

- (1) \$21,500,000,000 for fiscal year 1998;
- (2) \$25,511,000,000 for fiscal year 1999;
- (3) \$26,245,000,000 for fiscal year 2000;
- (4) \$26,761,000,000 for fiscal year 2001;
- (5) \$27,355,000,000 for fiscal year 2002; and
- (6) \$27,811,000,000 for fiscal year 2003.

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

- (1) under section 125 of title 23, United States Code;
- (2) under section 147 of the Surface Transportation Assistance Act of 1978;
- (3) under section 9 of the Federal-Aid Highway Act of 1981;
- (4) under sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982;

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

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

(7) under section 157 of title 23, United States Code, as in effect on the day before the date of enactment of this Act; and

(8) under section 105 of title 23, United States Code (but, for each of fiscal years 1998 through 2007), only in an amount equal to \$639,000,000 per fiscal year.

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

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

(2) not distribute an amount of obligation authority provided by subsection (a) that is equal to the unobligated balance of amounts made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highway and highway safety programs for previous fiscal years the funds for which are allocated by the Secretary;

(3) determine the ratio that—

(A) the obligation authority provided by subsection (a) for such fiscal year less the aggregate of amounts not distributed under paragraphs (1) and (2), bears to

(B) the total of the sums authorized to be appropriated for Federal-aid highway and highway safety construction programs (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(8)) for such fiscal year less the aggregate of the amounts not distributed under paragraph (1) of this subsection;

(4) distribute the obligation authority provided by subsection (a) less the aggregate amounts not distributed under paragraphs (1) and (2) for section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and \$2,000,000,000 for such fiscal year under section 105 of such title (relating to minimum guarantee) so that amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, \$2,000,000,000) for such fiscal year;

(5) distribute the obligation authority provided by subsection (a) less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the

Secretary under this Act and title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; and

(6) distribute the obligation authority provided by subsection (a) less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraphs (4) and (5) for Federal-aid highway and highway safety construction programs (other than the minimum guarantee program, but only to the extent that amounts apportioned for the minimum guarantee program for such fiscal year exceed \$2,639,000,000, and the Appalachian development highway system program) that are apportioned by the Secretary under this Act and title 23, United States Code, in the ratio that—

(A) sums authorized to be appropriated for such programs that are apportioned to each State for such fiscal year, bear to

(B) the total of the sums authorized to be appropriated for such programs that are apportioned to all States for such fiscal year.

(d) **REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.**—Notwithstanding subsection (c), the Secretary shall after August 1 of each of fiscal years 1998 through 2003 revise a distribution of the obligation authority made available under subsection (c) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, under section 160 of title 23, United States Code (as in effect on the day before the date of enactment of this Act), and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

(e) **APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.**—Obligation limitations imposed by subsection (a) shall apply to transportation research programs carried out under chapter 5 of title 23, United States Code, and under title V of this Act; except that obligation authority made available for such programs under such limitations shall remain available for a period of 3 fiscal years.

(f) **REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.**—Not later than 30 days after the date of the distribution of obligation authority under subsection (c) for each of fiscal years 1998 through 2003, the Secretary shall distribute to the States any funds (1) that are authorized to be appropriated for such fiscal year for Federal-aid highway programs and for carrying out subchapter I of chapter 311 of title 49, United States Code, and chapter 4 of title 23, United States Code, and (2) that the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under

subsection (c)(6). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

(g) SPECIAL RULE.—Obligation authority distributed for a fiscal year under subsection (c)(4) for a section set forth in subsection (c)(4) shall remain available until used for obligation of funds for such section and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(h) INCREASE IN OBLIGATION LIMIT.—Limitations on obligations imposed by subsection (a) for a fiscal year shall be increased by an amount equal to the amount determined pursuant to section 251(b)(1)(B)(ii)(I)(cc) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(b)(2)(B)(ii)(I)(cc)) for such fiscal year. Any such increase shall be distributed in accordance with this section.

(i) LIMITATIONS ON OBLIGATIONS FOR ADMINISTRATIVE EXPENSES.—Notwithstanding any other provision of law, the total amount of all obligations under section 104(a) of title 23, United States Code, shall not exceed—

- (1) \$320,000,000 for fiscal year 1998;
- (2) \$350,000,000 for fiscal year 1999;
- (3) \$370,000,000 for fiscal year 2000;
- (4) \$390,000,000 for fiscal year 2001;
- (5) \$410,000,000 for fiscal year 2002; and
- (6) \$430,000,000 for fiscal year 2003.

(j) REDUCTION IN OBLIGATION CEILING.—The limitation on obligations imposed by subsection (a) for each of fiscal years 2001 through 2003 shall be reduced by \$65,000,000.

SEC. 1103. APPORTIONMENTS.

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

(1) IN GENERAL.—Notwithstanding any other provision of law and subject to section 2(c) of the Surface Transportation Extension Act of 1997, the Secretary shall ensure that the total apportionments for a State (other than Massachusetts) for fiscal year 1998 made under the Transportation Equity Act for the 21st Century (including amendments made by such Act) shall be reduced by the amount apportioned to such State (other than Massachusetts) under section 1003(d)(1) of the Intermodal Surface Transportation Efficiency Act of 1991.

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

(3) INSUFFICIENT FUNDS FOR REPAYMENT.—If a State has insufficient funds apportioned in fiscal year 1998 under the Transportation Equity Act for the 21st Century (including amendments made by such Act) to make the adjustment required by paragraph (1), then the Secretary shall make an ad-

justment to any funds apportioned to such State in fiscal year 1999.

(4) **ALLOCATED PROGRAMS.**—Notwithstanding any other provision of law, amounts made available for fiscal year 1998 by the Transportation Equity Act for the 21st Century (including amendments made by such Act) for a program that is continued by both of sections 4, 5, 6, and 7 of the Surface Transportation Extension Act of 1997 (including amendments made by such sections) and the Transportation Equity Act for the 21st Century (including amendments made by such Act) shall be reduced by the amount made available by such sections 4, 5, 6, and 7 for such programs.

(5) **TREATMENT OF STEA OBLIGATION AUTHORITY.**—The amount of obligation authority made available under section 2(e) of the Surface Transportation Extension Act of 1997 shall be considered to be an amount of obligation authority made available for fiscal year 1998 under section 1102(a) of this Act.

(n) **STATE DEFINED.**—For the purposes of apportioning funds under sections 104, 105, 144, and 206 of title 23, United States Code, the term “State” means any of the 50 States and the District of Columbia.

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SEC. 1106. FEDERAL-AID SYSTEMS.

(a) **ADMINISTRATION OF NATIONAL HIGHWAY SYSTEM AND INTERSTATE MAINTENANCE PROGRAM.**—The Secretary shall administer the National Highway System program and the Interstate Maintenance program as a combined program for purposes of allowing States maximum flexibility. References in this Act and title 23, United States Code, shall not be affected by such consolidation.

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(b)¹ **UNOBLIGATED BALANCES OF INTERSTATE SUBSTITUTE FUNDS.**—Unobligated balances of funds apportioned to a State under section 103(e)(4)(H) of title 23, United States Code (as in effect on the day before the date of enactment of this Act), shall be available for obligation by the State under the law (including regulations, policies, and procedures) relating to the obligation and expenditure of the funds in effect on that date.

* * * * * *

(d) **INTERMODAL FREIGHT CONNECTORS STUDY.**—

(1) **REPORT.**—Not later than 2 years after the date of enactment of this Act, the Secretary shall—

(A) review the condition of and improvements made, since the designation of the National Highway System, to connectors on the National Highway System that serve seaports, airports, and other intermodal freight transportation facilities; and

(B) report to Congress on the results of such review.

(2) **REVIEW.**—In preparing the report, the Secretary shall review the connectors and identify projects carried out on those connectors that were intended to provide and improve service

¹ So in law. Two subsections (b) were enacted.

to an intermodal facility referred to in paragraph (1) and to facilitate the efficient movement of freight, including movements of freight between modes.

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

SEC. 1107. INTERSTATE MAINTENANCE PROGRAM.

* * * * * * *

(c) INTERSTATE NEEDS.—

(1) STUDY.—The Secretary shall conduct, in cooperation with States and affected metropolitan planning organizations, a study to determine—

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

(B) the resources necessary to maintain and improve the Interstate System; and

(C) the means to ensure that the Nation’s surface transportation program can—

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

(ii) allow for States to address any extraordinary needs.

(2) REPORT.—Not later than January 1, 2000, the Secretary shall transmit to Congress a report on the results of the study.

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SEC. 1108. SURFACE TRANSPORTATION PROGRAM.

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(f) DIVISION OF STP FUNDS FOR AREAS OF LESS THAN 5,000 POPULATION.—

(1) SPECIAL RULE.—Notwithstanding section 133(c) of title 23, United States Code, and except as provided in paragraph (2), up to 15 percent of the amounts required to be obligated under section 133(d)(3)(B) of such title for each of fiscal years 1998 through 2003 may be obligated on roads functionally classified as minor collectors.

(2) SUSPENSION.—The Secretary may suspend the application of paragraph (1) if the Secretary determines that paragraph (1) is being used excessively.

(g) ENCOURAGEMENT OF USE OF YOUTH CONSERVATION OR SERVICE CORPS.—The Secretary shall encourage the States to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform appropriate transportation enhancement activities under chapter 1 of title 23, United States Code.

SEC. 1109. HIGHWAY BRIDGE PROGRAM.

(a) APPORTIONMENT FORMULA.—Section 144(e) of title 23, United States Code, is amended in the fourth sentence by inserting before the period at the end the following: “, and, if a State transfers funds apportioned to the State under this section in a fiscal year beginning after September 30, 1997, to any other apportionment of funds to such State under this title, the total cost of deficient bridges in such State and in all States to be determined for the succeeding fiscal year shall be reduced by the amount of such transferred funds”.

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SEC. 1110. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.

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(d) PUBLIC-PRIVATE PARTNERSHIPS.—

(1) IN GENERAL.— * * *

(2) DETERMINATION BY THE SECRETARY.—For the purposes of section 149(e) of title 23, United States Code, the Secretary shall determine in accordance with the procedures specified in section 149(b) of such title whether water-phased hydrocarbon fuel emulsion technologies that consist of a hydrocarbon base and water in an amount not less than 20 percent by volume reduce emissions of hydrocarbon, particulate matter, carbon monoxide, or nitrogen oxide from motor vehicles.

(e) STUDY OF CMAQ PROGRAM.—

(1) IN GENERAL.—The Secretary and the Administrator of the Environmental Protection Agency shall enter into arrangements with the National Academy of Sciences to complete, by not later than January 1, 2001, a study of the congestion mitigation and air quality improvement program under section 149 of title 23, United States Code. The study shall, at a minimum—

(A) evaluate the air quality impacts of emissions from motor vehicles;

(B) evaluate the negative effects of traffic congestion, including the economic effects of time lost due to congestion;

(C) determine the amount of funds obligated under the program and make a comprehensive analysis of the types of projects funded under the program;

(D) evaluate the emissions reductions attributable to projects of various types that have been funded under the program;

(E) assess the effectiveness, including the quantitative and nonquantitative benefits, of projects funded under the program and include, in the assessment, an estimate of the cost per ton of pollution reduction;

(F) assess the cost effectiveness of projects funded under the program with respect to congestion mitigation;

(G) compare—

(i) the costs of achieving the air pollutant emissions reductions achieved under the program; to

(ii) the costs that would be incurred if similar reductions were achieved by other measures, including pollution controls on stationary sources;

(H) include recommendations on improvements, including other types of projects, that will increase the overall effectiveness of the program;

(I) include recommendations on expanding the scope of the program to address traffic-related pollutants that, as of the date of the study, are not addressed by the program.

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

(3) FUNDING.—Before making the apportionment of funds under section 104(b)(2) of title 23, United States Code, for each of fiscal years 1999 and 2000, the Secretary shall deduct from the amount to be apportioned under such section for such fiscal year, and make available, \$500,000 for such fiscal year to carry out this subsection.

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SEC. 1112. RECREATIONAL TRAILS PROGRAM.

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

* * * * *

SEC. 1117. APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM.

(a) APPORTIONMENT.—The Secretary shall apportion funds made available by section 1101(a)(6) of this Act for fiscal years 1998 through 2003 among the States based on the latest available cost to complete estimate for the Appalachian development highway system under section 201 of the Appalachian Regional Development Act of 1965 prepared by the Appalachian Regional Commission. Such funds shall be available to construct highways and access roads under section 201 of the Appalachian Regional Development Act of 1965.

(b) APPLICABILITY OF TITLE 23.—Funds authorized by section 1101(a)(6) of this Act for the Appalachian development highway system shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of any project under this section shall be determined in accordance with such section 201 and such funds shall remain available until expended.

[(c) Repealed.]

(d) **CORRIDOR O.**—There is hereby designated as an addition to Corridor O in Pennsylvania on the Appalachian development highway system a segment from Port Matilda to Interstate Route 80 along United States Route 322, and the segment of Corridor O from the Pennsylvania State line to the improved segment in Bedford, Pennsylvania, shall be subtracted from Corridor O. Such designated addition shall not affect estimates of the cost to complete such system and such subtracted segment may be included on a map of such system for purposes of continuity only.

SEC. 1118. NATIONAL CORRIDOR PLANNING AND DEVELOPMENT PROGRAM.

(a) **IN GENERAL.**—The Secretary shall establish and implement a program to make allocations to States and metropolitan planning organizations for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. A State or metropolitan planning organization may apply to the Secretary for allocations under this section.

(b) **ELIGIBILITY OF CORRIDORS.**—The Secretary may make allocations under this section with respect to—

(1) high priority corridors identified in section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991; and

(2) any other significant regional or multistate highway corridor not described in whole or in part in paragraph (1) selected by the Secretary after consideration of—

(A) the extent to which the annual volume of commercial vehicle traffic at the border stations or ports of entry of each State—

(i) has increased since the date of enactment of the North American Free Trade Agreement Implementation Act (Public Law 103–182); and

(ii) is projected to increase in the future;

(B) the extent to which commercial vehicle traffic in each State—

(i) has increased since the date of enactment of the North American Free Trade Agreement Implementation Act (Public Law 103–182); and

(ii) is projected to increase in the future;

(C) the extent to which international truck-borne commodities move through each State;

(D) the reduction in commercial and other travel time through a major international gateway or affected port of entry expected as a result of the proposed project including the level of traffic delays at at-grade highway crossings of major rail lines in trade corridors;

(E) the extent of leveraging of Federal funds provided under this subsection, including—

(i) use of innovative financing;

(ii) combination with funding provided under other sections of this Act and title 23, United States Code; and

(iii) combination with other sources of Federal, State, local, or private funding including State, local, and private matching funds;

value of the cargo carried by commercial vehicle traffic, to the extent that the value of the cargo and congestion impose economic costs on the Nation's economy; and

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

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

(1) Feasibility studies.

(2) Comprehensive corridor planning and design activities.

(3) Location and routing studies.

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

(5) After review by the Secretary of a development and management plan for the corridor or a usable component thereof under subsection (b)—

(A) environmental review; and

(B) construction.

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

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

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

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

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

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

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

(e) APPLICABILITY OF TITLE 23.—Funds made available by section 1101 of this Act to carry out this section and section 1119 shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

(f) COORDINATION OF PLANNING.—Planning with respect to a corridor under this section shall be coordinated with transportation planning being carried out by the States and metropolitan planning organizations along the corridor and, to the extent appropriate, with transportation planning being carried out by Federal land

management agencies, by tribal governments, or by government agencies in Mexico or Canada.

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

SEC. 1119. COORDINATED BORDER INFRASTRUCTURE PROGRAM.

(a) GENERAL AUTHORITY.—The Secretary shall establish and implement a coordinated border infrastructure program under which the Secretary may make allocations to border States and metropolitan planning organizations for areas within the boundaries of 1 or more border States for projects to improve the safe movement of people and goods at or across the border between the United States and Canada and the border between the United States and Mexico.

(b) ELIGIBLE USES.—Allocations to States and metropolitan planning organizations under this section may only be used in a border region for—

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

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

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

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

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

(6) activities of Federal inspection agencies.

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

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

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

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

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

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

(6) improvements in vehicle and highway safety and cargo security in and through the gateway or affected port of entry concerned;

(7) the degree of demonstrated coordination with Federal inspection agencies;

(8) the extent to which the innovative and problem solving techniques of the proposed project would be applicable to other border stations or ports of entry;

(9) demonstrated local commitment to implement and sustain continuing comprehensive border or affected port of entry planning processes and improvement programs; and

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

(d) CONSTRUCTION OF TRANSPORTATION INFRASTRUCTURE FOR LAW ENFORCEMENT PURPOSES.—At the request of the Administrator of General Services, in consultation with the Attorney General, the Secretary may transfer, during the period of fiscal years 1998 through 2001, not more than \$10,000,000 of the amounts made available by section 1101 to carry out this section and section 1118 to the Administrator of General Services for the construction of transportation infrastructure necessary for law enforcement in border States.

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

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

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

Subtitle B—General Provisions

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SEC. 1204. STATEWIDE PLANNING.

* * * * *

(i) PARTICIPATION OF LOCAL ELECTED OFFICIALS.—

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

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

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SEC. 1207. CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.

* * * * * * *

(c) **STUDY.**—

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

(A) to identify existing ferry operations, including—

(i) the locations and routes served; and

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

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

(C) to identify the potential for use of high-speed ferry services and alternative-fueled ferry services.

(2) **REPORT.**—The Secretary shall submit a report on the results of the study to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate.

* * * * * * *

SEC. 1210. ADVANCED TRAVEL FORECASTING PROCEDURES PROGRAM.

(a) **ESTABLISHMENT.**—The Secretary shall establish an advanced travel forecasting procedures program—

(1) to provide for completion of the advanced transportation model developed under the Transportation Analysis Simulation System (referred to in this section as “TRANSIMS”); and

(2) to provide support for early deployment of the advanced transportation modeling computer software and graphics package developed under TRANSIMS and the program established under this section to States, local governments, and metropolitan planning organizations with responsibility for travel modeling.

(b) **ELIGIBLE ACTIVITIES.**—The Secretary shall use funds made available under this section to—

(1) provide funding for completion of core development of the advanced transportation model;

(2) develop user-friendly advanced transportation modeling computer software and graphics packages;

(3) provide training and technical assistance with respect to the implementation and application of the advanced transportation model to States, local governments, and metropolitan planning organizations with responsibility for travel modeling; and

(4) allocate funds to not more than 12 entities described in paragraph (3), representing a diversity of populations and geographic regions, for a pilot program to enable transportation management areas designated under section 134(i) of title 23, United States Code, to convert from the use of travel forecasting procedures in use by the areas as of the date of enact-

ment of this Act to the use of the advanced transportation model.

(c) FUNDING.—

(1) IN GENERAL.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section \$4,000,000 for fiscal year 1998, \$3,000,000 for fiscal year 1999, \$6,500,000 for fiscal year 2000, \$5,000,000 for fiscal year 2001, \$4,000,000 for fiscal year 2002, and \$2,500,000 for fiscal year 2003.

(2) ALLOCATION OF FUNDS.—

(A) FISCAL YEARS 1998 AND 1999.—For each of fiscal years 1998 and 1999, 100 percent of the funds made available under paragraph (1) shall be allocated to activities as described in paragraphs (1), (2), and (3) of subsection (b).

(B) FISCAL YEARS 2000 THROUGH 2003.—For each of fiscal years 2000 through 2003, not more than 50 percent of the funds made available under paragraph (1) may be allocated to activities described in subsection (b)(4).

(3) CONTRACT AUTHORITY.—Funds authorized under this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of—

(A) any activity described in paragraph (1), (2), or (3) of subsection (b) shall not exceed 100 percent; and

(B) any activity described in subsection (b)(4) shall not exceed 80 percent.

SEC. 1211. AMENDMENTS TO PRIOR SURFACE TRANSPORTATION LAWS.

* * * * *
[(b) Repealed.]

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(e) RIGHT-OF-WAY REVOLVING FUND.—

(1) TERMINATION.— * * *

(2) TRANSITION PROVISION.—

(A) IN GENERAL.—Funds advanced to a State by the Secretary from the right-of-way revolving fund established by section 108(c) of title 23, United States Code, prior to the date of enactment of this Act shall remain available to the State for use on the projects for which the funds were advanced for a period of 20 years from the date on which the funds were advanced.

(B) CREDIT TO HIGHWAY TRUST FUND.—With respect to a project for which funds have been advanced from the right-of-way revolving fund, upon the termination of the 20-year period referred to in subparagraph (A), when actual construction is commenced, or upon approval by the Secretary of the plans, specifications, and estimates for the actual construction of the project on the right-of-way, whichever occurs first—

(i) the Highway Trust Fund (other than the Mass Transit Account) shall be credited with an amount equal to the Federal share of the funds advanced, as

provided in section 120 of title 23, United States Code, out of any Federal-aid highway funds apportioned to the State in which the project is located and available for obligation for projects of the type funded; and

(ii) the State shall reimburse the Secretary in an amount equal to the non-Federal share of the funds advanced for deposit in, and credit to, the Highway Trust Fund (other than the Mass Transit Account).

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(i) **FUTURE CORRIDOR SEGMENT.—**

(1) **STUDY.—**The Secretary shall conduct a study to determine the feasibility of providing an Interstate quality road for a route that runs in south/west direction generally from United States Route 61 and crosses the Mississippi River in the vicinity of Memphis, Tennessee, to Highway 79 and generally follows Highway 79 to Pine Bluff, Arkansas.

(2) **FUNDING.—**There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) \$500,000 for fiscal year 1999 to carry out the study.

(3) **APPLICABILITY OF TITLE 23, UNITED STATES CODE.—**Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that such funds shall remain available until expended.

(4) **TEXAS STATE HIGHWAY 99.—**Texas State Highway 99 (also known as “Grand Parkway”) shall be considered as 1 option in the I-69 route studies performed by the Texas Department of Transportation for the designation of I-69 Bypass in Houston, Texas.

(j) **BATON ROUGE, LOUISIANA.—**

(1) **REDUCTION IN SCOPE OF PROJECT.—**Section 149(a) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 181-198) is amended in paragraph (47)(B)—

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

(B) by striking “; and” at the end of clause (ii) and inserting a period; and

(C) by striking clause (iii).

(2) **APPLICABILITY OF OBLIGATION LIMITATION.—**Notwithstanding any other provision of law, the project described in section 149(a)(47)(B) of such Act shall be subject to any limitation on obligations for Federal-aid highway and highway safety construction programs.

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SEC. 1212. MISCELLANEOUS.

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(b) **INFRASTRUCTURE AWARENESS PROGRAM.—**

(1) **IN GENERAL.—**The Secretary is authorized to fund the production, in cooperation with a not-for-profit national public television station and the National Academy of Engineering, of a documentary about infrastructure that shall demonstrate

how public works and infrastructure projects stimulate job growth and the economy and contribute to the general welfare of the Nation.

(2) FEDERAL SHARE.—

(A) IN GENERAL.—The Federal share of the cost of production of the documentary shall be 60 percent. The non-Federal share shall be provided from private sources and shall include amounts expended by such sources for the production before the date of enactment of this Act.

(B) CALCULATION.—The calculation of the Federal and non-Federal shares under this paragraph shall be made over the term for which sums are authorized to be appropriated under paragraph (3).

(3) FUNDING.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$888,000 for fiscal year 1998, and \$1,000,000 for each of fiscal years 1999 and 2000. Such funds shall remain available until expended.

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

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(d) VEHICLE WEIGHT LIMITATIONS.

(1) IN GENERAL.— * * *

(2) STUDIES.—

(A) COLORADO.—

(i) IN GENERAL.—In consultation with the Secretary, the State of Colorado shall conduct a study analyzing the economic, safety, and infrastructure impacts of the exemption provided by the amendment made by paragraph (1)(A), including the impact of not having such an exemption. In preparing the study, the State shall provide adequate opportunity for public comment.

(ii) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) \$200,000 for fiscal year 1999 to carry out the study.

(B) LOUISIANA.—

(i) IN GENERAL.—In consultation with the Secretary, the State of Louisiana shall conduct a study analyzing the economic, safety, and infrastructure impacts of the exemption provided by the amendment made by paragraph (1)(B), including the impact of not having such an exemption. In preparing the study, the State shall provide adequate opportunity for public comment.

(ii) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the

Mass Transit Account) \$200,000 for fiscal year 1999 to carry out the study.

(C) MAINE.—

(i) IN GENERAL.—In consultation with the Secretary, the State of Maine shall conduct a study analyzing the economic, safety, and infrastructure impacts of the exemption provided by the amendment made by paragraph (1)(B), including the impact of not having such an exemption. In preparing the study, the State shall provide adequate opportunity for public comment.

(ii) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) \$200,000 for fiscal year 1999 to carry out the study.

(D) NEW HAMPSHIRE.—

(i) IN GENERAL.—In consultation with the Secretary, the State of New Hampshire shall conduct a study analyzing the economic, safety, and infrastructure impacts of the exemption provided by the amendment made by paragraph (1)(B), including the impact of not having such an exemption. In preparing the study, the State shall provide adequate opportunity for public comment.

(ii) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) \$200,000 for fiscal year 1999 to carry out the study.

(E) APPLICABILITY OF TITLE 23, UNITED STATES CODE.—Funds authorized by this paragraph shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall remain available until expended.

(e) DRIVER TRAINING AND SAFETY CENTER.—

(1) IN GENERAL.—The Secretary shall make grants to establish a driver training and safety center at Connellsville, Pennsylvania.

(2) PURPOSE.—The purpose of the facility shall be to train and enhance the driving skills of motor vehicle and emergency vehicle operators.

(3) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section \$2,500,000 for each of fiscal years 1999 through 2001.

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

(f) OHIO RIVER WELCOME CENTER.—

(1) IN GENERAL.—The Secretary shall make grants to establish a welcome center in Point Pleasant, West Virginia.

(2) ACCESS.—The center shall be accessible by motor vehicle, bicycle, pedestrian walkway, and river transportation.

(3) FACILITIES.—The center shall include a comfort station, picnic and sitting plaza, a small amphitheater, a deep river port, a marina, and a walking trail.

(4) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section \$412,900 for fiscal year 1999, \$1,362,500 for fiscal year 2000, and \$699,500 for fiscal year 2001.

(5) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of activities carried out using the funds shall be 50 percent and the funds shall remain available until expended.

(g)¹ PROJECT FLEXIBILITY FOR MINNESOTA AND NEW JERSEY², IDAHO, ALASKA AND WEST VIRGINIA.—Notwithstanding any other provision of law, funds allocated for a project in the State of Minnesota or the State of New Jersey or the States of Idaho, Alaska or West Virginia under section 117 of title 23, United States Code, may be obligated for any other project in the State for which funds are so allocated; except that the total amount of funds authorized for any project for which funds are so allocated shall not be reduced.

(h) BALTIMORE WASHINGTON PARKWAY.—Notwithstanding any other provision of law, the Federal share of the cost of a project for which funds are allocated under section 117 of title 23, United States Code, for renovation and construction of the Baltimore Washington Parkway in Prince Georges County, Maryland, shall be 100 percent.

(i) BICYCLE AND PEDESTRIAN SAFETY GRANTS.—

(1) IN GENERAL.—The Secretary shall make grants to a national, not-for-profit organization engaged in promoting bicycle and pedestrian safety—

(A) to operate a national bicycle and pedestrian clearinghouse;

(B) to develop information and educational programs; and

(C) to disseminate techniques and strategies for improving bicycle and pedestrian safety.

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

¹The amendment made by section 356 of Public Law 105–277 (112 Stat. 2681–476), which added project flexibility for Idaho, Alaska, and West Virginia, did not take into account subsection redesignations made to this section by section 9003(f) of Public Law 105–206. The amendment although technically incorrect has been executed to reflect the probable intent of Congress.

²Section 348 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106–69; 113 Stat. 1024) amended the heading of this subsection by inserting “and New Jersey” after “Minnesota”. The amendment probably should have been to insert “AND NEW JERSEY” after “MINNESOTA”.

2003 and \$291,667 for the period of October 1, 2003, through April 30, 2004.

(E) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the funds shall remain available until expended.

(j) HEAVY EQUIPMENT OPERATOR TRAINING FACILITY.—

(1) ESTABLISHMENT.—The Secretary shall establish a heavy equipment operator training facility in Hibbing, Minnesota. The purpose of the facility shall be to develop an appropriate curriculum for training, and to train operators and future operators of heavy equipment in the safe use of such equipment.

(2) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) \$500,000 for each of fiscal years 1998 and 1999 to carry out this subsection.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of establishment of the facility under this subsection shall be 80 percent and such funds shall remain available until expended.

(k) MOTOR CARRIER OPERATOR VEHICLE AND TRAINING FACILITY.—

(1) ESTABLISHMENT.—The Secretary shall make grants to the Commonwealth of Pennsylvania to establish and operate an advanced tractor trailer safety and operator training facility in Chambersburg, Pennsylvania. The purpose of the facility shall be to develop and coordinate an advanced curriculum for the training of operators and future operators of tractor trailers. The facility shall conduct training on the test track at Letterkenny Army Depot and the unused segment of the Pennsylvania Turnpike located in Bedford County, Pennsylvania. The facility shall be operated by a not-for-profit entity and, when Federal assistance is no longer being provided with respect to the facility, shall be privately operated.

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

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that such funds shall remain available until expended and the Federal share of the cost of establishment and operation of the facility under this subsection shall be 80 percent.

(l) HIGH PRIORITY LAS VEGAS INTERMODAL CENTER.—

(1) IN GENERAL.—The Secretary shall provide \$2,000,000 for fiscal year 1999 and \$2,500,000 for fiscal year 2000 for the

High Priority Las Vegas Intermodal Center in Las Vegas, Nevada.

(2) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out paragraph (1) \$2,000,000 for fiscal year 1999 and \$2,500,000 for fiscal year 2000.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(m) SEISMIC DESIGN.—

(1) IN GENERAL.—The Secretary shall provide—

(A) \$8,000,000 for fiscal year 1999 for seismic design and engineering of the Mississippi/Arkansas Great River Bridge;

(B) \$8,000,000 for fiscal year 1999 to the State of Missouri for seismic design and deployment; and

(C) \$7,000,000 for fiscal year 1999 to the State of Arkansas for seismic design and deployment.

(2) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out paragraph (1) \$23,000,000 for fiscal year 1999.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(n) BILOXI HARBOR, MISSISSIPPI.—The portion of the project for navigation, Biloxi Harbor, Mississippi, authorized by the River and Harbor Act of 1960 (74 Stat. 481), for the Bernard Bayou Channel beginning near the Air Force Oil Terminal at approximately navigation mile 2.6 and extending downstream to the North-South ½ of Section 30, Township 7 South, Range 10 West, Harrison County, Mississippi, just west of Kremer Boat Yards, is not authorized after the date of enactment of this Act.

(o) CLARIFICATION.—Notwithstanding any other provision of law, the Secretary shall approve, and the Commonwealth of Pennsylvania is authorized to proceed with, engineering, final design, and construction of Corridor O of the Appalachian development highway system between Bald Eagle and Interstate Route 80 (as redefined by this Act). All records of decision relating to Corridor O issued prior to the date of enactment of this Act shall remain in effect.

* * * * *

(q) MISCELLANEOUS PROJECTS.—

(1) REPLACEMENT OF ROSLYN VIADUCT.—

(A) PROJECT.—The Secretary is authorized to carry out a project for replacement of a segment of the Roslyn elevated highway (NY25A) on Long Island, New York.

(B) AUTHORIZATION.—There is authorized to be appropriated to carry out this paragraph \$51,000,000 for fiscal

years beginning after September 30, 1998. Such sums shall remain available until expended.

(2) DESIGN AND ENGINEERING FOR MILLER HIGHWAY.—

(A) PROJECT.—The Secretary is authorized to carry out a project for design and engineering of the Miller Highway on the west side of Manhattan, New York.

(B) AUTHORIZATION.—There is authorized to be appropriated to carry out this paragraph \$15,000,000 for fiscal years beginning after September 30, 1998. Such sums shall remain available until expended.

(3) WILLIAMSVILLE TOLL BARRIER.—

(A) PROJECT.—The Secretary is authorized to carry out a project to relocate a toll barrier complex to relieve traffic congestion in the Buffalo, New York, area.

(B) AUTHORIZATION.—There is authorized to be appropriated to carry out this paragraph \$20,000,000 for fiscal years beginning after September 30, 1998. Such sums shall remain available until expended.

(r) ST. GEORGES, DELAWARE.—The Secretary of the Army shall transfer all right, title, and interest of the United States in the highway bridge on United States Route 13 in the vicinity of St. Georges, Delaware, to the State of Delaware if the transfer is necessary to facilitate retransfer to a private entity for the purpose of demonstrating the effectiveness and efficiency of the use of large-scale composites technology for bridge rehabilitation. In evaluating the level of service for all Federal crossings over the Chesapeake and Delaware Canal in Delaware, the total vehicle trips per day on this transferred bridge shall be attributed to the remaining Federal crossing at St. Georges, Delaware (the SR1 Bridge). If the transfer is completed within 180 days after the date of enactment of this Act, the Secretary shall provide \$10,000,000 to the State for the State to use in rehabilitating the bridge.

(s) MOUNT PARAN INTERCHANGE PROJECT FOR INTERSTATE ROUTE 75.—Notwithstanding any other provision of law, none of the funds made available under this Act or title 23, United States Code, shall be used to carry out a project to construct or improve the Mount Paran interchange on Interstate Route 75 in Georgia unless the Atlanta Regional Commission approves the project after the date of enactment of this Act.

(t) NITTANY PARKWAY.—The Secretary shall designate 31 miles of Pennsylvania State Route 26 between Huntingdon, Pennsylvania, and State College, Pennsylvania, as the Nittany Parkway.

SEC. 1213. STUDIES AND REPORTS.

(a) HIGHWAY ECONOMIC REQUIREMENT SYSTEM.—

(1) METHODOLOGY.—

(A) EVALUATION.—The Comptroller General of the United States shall conduct an evaluation of the methodology used by the Department of Transportation to determine highway needs using the highway economic requirement system (in this subsection referred to as the “model”).

(B) REQUIRED ELEMENT.—The evaluation shall include an assessment of the extent to which the model estimates

an optimal level of highway infrastructure investment, including an assessment as to when the model may be overestimating or underestimating investment requirements.

(C) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall submit to Congress a report on the results of the evaluation.

(2) STATE INVESTMENT PLANS.—

(A) STUDY.—In consultation with State transportation departments and other appropriate State and local officials, the Comptroller General of the United States shall conduct a study on the extent to which the model can be used to provide States with useful information for developing State transportation investment plans and State infrastructure investment projections.

(B) REQUIRED ELEMENTS.—The study shall—

(i) identify any additional data that may need to be collected beyond the data submitted, before the date of enactment of this Act, to the Federal Highway Administration through the highway performance monitoring system; and

(ii) identify what additional work, if any, would be required of the Federal Highway Administration and the States to make the model useful at the State level.

(C) REPORT TO CONGRESS.—Not later than 3 years after the date of enactment of this Act, the Comptroller General shall submit to Congress a report on the results of the study.

(b) INTERNATIONAL ROUGHNESS INDEX.—

(1) STUDY.—The Comptroller General of the United States shall conduct a study on the international roughness index that is used as an indicator of pavement quality on the Federal-aid highway system.

(2) REQUIRED ELEMENTS.—The study shall specify the extent of usage of the index and the extent to which the international roughness index measurement is reliable across different manufacturers and types of pavement.

(3) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall submit to Congress a report on the results of the study.

(c) USE OF UNIFORMED POLICE OFFICERS ON FEDERAL-AID HIGHWAY CONSTRUCTION PROJECTS.—

(1) STUDY.—In consultation with the States, State transportation departments, and law enforcement organizations, the Secretary shall conduct a study on the extent and effectiveness of use by States of uniformed police officers on Federal-aid highway construction projects.

(2) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report on the results of the study, including any legislative and administrative recommendations of the Secretary.

(d) SOUTHWEST BORDER TRANSPORTATION INFRASTRUCTURE.—

(1) ASSESSMENT.—The Secretary shall conduct a comprehensive assessment of the state of the transportation infra-

structure on the southwest border between the United States and Mexico (in this subsection referred to as the “border”).

(2) **CONSULTATION.**—In carrying out the assessment, the Secretary shall consult with—

- (A) the Secretary of State;
- (B) the Attorney General;
- (C) the Secretary of the Treasury;
- (D) the Commandant of the Coast Guard;
- (E) the Administrator of General Services;
- (F) the American Commissioner on the International Boundary Commission, United States and Mexico;
- (G) State agencies responsible for transportation and law enforcement in border States; and
- (H) municipal governments and transportation authorities in sister cities in the border area.

(3) **REQUIREMENTS.**—In carrying out the assessment, the Secretary shall—

- (A) assess the flow of commercial and private traffic through designated ports of entry on the border;
- (B) assess the adequacy of transportation infrastructure in the border area, including highways, bridges, railway lines, and border inspection facilities;
- (C) assess the adequacy of law enforcement and narcotics abatement activities in the border area, as the activities relate to commercial and private traffic and infrastructure;
- (D) assess future demands on transportation infrastructure in the border area; and
- (E) make recommendations to facilitate legitimate cross-border traffic in the border area, while maintaining the integrity of the border.

(4) **REPORT.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to Congress a report on the assessment conducted under this subsection, including any related legislative and administrative recommendations.

(e) **STUDY OF PROCUREMENT PRACTICES AND PROJECT DELIVERY.**—

(1) **STUDY.**—The Comptroller General shall conduct a study to assess the impact that a utility company’s failure to relocate its facilities in a timely manner has on the delivery and cost of Federal-aid highway and bridge projects. The study shall also assess the following:

- (A) Methods States use to mitigate such delays, including the use of the courts to compel cooperation.
- (B) The prevalence and use of incentives to utility companies for early completion of utility relocations on Federal-aid transportation project sites and, conversely, penalties assessed on utility companies for utility relocation delays on such projects.
- (C) The extent to which States have used available technologies, such as subsurface utility engineering, early in the design of Federal-aid highway and bridge projects so

as to eliminate or reduce the need for or delays due to utility relocations.

(D) Whether individual States compensate transportation contractors for business costs incurred by the contractors when Federal-aid highway and bridge projects under contract to them are delayed by utility-company-caused delays in utility relocations and any methods used by States in making any such compensation.

(2) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall transmit to Congress a report on the results of the study with any recommendations the Comptroller General determines appropriate as a result of the study.

(f) SPECIALIZED HAULING VEHICLES.—

(1) STUDY.—The Secretary shall conduct a study to examine the impact of the truck weight standards on specialized hauling vehicles. The study shall include, at a minimum, an analysis of the economic, safety, and infrastructure impacts of the standards.

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

(g) STUDY OF STATE PRACTICES ON SPECIFIC SERVICE SIGNING.—

(1) STUDY.—The Secretary shall conduct a study to determine the practices in the States for specific service food signs described in sections 2G–5.7 and 2G–5.8 of the Manual on Uniform Traffic Control Devices for Streets and Highways. The study shall examine, at a minimum—

(A) the practices of all States for determining businesses eligible for inclusion on such signs;

(B) whether States allow businesses to be removed from such signs and the circumstances for such removal;

(C) the practices of all States for erecting and maintaining such signs, including the time required for erecting such signs; and

(D) whether States contract out the erection and maintenance of such signs.

(2) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall transmit to Congress a report on the results of the study, including any recommendations and, if appropriate, modifications to the Manual.

(h) VEHICLE WEIGHT ENFORCEMENT.—

(1) STUDY.—The Secretary shall conduct a study of State laws (including regulations) relating to penalties for violation of State commercial motor vehicle weight laws.

(2) PURPOSE.—The purpose of the study shall be to determine the effectiveness of State penalties as a deterrent to illegally overweight trucking operations. The study shall evaluate fine structures, innovative roadside enforcement techniques, and a State's ability to penalize shippers and carriers as well as drivers and shall examine the effectiveness of administra-

tive and judicial procedures utilized to enforce vehicle weight laws.

(3) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit to Congress a report on the results of the study with any legislative recommendations of the Secretary.

(i) COMMERCIAL MOTOR VEHICLE STUDY.—

(1) IN GENERAL.—The Secretary shall request the Transportation Research Board of the National Academy of Sciences to conduct a study regarding the regulation of weights, lengths, and widths of commercial motor vehicles operating on Federal-aid highways to which Federal regulations apply on the date of enactment of this Act. In conducting the study, the Board shall review law, regulations, studies (including Transportation Research Board Special Report 225), and practices and develop recommendations regarding any revisions to law and regulations that the Board determines appropriate.

(2) FACTORS TO CONSIDER AND EVALUATE.—In developing recommendations under paragraph (1), the Board shall consider and evaluate the impact of the recommendations described in paragraph (1) on the economy, the environment, safety, and service to communities.

(3) CONSULTATION.—In carrying out the study, the Board shall consult with the Department of Transportation, States, the motor carrier industry, freight shippers, highway safety groups, air quality and natural resource management groups, commercial motor vehicle driver representatives, and other appropriate entities.

(4) REPORT.—Not later than 2 years after the date of enactment of this Act, the Board shall transmit to Congress and the Secretary a report on the results of the study conducted under this subsection.

(5) RECOMMENDATIONS.—Not later than 180 days after the date of receipt of the report under paragraph (4), the Secretary may transmit to Congress a report containing comments or recommendations of the Secretary regarding the Board's report.

(6) FUNDING.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) \$250,000 for each of fiscal years 1999 and 2000 to carry out this subsection.

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

(j) TRAFFIC ANALYSIS.—

(1) IN GENERAL.—The Secretary shall enter into an agreement with the State of Oklahoma to carry out a traffic analysis to determine the feasibility of a trade processing center in McClain County, Oklahoma.

(2) AUTHORIZATION.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass

Transit Account) to carry out this subsection \$1,000,000 for fiscal year 1999.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(k) STUDY OF INTERSTATE HIGH SPEED GROUND TRANSPORTATION.—

(1) STUDY.—The Secretary shall conduct a study to assess the feasibility of providing high speed rail passenger service from Atlanta, Georgia, to Charleston, South Carolina. The study shall also assess the potential impact of rail service on the tourism industry.

(2) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and to the Committee on Environment and Public Works of the Senate a report on the results of the study, together with any recommendations the Secretary determines appropriate as a result of the study.

SEC. 1214. FEDERAL ACTIVITIES.

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

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

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

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

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

(b) SMITHSONIAN INSTITUTION TRANSPORTATION PROGRAM.—

(1) IN GENERAL.—The Secretary shall allocate amounts made available by this subsection for obligation at the discretion of the Secretary of the Smithsonian Institution, in con-

sultation with the Secretary, to carry out projects and activities described in paragraph (2).

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

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

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

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

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

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

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

(c) NEW RIVER VISITOR CENTER.—

(1) IN GENERAL.—The Secretary shall allocate to the Secretary of the Interior amounts made available by this subsection for the planning, design, and construction of a visitor center, and such other related facilities as may be necessary, to facilitate visitor understanding and enjoyment of the scenic, historic, cultural, and recreational resources of the New River Gorge National River in the State of West Virginia. The center and related facilities shall be located at a site for which title is held by the United States in the vicinity of the I-64 Sandstone intersection.

(2) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$1,300,000 for fiscal year 1998, \$1,200,000 for fiscal year 1999, and \$9,900,000 for fiscal year 2000.

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

(d) ADDITIONAL AUTHORIZATION OF CONTRACT AUTHORITY FOR STATES WITH INDIAN RESERVATIONS.—

(1) AVAILABILITY TO STATES.—Not later than October 1 of each fiscal year, funds made available under paragraph (5) for the fiscal year shall be made available by the Secretary, in equal amounts, to each State that has within the boundaries of the State all or part of an Indian reservation having a land area of 10,000,000 acres or more.

(2) AVAILABILITY TO ELIGIBLE COUNTIES.—

- (A) IN GENERAL.—Each fiscal year, each county that is located in a State to which funds are made available under paragraph (1), and that has in the county a public road described in subparagraph (B), shall be eligible to apply to the State for all or a portion of the funds made available to the State under this subsection to be used by the county to maintain such roads.
- (B) ROADS.—A public road referred to in subparagraph (A) is a public road that—
- (i) is within, adjacent to, or provides access to an Indian reservation described in paragraph (1);
 - (ii) is used by a school bus to transport children to or from a school or Headstart program carried out under the Head Start Act (42 U.S.C. 9831 et seq.); and
 - (iii) is maintained by the county in which the public road is located.
- (C) ALLOCATION AMONG ELIGIBLE COUNTIES.—
- (i) IN GENERAL.—Except as provided in clause (ii), each State that receives funds under paragraph (1) shall provide directly to each county that applies for funds the amount that the county requests in the application.
 - (ii) ALLOCATION AMONG ELIGIBLE COUNTIES.—If the total amount of funds applied for under this subsection by eligible counties in a State exceeds the amount of funds available to the State, the State shall equitably allocate the funds among the eligible counties that apply for funds.
- (3) SUPPLEMENTARY FUNDING.—For each fiscal year, the Secretary shall ensure that funding made available under this subsection supplements (and does not supplant)—
- (A) any obligation of funds by the Bureau of Indian Affairs for road maintenance programs on Indian reservations; and
 - (B) any funding provided by a State to a county for road maintenance programs in the county.
- (4) USE OF UNALLOCATED FUNDS.—Any portion of the funds made available to a State under this subsection that is not made available to counties within 1 year after the funds are made available to the State shall be apportioned among the States in accordance with section 104(b) of title 23, United States Code.
- (5) FUNDING.—
- (A) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$1,500,000 for each of fiscal years 1998 through 2003.
 - (B) CONTRACT AUTHORITY.—Funds authorized by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.
- (e) MINNESOTA TRANSPORTATION HISTORY NETWORK.—
- (1) IN GENERAL.—The Secretary shall award a grant to the Minnesota Historical Society for the establishment of the Min-

nesota Transportation History Network to include major exhibits, interpretive programs at national historic landmark sites, and outreach programs with county and local historical organizations.

(2) COORDINATION.—In carrying out subsection (a), the Secretary shall coordinate with officials of the Minnesota Historical Society.

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

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

(f) SACHUEST POINT NATIONAL WILDLIFE REFUGE.—

(1) IN GENERAL.—The Secretary shall provide \$200,000 for fiscal year 1999 to the United States Fish and Wildlife Service to resurface the entrance road to Sachuest Point National Wildlife Refuge.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$200,000 for fiscal year 1999.

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

(g) RUNWAY REMOVAL AT NINIGRET NATIONAL WILDLIFE REFUGE.—

(1) IN GENERAL.—The Secretary shall provide \$300,000 for fiscal year 1999 to the United States Fish and Wildlife Service to remove asphalt runways at Ninigret National Wildlife Refuge and \$5,000,000 shall be available to the State of Rhode Island for improvements to the T.F. Green Intermodal Facility in Rhode Island for each of fiscal years 1999 through 2003.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$5,300,000 for fiscal year 1999 and \$5,000,000 for each of fiscal years 2000 through 2003.

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

(h) MIDDLETOWN VISITOR CENTER.—

(1) IN GENERAL.—The Secretary shall provide \$500,000 for fiscal year 1999 to the United States Fish and Wildlife Service for the Middletown visitor center at Sachuest Point National Wildlife Refuge.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Ac-

count) to carry out this subsection \$500,000 for fiscal year 1999.

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

(i) ENTRANCE PAVING AT NINIGRET NATIONAL WILDLIFE REFUGE.—

(1) IN GENERAL.—The Secretary shall provide \$75,000 for fiscal year 1999 to the United States Fish and Wildlife Service to pave the entrance road to the Ninigret National Wildlife Refuge.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$75,000 for fiscal year 1999.

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

(j) EDUCATION CENTER.—

(1) IN GENERAL.—The Secretary shall provide \$1,000,000 for each of fiscal years 1999 through 2003 to the United States Fish and Wildlife Service for the education visitor center at the Rhode Island National Wildlife Refuge complex.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$1,000,000 for each of fiscal years 1999 through 2003.

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

(k) RICHMOND NATIONAL BATTLEFIELD PARK.—

(1) IN GENERAL.—The Secretary shall provide \$1,000,000 for fiscal year 1999 to the National Park Service to revitalize the Tredegar Iron Works to serve as a visitor center for Richmond National Battlefield Park.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$1,000,000 for fiscal year 1999.

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

(l) ACCESS TO CORPS OF ENGINEERS.—

(1) IN GENERAL.—The Secretary shall provide \$800,000 for each of fiscal years 1999 through 2003 to the Corps of Engineers to be made available to the State of Missouri for resurfacing and maintenance of city and county roads that provide access to Corps of Engineers reservoirs.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Ac-

count) to carry out this subsection \$800,000 for each of fiscal years 1999 through 2003.

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

(m) CIVIL WAR BATTLEFIELD PLAN.—

(1) IN GENERAL.—The Secretary shall provide \$250,000 for each of fiscal years 1999 and 2000 to the Department of the Interior to be made available to the Shenandoah Valley Battlefield National Historic District Commission for developing a plan for the interpretation and protection of 10 Civil War battlefields in the Shenandoah Valley.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$250,000 for each of fiscal years 1999 and 2000.

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

(n) DOT HEADQUARTERS FACILITY.—Before taking any action that leads to Government ownership of the Department of Transportation headquarters facility, through construction or purchase, the Administrator of General Services shall first seek approval of the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

(o) FORT PECK, MONTANA.—

(1) FORT PECK, MONTANA, VISITORS CENTER.—The Secretary shall provide funds for the environmental review, planning, design, and construction of a historical and cultural visitors center and museum at Fort Peck, Montana.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) \$3,000,000 for each of fiscal years 1999 and 2000.

(3) APPLICABILITY OF TITLE 23, UNITED STATES CODE.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall remain available until expended.

(p) BRIDGES ON NATCHEZ TRACE PARKWAY, MISSISSIPPI.—

(1) IN GENERAL.—The Secretary shall allocate to the State of Mississippi amounts available by this subsection to be used for replacement and widening of the box bridges on the Natchez Trace Parkway at Old Canton Road and at Rice Road in Madison County, Mississippi.

(2) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$5,000,000 for fiscal year 1999.

(3) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23,

United States Code, except that the funds shall remain available until expended.

(q) LOLO PASS VISITOR CENTER.—

(1) GRANTS.—The Secretary shall make grants for the Lolo Pass Visitor Center in the State of Idaho.

(2) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$2,943,000 for fiscal year 1999.

(3) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the funds shall remain available until expended.

(r) PUERTO RICO HIGHWAY PROGRAM.—

(1) IN GENERAL.—The Secretary shall allocate funds authorized by section 1101(a)(15) for each of fiscal years 1998 through 2004 to the Commonwealth of Puerto Rico to carry out a highway program in such Commonwealth.

(2) APPLICABILITY OF TITLE 23.—Amounts made available by section 1101(a)(15) of this Act shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code. Such amounts shall be subject to any limitation on obligations for Federal-aid highway and highway safety construction programs.

(3) TREATMENT OF FUNDS.—Amounts made available to carry out this subsection for a fiscal year shall be administered as follows:

(A) For purposes of this subsection, such amounts shall be treated as being apportioned to Puerto Rico under sections 104(b), 144, and 206 of title 23, United States Code, for each program funded under such sections in an amount determined by multiplying—

(i) the aggregate of such amounts for the fiscal year; by

(ii) the ratio that—

(I) the amount of funds apportioned to Puerto Rico for each such program for fiscal year 1997; bears to

(II) the total amount of funds apportioned to Puerto Rico for all such programs for fiscal year 1997.

(B) The amounts treated as being apportioned to Puerto Rico under each section referred to in subparagraph (A) shall be deemed to be required to be apportioned to Puerto Rico under such section for purposes of the imposition of any penalty provisions in titles 23 and 49, United States Code.

(C) Subject to subparagraph (B), nothing in this subsection shall be construed as affecting any allocation under section 105 of title 23, United States Code, and any apportionment under sections 104 and 144 of such title.

(s) Notwithstanding section 117(c) of title 23, United States Code, for project number 1646 in section 1602 of Public Law 105—

178, the non-Federal share of the project may be funded by Federal funds from an agency or agencies not part of the United States Department of Transportation.

SEC. 1215. DESIGNATED TRANSPORTATION ENHANCEMENT ACTIVITIES.

(a) **GETTYSBURG, PENNSYLVANIA.—**

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

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

(3) **APPLICABILITY OF TITLE 23.—**Funds made available to carry out this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of restoration of the train station under this subsection shall be 80 percent and such funds shall remain available until expended.

(b) **CENTER.—**

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

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

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

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

(c) **COAL HERITAGE TRAIL.—**

(1) **IN GENERAL.—**The Secretary shall make grants to the State of West Virginia for the Coal Heritage Scenic Byway for the purposes set forth in section 204(h) of title 23, United States Code.

(2) **AUTHORIZATION OF APPROPRIATIONS.—**There is authorized to be appropriated out of the Highway Trust Fund (other

than the Mass Transit Account) to carry out this section \$2,000,000 for each of fiscal years 1999 through 2001.

(3) APPLICABILITY OF TITLE 23.—Funds authorized by this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the funds shall remain available until expended.

(d) TRAFFIC CALMING MEASURES.—

(1) IN GENERAL.—The Secretary shall provide \$5,000,000 for fiscal year 1999 and \$2,000,000 for each of fiscal years 2000 through 2003 to implement traffic calming measures on Route 50 in Fauquier and Loudoun Counties, Virginia.

(2) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out paragraph (1) the amounts specified in such paragraph for the fiscal years specified in such paragraph.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(e) PEDESTRIAN BRIDGE.—

(1) IN GENERAL.—The Secretary shall provide \$1,000,000 for fiscal year 1999 for a pedestrian bridge over United States Route 29 at Emmet Street in Charlottesville, Virginia.

(2) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out paragraph (1) the amounts specified in such paragraph for the fiscal years specified in such paragraph.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(f) INTERPRETIVE CENTER.—

(1) IN GENERAL.—The Secretary shall provide \$600,000 for fiscal year 1999 for construction of the Virginia Blue Ridge Parkway interpretive center located on the Roanoke River Gorge in Virginia.

(2) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out paragraph (1) the amounts specified in such paragraph for the fiscal years specified in such paragraph.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(g) CHAIN OF ROCKS BRIDGE.—

(1) IN GENERAL.—The Secretary shall provide \$2,000,000 for fiscal year 1999 for the renovation and preservation of the Missouri Route 66 Chain of Rocks Bridge.

(2) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund (other

than the Mass Transit Account) to carry out paragraph (1) the amounts specified in such paragraph for the fiscal years specified in such paragraph.

(3) APPLICABILITY OF TITLE 23.—Funds made available to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(h) NOISE BARRIERS, DEKALB COUNTY, GEORGIA.—Notwithstanding any other provision of law, the Secretary shall approve the construction of Type II noise barriers beginning on the west side of Interstate Route 285 extending from Northlake Parkway to Henderson Mill Road in Dekalb County, Georgia, from funds apportioned under sections 104(b)(1) and 104(b)(3) of title 23, United States Code.

SEC. 1216. INNOVATIVE SURFACE TRANSPORTATION FINANCING METHODS.

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

(1) ESTABLISHMENT.—The Secretary shall establish and implement an Interstate System reconstruction and rehabilitation pilot program under which the Secretary, notwithstanding sections 129 and 301 of title 23, United States Code, may permit a State to collect tolls on a highway, bridge, or tunnel on the Interstate System for the purpose of reconstructing and rehabilitating Interstate highway corridors that could not otherwise be adequately maintained or functionally improved without the collection of tolls.

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

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

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

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

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

(D) A facility management plan that includes—

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

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

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

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

(v) such other information as the Secretary may require.

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

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

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

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

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

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

(5) **LIMITATIONS ON USE OF REVENUES; AUDITS.**—Before the Secretary may permit a State to participate in the pilot program, the State must enter into an agreement with the Secretary that provides that—

(A) all toll revenues received from operation of the toll facility will be used only for—

(i) debt service;

(ii) reasonable return on investment of any private person financing the project; and

(iii) any costs necessary for the improvement of and the proper operation and maintenance of the toll facility, including reconstruction, resurfacing, restoration, and rehabilitation of the toll facility; and

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

(6) **LIMITATION ON USE OF INTERSTATE MAINTENANCE FUNDS.**—During the term of the pilot program, funds apportioned for Interstate maintenance under section 104(b)(4) of title 23, United States Code, may not be used on a facility for which tolls are being collected under the program.

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

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

SEC. 1217. ELIGIBILITY.

(a) SAN MATEO COUNTY, CALIFORNIA.—Notwithstanding any other provision of law, a project to repair or reconstruct any portion of a Federal-aid primary route in San Mateo County, California, that—

(1) was destroyed as a result of a combination of storms in the winter of 1982–1983 and a mountain slide; and

(2) until its destruction, served as the only reasonable access route between 2 cities and as the designated emergency evacuation route of 1 of the cities;

shall be eligible for assistance under section 125(a) of title 23, United States Code, if the project complies with the local coastal plan.

(b) AMBASSADOR BRIDGE ACCESS, DETROIT, MICHIGAN.—

(1) IN GENERAL.—Notwithstanding section 129 of title 23, United States Code, or any other provision of law, improvements to access roads and construction of access roads, approaches, and related facilities (such as signs, lights, and signals) necessary to connect the Ambassador Bridge in Detroit, Michigan, to the Interstate System shall be eligible for funds apportioned under paragraphs (1) and (3) of section 104(b) of such title.

(2) USE OF FUNDS.—Funds described in paragraph (1) shall not be used for any improvement to, or construction of, the bridge itself.

(c) CUYAHOGA RIVER BRIDGE, OHIO.—Notwithstanding any other provision of law, a project to construct a new bridge over the Cuyahoga River in Cleveland, Ohio, shall be eligible for funds apportioned under section 104(b)(3) of such title.

(d) CONNECTICUT.—In fiscal year 1998, the State of Connecticut may transfer any funds remaining available for obligation under section 104(b)(5)(A) of title 23, United States Code, as in effect on the day before the date of the enactment of this Act, for construction of the Interstate System to any other program eligible for assistance under chapter 1 of such title. Before making any distribution of the obligation limitation under section 1102(c)(6) of this Act, the Secretary shall make available to the State of Connecticut sufficient obligation authority under section 1102(c) of this Act to obligate funds available for transfer under this subsection.

(e) INTERNATIONAL BRIDGE, SAULT STE. MARIE, MICHIGAN.—The International Bridge Authority, or its successor organization, shall be permitted to continue collecting tolls for maintenance of, operation of, capital improvements to, and future expansions to the International Bridge, Sault Ste. Marie, Michigan, and its approaches, plaza areas, and associated structures.

(f) INFORMATION SERVICES.—A food business that would otherwise be eligible to display a mainline business logo on a specific service food sign described in section 2G–5.7(4) of part IIG of the 1988 edition of the Manual on Uniform Traffic Control Devices for Streets and Highways under the requirements specified in that sec-

tion, but for the fact that the business is open 6 days a week, cannot be prohibited from inclusion on such a food sign.

(g) CONTINUANCE OF COMMERCIAL OPERATIONS AT CERTAIN SERVICE PLAZAS IN THE STATE OF MARYLAND.—

(1) WAIVER.—Notwithstanding section 111 of title 23, United States Code, and the agreements described in paragraph (2), at the request of the Maryland Transportation Authority, the Secretary shall allow the continuance of commercial operations at the service plazas on the John F. Kennedy Memorial Highway on Interstate Route 95.

(2) AGREEMENTS.—The agreements referred to in paragraph (1) are agreements between the Department of Transportation of the State of Maryland and the Federal Highway Administration concerning the highway described in paragraph (1).

(h) WELCOME CENTER PILOT PROJECT.—

(1) IN GENERAL.—The Secretary shall permit the State of Georgia to conduct a pilot project to acquire, construct, operate, and maintain a demonstration safety rest area and information center along Interstate Route 75 in Cobb County, Georgia, in accordance with paragraph (2).

(2) INFORMATION CENTER AND SYSTEM.—The center may provide goods and information that is of interest to the traveling public, including commercial advertising and media displays, if such advertising and displays are—

(A) exhibited solely within any facility constructed in the rest area; and

(B) not legible from the main traveled way.

(3) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report on the results of the pilot project.

(i) SOUTHERN CALIFORNIA.—Notwithstanding section 120(j)(1) of title 23, United States Code—

(1) private entity expenditures to construct the SR-91 toll road located in Orange County, California, from SR-55 to the Riverside County line may be credited toward the State matching share for any Federal-aid project beginning construction after the SR-91 toll road was opened to traffic; and

(2) private expenditures for the future SR-125 toll road in San Diego County, California, from SR-905 to San Miguel Road may be credited against the State match share for Federal-aid highway projects beginning after SR-125 is opened to traffic.

TOLLS ON PENNSYLVANIA TURNPIKE.—Notwithstanding any other provision of law, no tolls shall be collected during the 6-year period beginning on the date of enactment of this Act on the Pennsylvania Turnpike for travel either entering Bedford and exiting Breezewood, Pennsylvania, or entering Breezewood and exiting Bedford. \$3,000,000 of the amounts made available for item 164 of the table contained in section 1602 shall be made available on October 1, 1998, to the Pennsylvania Turnpike Commission to carry out this subsection.

(k) VICKSBURG AND JACKSON, MISSISSIPPI.—Notwithstanding any other provision of this Act, funds authorized by this Act in-

cluding amendments made by this Act) for transportation projects in the State of Mississippi may be used for the purpose of constructing, reconstructing, or rehabilitating rail lines in the vicinity of Vicksburg and Jackson, Mississippi.

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SEC. 1220. ELIMINATION OF REGIONAL OFFICE RESPONSIBILITIES.

(a) **IN GENERAL.**—

(1) **ELIMINATION.**—The Secretary shall eliminate any programmatic decisionmaking responsibility of the regional offices of the Federal Highway Administration for the Federal-aid highway program as part of the Administration's efforts to restructure its field organization.

(2) **ACTIVITIES.**—In carrying out paragraph (1), the Secretary shall eliminate regional offices, create technical resource centers, and, to the maximum extent practicable, delegate authority to State offices of the Federal Highway Administration.

(b) **PREFERENCE.**—In locating the technical resource centers, the Secretary shall give preference to cities that house, on the date of enactment of this Act, the Federal Highway Administration regional offices and are in locations that minimize the travel distance between the technical resource centers and the Federal Highway Administration division offices that will be served by the new technical resource centers.

(c) **REPORT TO CONGRESS.**—The Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a detailed implementation plan to carry out this section not later than September 30, 1998, and thereafter provide periodic progress reports on carrying out this section to such Committees.

(d) **IMPLEMENTATION.**—The Secretary shall begin implementation of the plan transmitted under subsection (c) not later than December 31, 1998.

SEC. 1221. TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM.

(a) **ESTABLISHMENT.**—In cooperation with appropriate State, regional, and local governments, the Secretary shall establish a comprehensive initiative to investigate and address the relationships between transportation and community and system preservation and identify private sector-based initiatives.

(b) **RESEARCH.**—

(1) **IN GENERAL.**—In cooperation with appropriate Federal agencies, State, regional, and local governments, and other entities eligible for assistance under subsection (d), the Secretary shall carry out a comprehensive research program to investigate the relationships between transportation, community preservation, and the environment and the role of the private sector in shaping such relationships.

(2) **REQUIRED ELEMENTS.**—The program shall provide for monitoring and analysis of projects carried out with funds made available to carry out subsections (c) and (d).

(c) **PLANNING.**—

(1) IN GENERAL.—The Secretary shall allocate funds made available to carry out this subsection to States, metropolitan planning organizations, and local governments to plan, develop, and implement strategies to integrate transportation and community and system preservation plans and practices.

(2) PURPOSES.—The purposes of the allocations shall be—

(A) to improve the efficiency of the transportation system;

(B) to reduce the impacts of transportation on the environment;

(C) to reduce the need for costly future investments in public infrastructure;

(D) to provide efficient access to jobs, services, and centers of trade; and

(E) to examine development patterns and identify strategies to encourage private sector development patterns which achieve the goals identified in subparagraphs (A) through (D).

(3) CRITERIA.—In allocating funds made available to carry out this subsection, the Secretary shall give priority to applicants that—

(A) propose projects for funding that address the purposes described in paragraph (2); and

(B) demonstrate a commitment of non-Federal resources to the proposed projects.

(4) ADDITIONAL CRITERIA.—In addition, the Secretary shall give consideration to applicants that demonstrate a commitment to public and private involvement, including involvement of nontraditional partners in the project team.

(d) ALLOCATION OF FUNDS FOR IMPLEMENTATION.—

(1) IN GENERAL.—The Secretary shall allocate funds made available to carry out this subsection to States, metropolitan planning organizations, and local governments to carry out projects to address transportation efficiency and community and system preservation.

(2) CRITERIA.—In allocating funds made available to carry out this subsection, the Secretary shall give priority to applicants that—

(A) have instituted preservation or development plans and programs that—

(i) meet the requirements of title 23 and chapter 53 of title 49, United States Code; and

(ii)(I) are coordinated with State and local adopted preservation or development plans;

(II) are intended to promote cost-effective and strategic investments in transportation infrastructure that minimize adverse impacts on the environment; or

(III) are intended to promote innovative private sector strategies.

(B) have instituted other policies to integrate transportation and community and system preservation practices, such as—

(i) spending policies that direct funds to high-growth areas;

- (ii) urban growth boundaries to guide metropolitan expansion;
 - (iii) “green corridors” programs that provide access to major highway corridors for areas targeted for efficient and compact development; or
 - (iv) other similar programs or policies as determined by the Secretary;
 - (C) have preservation or development policies that include a mechanism for reducing potential impacts of transportation activities on the environment;
 - (D) examine ways to encourage private sector investments that address the purposes of this section; and
 - (E) propose projects for funding that address the purposes described in subsection (c)(2).
- (3) **EQUITABLE DISTRIBUTION.**—In allocating funds to carry out this subsection, the Secretary shall ensure the equitable distribution of funds to a diversity of populations and geographic regions.
- (4) **USE OF ALLOCATED FUNDS.**—
- (A) **IN GENERAL.**—An allocation of funds made available to carry out this subsection shall be used by the recipient to implement the projects proposed in the application to the Secretary.
 - (B) **TYPES OF PROJECTS.**—The allocation of funds shall be available for obligation for—
 - (i) any project eligible for funding under title 23 or chapter 53 of title 49, United States Code; or
 - (ii) any other activity relating to transportation and community and system preservation that the Secretary determines to be appropriate, including corridor preservation activities that are necessary to implement—
 - (I) transit-oriented development plans;
 - (II) traffic calming measures; or
 - (III) other coordinated transportation and community and system preservation practices.
- (e) **FUNDING.**—
- (1) **IN GENERAL.**—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section \$20,000,000 for fiscal year 1999 and \$25,000,000 for each of fiscal years 2000 through 2003 and \$14,583,333 for the period of October 1, 2003, through April 30, 2004.
 - (2) **CONTRACT AUTHORITY.**—Funds authorized under this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

SEC. 1222. ADDITIONS TO APPALACHIAN REGION.

【Section 1222 was repealed by section 6 of P.L. 107–217 (116 Stat. 1062). P.L. 107–217 provided for the codification of title 40, United States Code.】

SEC. 1223. TRANSPORTATION ASSISTANCE FOR OLYMPIC CITIES.

(a) **PURPOSE.**—The purpose of this section is to authorize the provision of assistance for, and support of, State and local efforts concerning surface transportation issues necessary to obtain the national recognition and economic benefits of participation in the International Olympic movement, the International Paralympic movement, and the Special Olympics International movement by hosting international quadrennial Olympic and Paralympic events, and Special Olympics International events, in the United States.

(b) **PRIORITY FOR TRANSPORTATION PROJECTS RELATING TO OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPIC EVENTS.**—Notwithstanding any other provision of law, from funds available to carry out sections 118(c) and 144(g)(1) of title 23, United States Code, the Secretary may give priority to funding for a transportation project relating to an international quadrennial Olympic or Paralympic event, or a Special Olympics International event, if—

(1) the project meets the extraordinary needs associated with an international quadrennial Olympic or Paralympic event or a Special Olympics International event; and

(2) the project is otherwise eligible for assistance under sections 118(c) and 144(g)(1) of such title.

(c) **TRANSPORTATION PLANNING ACTIVITIES.**—The Secretary may participate in—

(1) planning activities of States and metropolitan planning organizations and transportation projects relating to an international quadrennial Olympic or Paralympic event, or a Special Olympics International event, under sections 134 and 135 of title 23, United States Code; and

(2) developing intermodal transportation plans necessary for the projects in coordination with State and local transportation agencies.

(d) **FUNDING.**—Notwithstanding section 5001(a), from funds made available under such section, the Secretary may provide assistance for the development of an Olympic, a Paralympic, and a Special Olympics transportation management plan in cooperation with an Olympic Organizing Committee responsible for hosting, and State and local communities affected by, an international quadrennial Olympic or Paralympic event or a Special Olympics International event.

(e) **TRANSPORTATION PROJECTS RELATING TO OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPIC EVENTS.**—

(1) **IN GENERAL.**—The Secretary may provide assistance, including planning, capital, and operating assistance, to States and local governments in carrying out transportation projects relating to an international quadrennial Olympic or Paralympic event or a Special Olympics International event.

(2) **FEDERAL SHARE.**—The Federal share of the cost of a project assisted under this subsection shall not exceed 80 percent.

(f) **ELIGIBLE GOVERNMENTS.**—A State or local government shall be eligible to receive assistance under this section only if the government is hosting a venue that is part of an international quadrennial Olympics that is officially selected by the International Olympic Committee or Special Olympics International.

(g) **AUTHORIZATION OF APPROPRIATIONS.**—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section such sums as are necessary for each of fiscal years 1998 through 2003.

SEC. 1224. NATIONAL HISTORIC COVERED BRIDGE PRESERVATION.

(a) **HISTORIC COVERED BRIDGE DEFINED.**—In this section, the term “historic covered bridge” means a covered bridge that is listed or eligible for listing on the National Register of Historic Places.

(b) **HISTORIC COVERED BRIDGE PRESERVATION.**—Subject to the availability of appropriations under subsection (d), the Secretary shall—

- (1) collect and disseminate information concerning historic covered bridges;
- (2) foster educational programs relating to the history and construction techniques of historic covered bridges;
- (3) conduct research on the history of historic covered bridges; and
- (4) conduct research, and study techniques, on protecting historic covered bridges from rot, fire, natural disasters, or weight-related damage.

(c) **DIRECT FEDERAL ASSISTANCE.**—

(1) **IN GENERAL.**—Subject to the availability of appropriations, the Secretary shall make a grant to a State that submits an application to the Secretary that demonstrates a need for assistance in carrying out 1 or more historic covered bridge projects described in paragraph (2).

(2) **TYPES OF PROJECT.**—A grant under paragraph (1) may be made for a project—

- (A) to rehabilitate or repair a historic covered bridge;
- and
- (B) to preserve a historic covered bridge, including through—
 - (i) installation of a fire protection system, including a fireproofing or fire detection system and sprinklers;
 - (ii) installation of a system to prevent vandalism and arson; or
 - (iii) relocation of a bridge to a preservation site.

(3) **AUTHENTICITY.**—A grant under paragraph (1) may be made for a project only if—

- (A) to the maximum extent practicable, the project—
 - (i) is carried out in the most historically appropriate manner; and
 - (ii) preserves the existing structure of the historic covered bridge; and
- (B) the project provides for the replacement of wooden components with wooden components, unless the use of wood is impracticable for safety reasons.

(4) **FEDERAL SHARE.**—The Federal share of the cost of a project carried out with a grant under this subsection shall be 80 percent.

(d) **FUNDING.**—There is authorized to be appropriated to carry out this section \$10,000,000 for each of fiscal years 1999 through 2003. Such funds shall remain available until expended.

SEC. 1225. SUBSTITUTE PROJECT.

(a) **APPROVAL OF PROJECT.**—Notwithstanding any other provision of law, upon the request of the Mayor of the District of Columbia, the Secretary may approve substitute highway and transit projects under section 103(e)(4) of title 23, United States Code (as in effect on the day before the date of enactment of this Act), in lieu of construction of the Barney Circle Freeway project in the District of Columbia, as identified in the 1991 Interstate Cost Estimate.

(b) **ELIGIBILITY FOR FEDERAL ASSISTANCE.**—Upon approval of any substitute project or projects under subsection (a)—

(1) the cost of construction of the Barney Circle Freeway Modification project shall not be eligible for funds authorized under section 108(b) of the Federal-Aid Highway Act of 1956; and

(2) substitute projects approved pursuant to this section shall be funded from interstate construction funds apportioned or allocated to the District of Columbia that are not expended and not subject to lapse on the date of enactment of this Act.

(c) **FEDERAL SHARE.**—The Federal share payable on account of a project or activity approved under this section shall be 85 percent of the cost thereof; except that the exception set forth in section 120(b)(2) of title 23, United States Code, shall apply.

(d) **LIMITATION ON ELIGIBILITY.**—Any substitute project approved pursuant to subsection (a) (for which the Secretary finds that sufficient Federal funds are available) must be under contract for construction, or construction must have commenced, before the last day of the 4-year period beginning on the date of enactment of this Act. If the substitute project is not under contract for construction, or construction has not commenced, by such last day, the Secretary shall withdraw approval of the substitute project.

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Subtitle C—Program Streamlining and Flexibility

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SEC. 1307. DESIGN-BUILD CONTRACTING.

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(c) **REGULATIONS.**—

(1) **IN GENERAL.**—Not later than the effective date specified in subsection (e), after consultation with the American Association of State Highway and Transportation Officials and representatives from affected industries, the Secretary shall issue regulations to carry out the amendments made by this section.

(2) **CONTENTS.**—The regulations shall—

(A) identify the criteria to be used by the Secretary in approving the use by a State transportation department or

local transportation agency of design-build contracting;
and

(B) establish the procedures to be followed by a State transportation department or local transportation agency for obtaining the Secretary's approval of the use of design-build contracting by the department or agency.

(d) **EFFECT ON EXPERIMENTAL PROGRAM.**—Nothing in this section or the amendments made by this section affects the authority to carry out, or any project carried out under, any experimental program concerning design-build contracting that is being carried out by the Secretary as of the date of enactment of this Act.

(e) **EFFECTIVE DATE FOR AMENDMENTS.**—

(1) **IN GENERAL.**—The amendments made by this section take effect 3 years after the date of enactment of this Act.

(2) **TRANSITION PROVISION.**—

(A) **IN GENERAL.**—During the period before issuance of the regulations under subsection (c), the Secretary may approve, in accordance with an experimental program described in subsection (d), design-build contracts to be awarded using any process permitted by applicable State and local law; except that final design under any such contract shall not commence before compliance with section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332).

(B) **PREVIOUSLY AWARDED CONTRACTS.**—The Secretary may approve design-build contracts awarded before the date of enactment of this Act.

(C) **DESIGN-BUILD CONTRACT DEFINED.**—In this paragraph, the term “design-build contract” means an agreement that provides for design and construction of a project by a contractor, regardless of whether the agreement is in the form of a design-build contract, a franchise agreement, or any other form of contract approved by the Secretary.

(f) **REPORT TO CONGRESS.**—

(1) **IN GENERAL.**—Not later than 5 years after the date of enactment of this Act, the Secretary shall submit to Congress a report on the effectiveness of design-build contracting procedures.

(2) **CONTENTS.**—The report shall contain—

(A) an assessment of the effect of design-build contracting on project quality, project cost, and timeliness of project delivery;

(B) recommendations on the appropriate level of design for design-build procurements;

(C) an assessment of the impact of design-build contracting on small businesses;

(D) assessment of the subjectivity used in design-build contracting; and

(E) such recommendations concerning design-build contracting procedures as the Secretary determines to be appropriate.

SEC. 1308. MAJOR INVESTMENT STUDY INTEGRATION.

The Secretary shall eliminate the major investment study set forth in section 450.318 of title 23, Code of Federal Regulations, as a separate requirement, and promulgate regulations to integrate such requirement, as appropriate, as part of the analyses required to be undertaken pursuant to the planning provisions of title 23, United States Code, and chapter 53 of title 49, United States Code, and the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) for Federal-aid highway and transit projects. The scope of the applicability of such regulations shall be no broader than the scope of such section.

SEC. 1309. ENVIRONMENTAL STREAMLINING.**(a) COORDINATED ENVIRONMENTAL REVIEW PROCESS.—**

(1) DEVELOPMENT AND IMPLEMENTATION.—The Secretary shall develop and implement a coordinated environmental review process for highway construction and mass transit projects that require—

(A) the preparation of an environmental impact statement or environmental assessment under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), except that the Secretary may decide not to apply this section to the preparation of an environmental assessment under such Act; or

(B) the conduct of any other environmental review, analysis, opinion, or issuance of an environmental permit, license, or approval by operation of Federal law.

(2) MEMORANDUM OF UNDERSTANDING.—

(A) **IN GENERAL.—**The coordinated environmental review process for each project shall ensure that, whenever practicable (as specified in this section), all environmental reviews, analyses, opinions, and any permits, licenses, or approvals that must be issued or made by any Federal agency for the project concerned shall be conducted concurrently and completed within a cooperatively determined time period. Such process for a project or class of project may be incorporated into a memorandum of understanding between the Department of Transportation and Federal agencies (and, where appropriate, State agencies).

(B) **ESTABLISHMENT OF TIME PERIODS.—**In establishing the time period referred to in subparagraph (A), and any time periods for review within such period, the Department and all such agencies shall take into account their respective resources and statutory commitments.

(b) ELEMENTS OF COORDINATED ENVIRONMENTAL REVIEW PROCESS.—For each project, the coordinated environmental review process established under this section shall provide, at a minimum, for the following elements:

(1) FEDERAL AGENCY IDENTIFICATION.—The Secretary shall, at the earliest possible time, identify all potential Federal agencies that—

(A) have jurisdiction by law over environmental-related issues that may be affected by the project and the analysis of which would be part of any environmental doc-

- ument required by the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); or
- (B) may be required by Federal law to independently—
- (i) conduct an environmental-related review or analysis; or
 - (ii) determine whether to issue a permit, license, or approval or render an opinion on the environmental impact of the project.
- (2) **TIME LIMITATIONS AND CONCURRENT REVIEW.**—The Secretary and the head of each Federal agency identified under paragraph (1)—
- (A)(i) shall jointly develop and establish time periods for review for—
 - (I) all Federal agency comments with respect to any environmental review documents required by the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) for the project; and
 - (II) all other independent Federal agency environmental analyses, reviews, opinions, and decisions on any permits, licenses, and approvals that must be issued or made for the project;whereby each such Federal agency's review shall be undertaken and completed within such established time periods for review; or
 - (ii) may enter into an agreement to establish such time periods for review with respect to a class of project; and
- (B) shall ensure, in establishing such time periods for review, that the conduct of any such analysis, review, opinion, and decision is undertaken concurrently with all other environmental reviews for the project, including the reviews required by the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); except that such review may not be concurrent if the affected Federal agency can demonstrate that such concurrent review would result in a significant adverse impact to the environment or substantially alter the operation of Federal law or would not be possible without information developed as part of the environmental review process.
- (3) **FACTORS TO BE CONSIDERED.**—Time periods for review established under this section shall be consistent with the time periods established by the Council on Environmental Quality under sections 1501.8 and 1506.10 of title 40, Code of Federal Regulations.
- (4) **EXTENSIONS.**—The Secretary shall extend any time periods for review under this section if, upon good cause shown, the Secretary and any Federal agency concerned determine that additional time for analysis and review is needed as a result of new information that has been discovered that could not reasonably have been anticipated when the Federal agency's time periods for review were established. Any memorandum of understanding shall be modified to incorporate any mutually agreed-upon extensions.

(c) DISPUTE RESOLUTION.—When the Secretary determines that a Federal agency which is subject to a time period for its environmental review or analysis under this section has failed to complete such review, analysis, opinion, or decision on issuing any permit, license, or approval within the established time period or within any agreed-upon extension to such time period, the Secretary may, after notice and consultation with such agency, close the record on the matter before the Secretary. If the Secretary finds, after timely compliance with this section, that an environmental issue related to the project that an affected Federal agency has jurisdiction over by operation of Federal law has not been resolved, the Secretary and the head of the Federal agency shall resolve the matter not later than 30 days after the date of the finding by the Secretary.

(d) PARTICIPATION OF STATE AGENCIES.—For any project eligible for assistance under chapter 1 of title 23, United States Code, or chapter 53 of title 49, United States Code, a State, by operation of State law, may require that all State agencies that have jurisdiction by State or Federal law over environmental-related issues that may be affected by the project, or that are required to issue any environmental-related reviews, analyses, opinions, or determinations on issuing any permits, licenses, or approvals for the project, be subject to the coordinated environmental review process established under this section unless the Secretary determines that a State's participation would not be in the public interest. For a State to require State agencies to participate in the review process, all affected agencies of the State shall be subject to the review process.

(e) ASSISTANCE TO AFFECTED FEDERAL AGENCIES.—

(1) IN GENERAL.—The Secretary may approve a request by a State or recipient to provide funds for a highway project made available under chapter 1 of title 23, United States Code, or for a mass transit project made available under chapter 53 of title 49, United States Code, to the State for the project subject to the coordinated environmental review process established under this section to affected Federal agencies to provide the resources necessary to meet any time limits established under this section.

(2) AMOUNTS.—Such requests under paragraph (1) shall be approved only—

(A) for the additional amounts that the Secretary determines are necessary for the affected Federal agencies to meet the time limits for environmental review; and

(B) if such time limits are less than the customary time necessary for such review.

(f) JUDICIAL REVIEW AND SAVINGS CLAUSE.—

(1) JUDICIAL REVIEW.—Nothing in this section shall affect the reviewability of any final Federal agency action in a district court of the United States or in the court of any State.

(2) SAVINGS CLAUSE.—Nothing in this section shall affect the applicability of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) or any other Federal environmental statute or affect the responsibility of any Federal officer to comply with or enforce any such statute.

(g) **FEDERAL AGENCY DEFINED.**—In this section, the term “Federal agency” means any Federal agency or any State agency carrying out affected responsibilities required by operation of Federal law.

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SEC. 1311. DISCRETIONARY GRANT SELECTION CRITERIA AND PROCESS.

(a) **ESTABLISHMENT OF CRITERIA.**—The Secretary shall establish criteria for all discretionary programs funded from the Highway Trust Fund (other than the Mass Transit Account). To the extent practicable, such criteria shall conform to the Executive Order No. 12893 (relating to infrastructure investment).

(b) **SELECTION PROCESS.**—

(1) **LIMITATION ON ACCEPTANCE OF APPLICATIONS.**—Before accepting applications for grants under any discretionary program for which funds are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) by this Act (including the amendments made by this Act), the Secretary shall publish the criteria established under subsection (a). Such publication shall identify all statutory criteria and any criteria established by regulation that will apply to the program.

(2) **EXPLANATION.**—Not less often than quarterly, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a list of the projects selected under discretionary programs funded from the Highway Trust Fund (other than the Mass Transit Account) and an explanation of how the projects were selected based on the criteria established under subsection (a).

(c) **MINIMUM COVERED PROGRAMS.**—At a minimum, the criteria established under subsection (a) and the selection process established by subsection (b) shall apply to the following programs:

- (1) The intelligent transportation system deployment program under title V.
- (2) The national corridor planning and development program.
- (3) The coordinated border infrastructure and safety program.
- (4) The construction of ferry boats and ferry terminal facilities.
- (5) The national scenic byways program.
- (6) The Interstate discretionary program.
- (7) The discretionary bridge program.

Subtitle D—Safety

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SEC. 1402. ROADSIDE SAFETY TECHNOLOGIES.

(a) **CRASH CUSHIONS.**—

(1) **GUIDANCE.**—Not later than 18 months after the date of enactment of this Act, the Secretary shall issue guidance re-

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

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

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

(1) STUDY.—The Secretary shall conduct a study on the technologies and methods to enhance safety, streamline construction, and improve capacity by providing positive separation at all times between traffic, equipment, and workers on highway construction projects. The study shall also address how such technologies can be used to improve capacity and safety at those specific highway, bridge, and other appropriate locations where reversible lane, contraflow, and high occupancy vehicle lane operations are implemented during peak traffic periods.

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

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

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

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

(D) mitigating congestion caused by construction by—

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

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

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

(3) REPORT.—Not later than 18 months after the date of enactment of this Act, the Secretary shall submit to Congress a report on the results of the study. The report shall include findings and recommendations for the use of the technologies referred to in paragraph (2) to provide positive separation on appropriate projects.

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Subtitle E—Finance

CHAPTER 1—TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION

SEC. 1501. SHORT TITLE.

This chapter may be cited as the “Transportation Infrastructure Finance and Innovation Act of 1998”.

SEC. 1502. FINDINGS.

Congress finds that—

(1) a well-developed system of transportation infrastructure is critical to the economic well-being, health, and welfare of the people of the United States;

(2) traditional public funding techniques such as grant programs are unable to keep pace with the infrastructure investment needs of the United States because of budgetary constraints at the Federal, State, and local levels of government;

(3) major transportation infrastructure facilities that address critical national needs, such as intermodal facilities, border crossings, and multistate trade corridors, are of a scale that exceeds the capacity of Federal and State assistance programs in effect on the date of enactment of this Act;

(4) new investment capital can be attracted to infrastructure projects that are capable of generating their own revenue streams through user charges or other dedicated funding sources; and

(5) a Federal credit program for projects of national significance can complement existing funding resources by filling market gaps, thereby leveraging substantial private co-investment.

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CHAPTER 2—STATE INFRASTRUCTURE BANK PILOT PROGRAM

SEC. 1511. STATE INFRASTRUCTURE BANK PILOT PROGRAM.

(a) **DEFINITIONS.**—In this section:

(1) **OTHER ASSISTANCE.**—The term “other assistance” includes any use of funds in an infrastructure bank—

(A) to provide credit enhancements;

(B) to serve as a capital reserve for bond or debt instrument financing;

(C) to subsidize interest rates;

(D) to ensure the issuance of letters of credit and credit instruments;

(E) to finance purchase and lease agreements with respect to transit projects;

(F) to provide bond or debt financing instrument security; and

(G) to provide other forms of debt financing and methods of leveraging funds that are approved by the Secretary and that relate to the project with respect to which the assistance is being provided.

(2) STATE.—The term “State” has the meaning given the term under section 401 of title 23, United States Code.

(b) COOPERATIVE AGREEMENTS.—

(1) IN GENERAL.—

(A) PURPOSE OF AGREEMENTS.—Subject to this section, the Secretary may enter into cooperative agreements with the States of California, Florida, Missouri, and Rhode Island, and Texas for the establishment of State infrastructure banks and multistate infrastructure banks for making loans and providing other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under this section, provided that Texas may not compete for funds previously allocated or appropriated to any other State.

(B) CONTENTS OF AGREEMENTS.—Each cooperative agreement shall specify procedures and guidelines for establishing, operating, and providing assistance from the infrastructure bank.

(2) INTERSTATE COMPACTS.—If 2 or more States enter into a cooperative agreement under paragraph (1) with the Secretary for the establishment of a multistate infrastructure bank, Congress grants consent to those States to enter into an interstate compact establishing the bank in accordance with this section.

(c) FUNDING.—

(1) CONTRIBUTION.—Notwithstanding any other provision of law, the Secretary may allow, subject to subsection (h)(1), a State that enters into a cooperative agreement under this section to contribute to the infrastructure bank established by the State not to exceed—

(A)(i) the total amount of funds apportioned to the State under each of paragraphs (1), (3), and (4) of section 104(b) and section 144 of title 23, United States Code, excluding funds set aside under paragraphs (1) and (2) of section 133(d) of such title; and

(ii) the total amount of funds allocated to the State under section 105 of such title;

(B) the total amount of funds made available to the State or other Federal transit grant recipient for capital projects (as defined in section 5302 of title 49, United States Code) under sections 5307, 5309, and 5311 of such title; and

(C) the total amount of funds made available to the State under subtitle V of title 49, United States Code.

(2) CAPITALIZATION GRANT.—For the purposes of this section, Federal funds contributed to the infrastructure bank under this subsection shall constitute a capitalization grant for the infrastructure bank.

(3) SPECIAL RULE FOR URBANIZED AREAS OF OVER 200,000.—Funds that are apportioned or allocated to a State under section 104(b)(3) of title 23, United States Code, and attributed to urbanized areas of a State with a population of over 200,000 individuals under section 133(d)(2) of such title may be used to provide assistance from an infrastructure bank under this sec-

tion with respect to a project only if the metropolitan planning organization designated for the area concurs, in writing, with the provision of the assistance.

(d) FORMS OF ASSISTANCE FROM INFRASTRUCTURE BANKS.—

(1) IN GENERAL.—An infrastructure bank established under this section may make loans or provide other assistance to a public or private entity in an amount equal to all or part of the cost of carrying out a project eligible for assistance under this section.

(2) SUBORDINATION OF LOANS.—The amount of any loan or other assistance provided for the project may be subordinated to any other debt financing for the project.

(3) INITIAL ASSISTANCE.—Initial assistance provided with respect to a project from Federal funds contributed to an infrastructure bank under this section shall not be made in the form of a grant.

(e) QUALIFYING PROJECTS.—

(1) IN GENERAL.—Subject to paragraph (2), funds in an infrastructure bank established under this section may be used only to provide assistance with respect to projects eligible for assistance under title 23, United States Code, for capital projects (as defined in section 5302 of title 49, United States Code), or for any other project related to surface transportation that the Secretary determines to be appropriate.

(2) INTERSTATE FUNDS.—Funds contributed to an infrastructure bank from funds apportioned to a State under section 104(b)(4) of title 23, United States Code, may be used only to provide assistance with respect to projects eligible for assistance under such paragraph.

(3) RAIL PROGRAM FUNDS.—Funds contributed to an infrastructure bank from funds made available to a State under subtitle V of title 49, United States Code, shall be used in a manner consistent with any project description specified under the law making the funds available to the State.

(f) INFRASTRUCTURE BANK REQUIREMENTS.—

(1) IN GENERAL.—Subject to paragraph (2), in order to establish an infrastructure bank under this section, each State establishing such a bank shall—

(A) contribute, at a minimum, to the bank from non-Federal sources an amount equal to 25 percent of the amount of each capitalization grant made to the State and contributed to the bank under subsection (c), except that if the State has a higher Federal share payable under section 120(b) of title 23, United States Code, the State shall be required to contribute only an amount commensurate with the higher Federal share;

(B) ensure that the bank maintains on a continuing basis an investment grade rating on its debt issuances and its ability to pay claims under credit enhancement programs of the bank;

(C) ensure that investment income generated by funds contributed to the bank will be—

(i) credited to the bank;

(ii) available for use in providing loans and other assistance to projects eligible for assistance from the bank; and

(iii) invested in United States Treasury securities, bank deposits, or such other financing instruments as the Secretary may approve to earn interest to enhance the leveraging of projects assisted by the bank;

(D) ensure that any loan from the bank will bear interest at or below market rates, as determined by the State, to make the project that is the subject of the loan feasible;

(E) ensure that repayment of the loan from the bank will commence not later than 5 years after the project has been completed or, in the case of a highway project, the facility has opened to traffic, whichever is later;

(F) ensure that the term for repaying any loan will not exceed the lesser of—

(i) 35 years after the date of the first payment on the loan under subparagraph (E); or

(ii) the useful life of the investment; and

(G) require the bank to make a biennial report to the Secretary and to make such other reports as the Secretary may require in guidelines.

(2) WAIVERS BY THE SECRETARY.—The Secretary may waive a requirement of any of subparagraphs (C) through (G) of paragraph (1) with respect to an infrastructure bank if the Secretary determines that the waiver is consistent with the objectives of this section.

(g) LIMITATION ON REPAYMENTS.—Notwithstanding any other provision of law, the repayment of a loan or other assistance provided from an infrastructure bank under this section may not be credited toward the non-Federal share of the cost of any project.

(h) SECRETARIAL REQUIREMENTS.—In administering this section, the Secretary shall—

(1) ensure that Federal disbursements shall be at an annual rate of not more than 20 percent of the amount designated by the State for State infrastructure bank capitalization under subsection (c)(1), except that the Secretary may disburse funds to a State in an amount needed to finance a specific project; and

cooperative agreements entered into with States under section 350 of the National Highway System Designation Act of 1995 (Public Law 104–59) to comply with this section.

(i) APPLICABILITY OF FEDERAL LAW.—

(1) IN GENERAL.—The requirements of titles 23 and 49, United States Code, that would otherwise apply to funds made available under such title and projects assisted with those funds shall apply to—

(A) funds made available under such title and contributed to an infrastructure bank established under this section, including the non-Federal contribution required under subsection (f); and

(B) projects assisted by the bank through the use of the funds;

except to the extent that the Secretary determines that any requirement of such title (other than sections 113 and 114 of title 23 and section 5333 of title 49), is not consistent with the objectives of this section.

(2) **REPAYMENTS.**—The requirements of titles 23 and 49, United States Code, shall apply to repayments from non-Federal sources to an infrastructure bank from projects assisted by the bank. Such a repayment shall be considered to be Federal funds.

UNITED STATES NOT OBLIGATED.—

(1) **IN GENERAL.**—The contribution of Federal funds to an infrastructure bank established under this section shall not be construed as a commitment, guarantee, or obligation on the part of the United States to any third party. No third party shall have any right against the United States for payment solely by virtue of the contribution.

(2) **STATEMENT.**—Any security or debt financing instrument issued by the infrastructure bank shall expressly state that the security or instrument does not constitute a commitment, guarantee, or obligation of the United States.

(k) **MANAGEMENT OF FEDERAL FUNDS.**—Sections 3335 and 6503 of title 31, United States Code, shall not apply to funds contributed under this section.

(l) **PROGRAM ADMINISTRATION.**—

(1) **IN GENERAL.**—A State may expend not to exceed 2 percent of the Federal funds contributed to an infrastructure bank established by the State under this section to pay the reasonable costs of administering the bank.

(2) **NON-FEDERAL FUNDS.**—The limitation described in paragraph (1) shall not apply to non-Federal funds.

Subtitle F—High Priority Projects

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SEC. 1602. PROJECT AUTHORIZATIONS.¹⁶⁰²⁻¹

Subject to section 117 of title 23, United States Code, the amount listed for each high priority project in the following table shall be available (from amounts made available by section 1101(a)(13) of the Transportation Equity Act for the 21st Century) for fiscal years 1998 through 2003 to carry out each such project:

No.	State	Project description	(Dollars in millions)
1.	Georgia	I-75 advanced transportation management system in Cobb County	1.7

¹⁶⁰²⁻¹ Section 112(5) of Title I of Division F of the Consolidated Appropriations Act, 2004 (Public Law 108-199) provides “Item number 1077 is amended by striking ‘Construct I-95-I-26 interchange, Orangeburg Co’ and inserting ‘Expand Transportation Research Center, South Carolina State University, Orangeburg, SC’.” Although the instruction is to strike “Co”, the amendment has been executed by striking “County” to effectuate the probable intent of Congress.

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No.	State	Project description	(Dollars in millions)
2.	Ohio	Relocate Washington Street/SR 149 within Bellaire city limits in Belmont County	2
3.	Virginia	Commuter and freight rail congestion and mitigation project over Quantico Creek	7.5
4.	Michigan	Construct bike path for the Macomb Orchard Trail in Macomb County	3.75
5.	California	Extend I-10 HOV lanes, Los Angeles	2.205
6.	Utah	Reconstruct U.S. 89 and interchange at 200 North in Kaysville and within the amount provided, \$2,000,000 for repair and reconstruction of the North Ogden Divide Highway	5.25
7.	Ohio	Upgrade North Road between U.S. 422 and East Market Street, Trumbull County	1.2
8.	Tennessee	Alternative transportation systems, Rutherford	5.1
9.	New York	Improve Long Ridge Road from Pound Ridge Road to Connecticut State line	1.4
10.	New York	I-87 Noise Abatement Program	7.5
11.	California	Upgrade access road to Mare Island	0.75
12.	Texas	Reconstruct FM 364 between Humble Road and I-10, Beaumont	3.6
13.	Washington	Construct pedestrian access and safety on Deception Pass Bridge, Deception Pass State Park, Washington	1
14.	Ohio	Conduct feasibility study for inclusion of U.S. 22 as part of the Interstate System	0.1
15.	New York	Improve Route 9 in Dutchess County	1.14
16.	California	Reconstruct State Route 81 (Sierra Avenue) and I-10 Interchange in Fontana	7.5
17.	New York	Reconstruct Springfield Boulevard between the Long Island Rail main line south to Rockaway Boulevard, Queens County	3
18.	Tennessee	Reconstruction of U.S. 414 in Henderson County	3.75
19.	New Jersey	Upgrade Market Street/Essex Street and Rochelle Avenue/Main Street to facilitate access to Routes 17 and 80, Bergen County	3.75
20.	Pennsylvania	U.S. 209 Marshall's Creek Traffic Relief project in Monroe County	7.5
21.	Louisiana	Replace ferry in Plaquemines Parish	1.6125
22.	Arkansas	Construct access routes between interstate highway, industrial park and Slackwater Harbor, Little Rock	0.75
23.	Georgia	Reconstruct SR 26/U.S. 60 from Bull River to Lazaretto Creek	2.6625
24.	California	Improve SR 91/Green River Road interchange	4.875
25.	Ohio	Construct new bridge over Muskingum River and highway approaches, Washington County	1.5

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No.	State	Project description	(Dollars in millions)
26.	Virginia	Widen Route 123 from Prince William County line to State Route 645 in Fairfax County, Virginia	7.5
27.	California	Improve the interchange at Cabo and Nason Street in Moreno Valley	4.5
28.	Nevada	Canamex Corridor Innovative Urban Renovation project in Henderson	5.25
29.	California	Construct bikeways, Santa Maria	0.384
30.	Louisiana	Expand Harding Road from Scenic Highway to the Mississippi River and construct an information center	2.7
31.	Florida	West Palm Beach Traffic Calming Project on U.S. 1 and Flagler Drive	11.25
32.	Oregon	Construct bike path paralleling 42nd Street to link with existing bike path, Springfield	0.6
33.	Illinois	Construct elevated walkway between Centre Station and arena	0.9
34.	Pennsylvania	Construct Ardmore Streetscape project	0.45
35.	California	Construct San Diego and Arizona Eastern Intermodal Yard, San Ysidro	10
36.	New Jersey	Replace Clove Road bridge over tributary of Mill Brook and Clove Brook in Sussex County	0.75
37.	Oregon	Design and engineering for Newberg—Dundee Bypass	0.375
38.	Ohio	Upgrade U.S. Route 33 between vicinity of Haydenville to Floodwood (Nelsonville Bypass)	3.75
39.	Connecticut	Revise interchange ramp on to Route 72 northbound from I-84 East in Plainville, Connecticut	2.8125
40.	Alaska	Construct Spruce Creek Bridge in Soldotna	0.2625
41.	New York	Undertake studies, planning, engineering, design and construction of a tunnel alternative to reconstruction of existing elevated expressway (Gowanus tunnel project)	18
42.	Virginia	Reconstruct SR 168 (Battlefield Boulevard) in Chesapeake	6
43.	Pennsylvania	Upgrade PA 228 (Crows Run Corridor)	5.4
44.	New York	Upgrade and improve North Creek to Albany intermodal transportation corridor	12.2
45.	Pennsylvania	Widen Montgomery Alley and improve pedestrian and parking facilities in the vicinity of the Falling Spring, Chambersburg	2
46.	Nebraska	Corridor study for Plattsmouth Bridge area to U.S. 75 and Horning Road	0.2625
47.	Pennsylvania	Construct SR 3019 over Great Trough Creek in Huntingdon County	0.375
48.	Pennsylvania	Improve PA 56 from I-99 to Somerset County Line in Bedford County	0.75
49.	Connecticut	Replace Windham Road bridge, Windham	1.5
50.	Tennessee	Upgrade Briley Parkway between I-40 and Opryland	4.2

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No.	State	Project description	(Dollars in millions)
51.	Pennsylvania	Renovate Harrisburg Transportation Center in Dauphin County	1.875
52.	Oregon	Construct phase I: Highway 99 to Biddle Road of the Highway 62 corridor solutions project	15.625
53.	Washington	Construct traffic signals on U.S. 2 at Olds Owens Road and 5th Street in Sultan, Washington	0.257
54.	New York	Upgrade Route 17 between Five Mile Point and Occanum, Broome County	12.6
55.	Texas	Improve U.S. 82, East-West Freeway between Memphis Avenue and University Avenue	12.3
56.	Tennessee	Construct Stones River Greenway, Davidson	8.2
57.	Minnesota	Conduct study of potential for diversion of traffic from the I-35 corridor to commuter rail, Chicago County north of Forest Lake along I-35 corridor to Rush City	0.375
58.	Minnesota	Upgrade 10th Street South, Street Cloud	1.125
59.	Tennessee	Improve State Road 95 from Westover Drive to SR 62 in Roane and Anderson Counties	3.675
60.	California	Construct Ontario International Airport ground access program	10.5
61.	Iowa	Construct four-lane expressway between Des Moines and Marshalltown	7.5
62.	Texas	Upgrade FM 225, Nacogdoches	3
63.	Ohio	[Repealed by P.L. 106-346] Upgrade U.S. Route 35 between vicinity of Chillicothe to Village of Richmond Dale	3.75
64.	Indiana	Upgrade 93rd Avenue in Merrillville	4.425
65.	California	Improve streets and construct bicycle path, Westlake Village	0.236
66.	Pennsylvania	Upgrade I-95 between Lehigh Avenue and Columbia Avenue and improvements to Girard Avenue/I-95 interchange, Philadelphia	21.45
67.	Michigan	Construct I-96/Beck Wixom Road interchange	1.95
68.	Pennsylvania	Construct I-95/Route 332 interchange	1.5
69.	California	Improve streets and construct bicycle path, Calabasas	0.75
70.	New York	Construct Hutton Bridge Project	1
71.	Ohio	Restore Main and First Streets to two-way traffic, Miamisburg ¹	0.3375

¹Section 371 of the Department of Transportation and Related Agencies Appropriations Act, 2002 (P.L. 107-87; 115 Stat. 873) attempted to amend this item by striking "restore First and Main Streets to two-way traffic" and inserting "traffic safety and pedestrian improvements in downtown Miamisburg". The amendment could not be executed.

No.	State	Project description	(Dollars in millions)
72.	Virginia	Widen I-64 Bland Boulevard interchange	25.8375

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No.	State	Project description	(Dollars in millions)
73.	Washington	Widen Cook Road in Skagit County, Washington	3.1
74.	New York	Construct interchange and connector road using ITS testbed capabilities at I-90 Exit 8	8.775
75.	New York	Bronx, NY River Greenway	9
76.	Illinois	Upgrade Illinois 336 between Illinois 61 to south of Loraine	3.825
77.	Michigan	Reconstruct Bagley Street and improve Genschaw Road, Alpena	0.45
78.	California	Construct Third Street South Bay Basin Bridge, San Francisco	9.375
79.	New Mexico	Improve I-25 at Raton Pass	9
80.	Pennsylvania	Construct Mon-Fayette Expressway between Union Town and Brownsville	20
81.	Michigan	Upgrade Hill Road corridor between I-75 to Dort Highway, Genesee County	2.25
82.	Georgia	Improve GA 316 in Gwinnett County	32.4
83.	North Carolina	Construct segment of new freeway, including right-of-way acquisition, between East of U.S. 401 to I-95, and bridge over Cape Fear River	12
84.	Florida	Construct U.S. 98/Thomas Drive interchange	8.25
85.	Illinois	Construct I-64/North Greenmount Road interchange, St. Clair County	3.6
86.	South Carolina	Three River Greenway Project to and from Gervals Street in Columbia	3.75
87.	New York	Upgrade Chenango County Route 32 in Norwich	1.6
88.	Maine	Construct I-95/Stillwater Avenue interchange	1.5
89.	Massachusetts	Construct I-495/Route 2 interchange east of existing interchange to provide access to commuter rail station, Littleton	3.15
90.	Connecticut	Construct Seaview Avenue Corridor project	2.5
91.	Texas	Construct transportation improvements as part of redevelopment of Kelly AFB, San Antonio	3.75
92.	Texas	Conduct pipeline express study through Texas Transportation Institute (A&M University)	1.125
93.	Illinois	Undertake improvements to Campus Transportation System, Chicago	1.5
94.	Pennsylvania	Improve walking and biking trails between Easton and Lehigh Gorge State Park within the Delaware and Lehigh Canal National Heritage Corridor	2.1
95.	Michigan	Upgrade and make improvements to the Walton Corridor project including segments of Walton Boulevard, Baldwin and Joslyn Roads, and Telegraph Road	10.5
96.	North Carolina	Construct Charlotte Western Outer Loop freeway, Mecklenburg County	12
97.	Tennessee	Reconstruct U.S. 79 between Milan and McKenzie	3

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No.	State	Project description	(Dollars in millions)
98.	Virginia	Undertake access improvements for Freeman Harbor Development Initiative, Norfolk	1.5
99.	Pennsylvania	Upgrade U.S. Route 119 between Homer City and Blairsville	3.05
100.	Minnesota	Construct pedestrian bridge over TH 169 in Elk River	0.53025
101.	Georgia	Construct Athens to Atlanta Transportation Corridor	6
102.	Alabama	Initiate construction on controlled access highway between the Eastern edge of Madison County and Mississippi State line	3
103.	Texas	Construct improvements along U.S. 69 including frontage roads, Jefferson County	5.76
104.	New York	Rehabilitate Broadway Bridge, New York City	1.5
105.	Ohio	Reconstruct Morgan County 37 in Morgan County	0.4
106.	California	Improve Mission Boulevard in San Bernardino, California	0.5
107.	Indiana	Widen 116th Street in Carmel	1.44
108.	Illinois	Undertake traffic mitigation and circulation enhancements, 57th and Lake Shore Drive	2
109.	Georgia	Construct Rome to Memphis Highway in Floyd and Bartow Counties	0.584
110.	Ohio	Construct highway-rail grade separations on Snow Road in Brook Park	4.75
111.	Kentucky	Construct highway-rail grade separations along the City Lead in Paducah and other areas in the city of Paducah and McCracken County, Kentucky	0.825
112.	Illinois	Resurface S. Chicago Avenue from 71st to 95th Streets, Chicago	0.795
113.	Minnesota	Upgrade TH 13 between TH 77 and I-494	1.5
114.	Kentucky	Redevelop and improve ground access to Louisville Waterfront District in Louisville, Kentucky	2.84
115.	South Dakota	Construct U.S. 16 Hell Canyon Bridge and approaches in Custer County	0.441
116.	Georgia	Resurface Davis Drive, Green Street, and North Houston Road in Warner Robins	0.3
117.	Pennsylvania	Construct highway-transit transfer facility in Lemoyne	1.5
118.	Georgia	Upgrade I-75 between the Crisp/Dooly County line to the Florida State line	8.25
119.	New Jersey	Conduct Route 46 Corridor Improvement Project with the amount provided, \$8,625,000 for the Route 46/Riverview Drive Interchange reconstruction project, \$12,675,000 for the Route 46/Van Houton Avenue reconstruction project, and \$3,075,000 for the Route 46/Union Boulevard interchange reconstruction project	24.375

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No.	State	Project description	(Dollars in millions)
120.	Mississippi	Construct segment 2 of the Jackson University Parkway in Jackson	0.6875
121.	New Jersey	Improve grade separations on the Garden State Parkway in Cape May County, New Jersey	5.0
122.	Pennsylvania	Construct access to site of former Philadelphia Naval Shipyard and Base, Philadelphia	1.5
123.	Idaho	Reconstruct U.S. 95 from Bellgrove to Mica	9
124.	Illinois	Improve access to 93rd Street Station, Chicago	2.25
125.	Illinois	Rehabilitate WPA Streets in Chicago	4.7
126.	Minnesota	Construct grade crossing improvements, Morrison County	1.35
127.	Kentucky	Extend Hurstbourne Parkway from Bardstown Road to Fern Valley Road ...	4.56
128.	Texas	Upgrade SH 130 in Caldwell and Williamson Counties	0.75
129.	Massachusetts	Construct bikeway between Blackstone and Worcester	6
130.	New York	Rehabilitate roads, Village of Great Neck	0.12
131.	Virginia	Widen I-81 in Roanoke and Botetourt Counties and in Rockbridge, Augusta and Rockingham Counties	4
132.	Illinois	Construct an interchange at I-90 and Illinois Route 173 in Rockford	5.625
133.	Illinois	Engineering for Peoria to Chicago expressway	5
134.	Pennsylvania	Construct access improvements between exits 56 and 57 off I-81 in Lackawanna	1.275
135.	California	Reconstruct Tennessee Valley Bridge, Marin County	0.75
136.	Michigan	Improvements to Card Road between 21 Mile Road and 23 Mile Road in Macomb County	0.975
137.	Illinois	Construct Veterans Parkway from Eastland Drive to Commerce Parkway in Bloomington	7.88
138.	New York	Conduct safety study and improve I-90 in Downtown Buffalo	0.4
139.	Minnesota	Upgrade CSAH 1 from CSAH 61 to 0.8 miles north	0.36
140.	Pennsylvania	Construct access road and parking facilities, Valley Forge National Historic Park-VFHS Center, Valley Forge	3
141.	Illinois	Construct Orchard Road Bridge over the Fox River	5.25
142.	Missouri	Construct U.S. 412 corridor from Kennett to Hayti, Missouri	6
143.	Michigan	Upgrade M 84 connector between Tittabawasee Road and M 13, Bay and Saginaw Counties	13.135
144.	Louisiana	Increase capacity of Lake Pontchartrain Causeway	1
145.	Tennessee	Improve the Elizabethton Connector from U.S. 312 to U.S. 19 East	6.3375

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No.	State	Project description	(Dollars in millions)
146.	Texas	Construct Austin to San Antonio Corridor	5.625
147.	Pennsylvania	Make safety improvements on PA Route 61 (Dusselink Safety Project) between Route 183 in Cressona and SR 0215 in Mount Carbon	7
148.	Tennessee	Improve State Route 92 from I-40 to South of Jefferson City	3.4125
149.	Illinois	Planning, engineering and first phase construction of beltway connector, Decatur	2
150.	Indiana	Safety improvements to McKinley and Riverside Avenues in Muncie	6.825
151.	Georgia	Widen Georgia Route 6/U.S. 278 in Polk County	8.666
152.	Arkansas	Widen 28th Street and related improvements in Van Buren, Arkansas	0.75
153.	Tennessee	Reconstruct Old Walland Highway bridge over Little River in Townsend	1.26
154.	Missouri	Construct Highway 36 Hannibal Bridge and approaches in Marion County	2.4
155.	Minnesota	Construct Cass County Public Trails Corridors	0.18
156.	Alabama	Construct Eastern Black Warrior River Bridge	13
157.	Michigan	Construct Monroe Rail Consolidation Project, Monroe	4.5
158.	Illinois	Rehabilitate 95th Street between 54th Place and 50th Avenue, Oak Lawn	0.6
159.	New York	Construct Hamilton Street interchange in Erwin, New York	12.375
160.	New York	Improve 6th and Columbia Street project in Elmira	0.525
161.	California	Enhance Fort Bragg and Willits passenger stations	0.275
162.	New York	Capital improvements for the car float operations in Brooklyn, New York, for the New York City Economic Development Corp	14
163.	New Jersey	Construct New Jersey Exit 13A Flyover (extension of Kapowski Road to Trumbull Street) which includes the study, design, and construction related to local street improvements needed to complement the extension of Kapowski Road	2
164.	Pennsylvania	Relocate U.S. 22 around the Borough of Holidaysburg, PA, or other projects in the counties of Bedford, Blair, Centre, Franklin, Mifflin, Fulton and Clearfield, and Huntingdon as selected by the Commonwealth of Pennsylvania, and \$3,000,000 for the period of fiscal years 1998 and 1999 shall be made available to carry out section 1217(j)	24.78
165.	Wyoming	Construct Jackson-Teton Pathway in Teton County	1.5
166.	Michigan	Improve Tenth Street, Port Huron	1.8

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No.	State	Project description	(Dollars in millions)
167.	Michigan	Early preliminary engineering/preliminary engineering to U.S. 131 B.R./Industrial Connector, Kalamazoo, Michigan	1.5
168.	Illinois	Construct improvements to segment of Town Creek Road, Jackson County	0.975
169.	Vermont	Replace Missisquoi Bay Bridge	12
170.	Massachusetts	Upgrade Sacramento Street underpass, Somerville	0.1875
171.	Oregon	Study and design I-5/Beltline Road interchange reconstruction	3
172.	Massachusetts	Construct accessibility improvements to Charles Street T Station, Boston	3
173.	California	Widen and improve I-5/State Route 126 interchange in Valencia	10.425
174.	Arkansas	Widen Highway 65/82 from Pine Bluff to the Mississippi State line	5.25
175.	Ohio	Rehabilitate Martin Luther King, Jr. Bridge, Toledo	1.5
176.	California	Upgrade I-880, Alameda	7.5
177.	Illinois	Right-of-way acquisition for segment of Alton Bypass between Illinois 143 to Illinois 140 near Alton	3
178.	Georgia	Conduct study of a multimodal transportation corridor along GA 400 and construct improvements to said corridor	17.25
179.	Illinois	Reconstruct Dixie Highway, Harvey	0.3705
180.	Tennessee	Construct State Route 131 from Gill Road to Bishop Road	1.8
181.	Washington	Construct Port of Kalama River Bridge	0.675
182.	Virginia	Upgrade Virginia Route 10, Surrey County	0.75
183.	Iowa	Reconstruct U.S. Highway 218 between 7th and 20th Streets including center turn lane from Hubenthal Place to Carbide Lane, Keokuk	2.5
184.	Oregon	Repair bridge over Rogue River, Gold Beach	10
185.	New Jersey	Construct pedestrian bridge in Washington Township	2.25
186.	Ohio	Construct Chesapeake Bypass, Lawrence County	7.5
187.	California	Rehabilitate historic train depot in San Bernadino	2.625
188.	Michigan	Construct improvements to Linden Road between Maple Avenue and Pierson Road, Genessee County	0.9
189.	Alabama	Construct Crepe Myrtle Trail near Mobile	1.2
190.	New York	Reconstruct Route 23/Route 205 intersection in Oneonta	0.85
191.	Rhode Island	Reconstruct interchanges on Route 116 between Route 146 and Ashton Viaduct, Lincoln	0.33375

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No.	State	Project description	(Dollars in millions)
192.	Michigan	Construct route improvements along Washington Avenue between Janes Avenue to Johnson Street and East Genesee Avenue between Saginaw River and Janes Avenue, Saginaw	2.7
193.	California	Realign and improve California Route 79 in Riverside County	4.5
194.	Michigan	Construct Tawas Beach Road/U.S. 23 interchange improvements, East Tawas	1.65
195.	Illinois	Rehabilitate Timber Bridge over Little Muddy River and approach roadway, Perry County	0.105
196.	Texas	Construct East Loop, Brownsville	0.75
197.	Mississippi	Upgrade Cowan-Lorraine Road between I-10 and U.S. 90, Harrison County	8.5
198.	California	Construct Alameda Corridor East project	9.5625
199.	Washington	Construct I-5 interchanges in Lewis County	4.9875
200.	Minnesota	Undertake improvements to Hennepin County Bikeway	3.9
201.	Illinois	Construct Alton Bypass from IL 40 to Fosterburg Road	1.875
202.	Louisiana	Construct Houma-Thibodaux to I-10 connector from Gramercy to Houma	2.325
203.	Illinois	Study for new bridge over Mississippi River with terminus points in Street Clair County and Street Louis, MO	1.05
204.	New York	Rehabilitate Queens Boulevard/Sunnyside Yard Bridge, New York City	6
205.	North Carolina	Construct segment of I-74 between Maxton Bypass and NC 710, Robeson County	1.5
206.	Alabama	Conduct engineering, acquire right-of-way and construct the Birmingham Northern Beltline in Jefferson County	17
207.	South Dakota	Replace Meridan Bridge	3.25
208.	Ohio	Upgrade Route 82, Strongsville	5.25
209.	Mississippi	Construct I-20/Norrell Road interchange, Hinds County	3.75
210.	Wisconsin	Reconstruct U.S. Highway 151, Waupun to Fond du Lac	19.5
211.	Michigan	Improve Kent County Airport road access in Grand Rapids, Michigan by extending 36th Street, improving 48th Street and constructing the I-96/Whitneyville interchange	11.28
212.	Pennsylvania	Replace Dellville Bridge in Wheatfield	0.75
213.	California	Upgrade Ft. Irwin Road from I-15 to Fort Irwin	1.125
214.	New York	Reconstruct 127th Street viaduct, New York City	1.5
215.	Arkansas	Upgrade U.S. Route 67, Newport to Missouri State line	1.5
216.	Louisiana	Extend Howard Avenue to Union Passenger Terminal, New Orleans	6
217.	Colorado	Complete the Powers Boulevard north extension in Colorado Springs	9

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No.	State	Project description	(Dollars in millions)
218.	Pennsylvania	Widen U.S. 30 from U.S. 222 to PA 340 and from PA 283 to PA 741	9
219.	Pennsylvania	Upgrade Route 219 between Meyersdale and Somerset	2.4
220.	Mississippi	Widen MS 15 from Laurel to Louiseville ..	7.5
221.	California	Construct bike paths, Thousand Oaks	0.625
222.	Texas	Investigate strategies to reduce congestion and facilitate access at the international border crossing in Roma	0.375
223.	Wisconsin	Upgrade Marshfield Boulevard, Marshfield	3.75
224.	Wisconsin	Construct Abbotsford Bypass	4.5
225.	New York	Reconstruct Route 25/Route 27 intersection in Street Lawrence County	0.75
226.	California	Upgrade access to Sylmar/San Fernando Metrolink Station and Westfield Village, Los Angeles	0.375
227.	Tennessee	Construct park and ride intermodal centers for Nashville/Middle Tennessee Commuter Rail	8
228.	Illinois	Upgrade Street Marie Township Road, Jasper County	0.036
229.	Illinois	Resurface 95th Street between Western Avenue and Stony Island Boulevard, Chicago	2.34
230.	New York	Route 531/Brockport-Rochester Corridor in Monroe County, New York	6
231.	Indiana	Upgrade 4 warning devices on north/south rail line from Terre Haute to Evansville	0.3
232.	California	Improve SR 70 from Marysville Bypass to Oroville Freeway	6.25
233.	Dist. of Columbia ..	Implement Geographical Information System	7.5
234.	California	Construct connector between I-5 and SR 113 and reconstruct I-5 interchange with Road 102, Woodland	11.5
235.	Pennsylvania	Reconstruct State Route 2001 in Pike County	6.75
236.	California	Upgrade I-680 Corridor, Alameda County	7.5
237.	Louisiana	Reconstruct I-10 and Ryan Street access ramps and frontage street improvements, Lake Charles	6
238.	Arkansas	Construct access route to Northwest Arkansas Regional Airport in Highfill	12
239.	Pennsylvania	Reconstruct structures and adjacent roadway, Etna and Aspenwall (design and right-of-way acquisition phases), Allegheny County	2
240.	Alaska	Construct capital improvements to intermodal freight and passenger facilities servicing the Alaska Marine Highway and other related transportation modes in Seward provided that the state public authority which owns the current intermodal facilities carries out this project with the entire amount of funds provided	4.5

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No.	State	Project description	(Dollars in millions)
241.	Illinois	Construct improvements to Pleasant Hill Road, Carbondale	1.425
242.	Minnesota	Construct Third Street North, CSAH 81, Waite Park and St. Cloud	1.0
243.	Texas	Extend Texas State Highway 154 between U.S. 80W and State Highway 43S	4.675
244.	Minnesota	Upgrade CSAH 16 between TH 53 and CSAH 4	4.05
245.	Pennsylvania	Upgrade U.S. Route 22, Chickory Mountain section	4.85
246.	Arkansas	Improve Arkansas State Highway 12 from U.S. 71 at Rainbow Curve to Northwest Arkansas Regional Airport	0.375
247.	Massachusetts	Implement Cape and Islands Rural Roads Initiative, Cape Cod	0.375
248.	Massachusetts	Reconstruct roadways, Somerville	2.25
249.	Washington	Construct Washington Pass visitor facilities on North Cascades Highway	0.9
250.	Indiana	Reconstruct Old Merridan Corridor from Pennsylvania Avenue to Gilford Road ..	1.35
251.	Georgia	Upgrade Lithonia Industrial Boulevard, De Kalb County	0.375
252.	Wisconsin	Upgrade STH 29 between IH 94 and Chippewa Falls	4.5
253.	Kansas	Construct Diamond interchange at Antioch and I-435	7.56
254.	California	Reconstruct I-215 and construct HOV lanes between 2nd Street and 9th Street, San Bernardino	2.0625
255.	Iowa	Relocate U.S. 61 to bypass Fort Madison ..	3.0
256.	Illinois	Construct Richton Road, Crete	1.5
257.	Ohio	Upgrade U.S. 30 from SR 235 in Hancock County to the Ontario bypass in Richland County	11.25
258.	Florida	Construct access road to Street Johns Avenue Industrial Park	0.75
259.	Pennsylvania	Design, engineer, ROW acquisition and construct the Luzerne County Community College Road between S.R. 2002 and S.R. 3004 one-mile west of Center Street through S.R. 2008 in the vicinity of Prospect Street and the Luzerne County Community College, including a new interchange on S.R. 0029	10.5
260.	Louisiana	Construct State Highway 3241/State Highway 1088/I-12 interchange in St. Tammany Parish	8.5
261.	Illinois	Improve access to Rantoul Aviation Center in Rantoul	1.6
262.	Virginia	Improve Harrisonburg East Side roadways in Harrisonburg	0.5
263.	California	Upgrade Highway 99, Sutter County	7.3
264.	Indiana	Extend East 56th Street in Lawrence	4.875
265.	New York	Construct the Mineola intermodal facility and Hicksville intermodal facility in Nassau County	10.5

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No.	State	Project description	(Dollars in millions)
266.	Texas	Upgrade IH 30 between Dallas and Ft. Worth	21.75
267.	Massachusetts	Construct improvements to North Main Street in Worcester	1.8
268.	Arkansas	Study and construct a multi-modal facility Russellville	0.75
269.	New York	Judd Road Connector in New Hartford and Whitestown	30.3
270.	Oregon	Upgrade I-5, Salem	3
271.	California	Upgrade call boxes throughout Santa Barbara County	1.125
272.	Wisconsin	Upgrade U.S. Route 10 between Waupaca to U.S. Route 41	6
273.	Iowa	Construction of the north-south segments of the Martin Luther King Jr. Parkway in Des Moines	5.175
274.	Pennsylvania	Construct Steel Heritage Trail between Glenwood Bridge to Clairton via McKeesport	0.3
275.	Idaho	Construct critical interchanges and grade-crossings on U.S. 20 between Idaho Falls and Chester	7.5
276.	Utah	Construct Cache Valley Highway in Logan	5.25
277.	Massachusetts	Upgrade Route 3 between Route 128/I-95 to Massachusetts and New Hampshire State Line	6.15
278.	Indiana	Construct Hoosier Heartland from Lafayette to Ft. Wayne	18.75
279.	New York	Conduct traffic calming study on National Scenic Byway Route 5 in Hamburg	0.3
280.	California	Construct I-5 rail grade crossings between I-605 and State Route 91, Los Angeles and Orange Counties	15.09
281.	Massachusetts	Undertake improvements to South Station Intermodal Station	2.25
282.	Massachusetts	Reconstruct Bates Bridge over Merrimack River	3
283.	Illinois	Upgrade Wood Street between Little Calumet River to 171st Street, Dixmore, Harvey, Markham, Hazel Crest	0.7425
284.	Pennsylvania	Construct safety and capacity improvements to Route 309 and Old Packhouse Road including widening of Old Packhouse Road between Kids Peace National Hospital to Route 309	6.15
285.	Illinois	Reconstruct Mt. Erie Blacktop in Mt. Erie	3.385
286.	Michigan	Repair 48th Avenue, Menominee	0.2025
287.	Texas	Reconstruct intermodal connectors on Highway 78 and Highway 544 in Wylie	5.5
288.	Georgia	Conduct a study of transportation alternatives in Northwest Georgia between Atlanta and Chattanooga	5.0
289.	Louisiana	Reconstruct Jefferson Lakefront bikepath in Jefferson Parish	1
290.	New York	Construct Midtown West Intermodal Ferry Terminal, New York City	3.0

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No.	State	Project description	(Dollars in millions)
291.	Maine	Construct I-295 connector, Portland	3.375
292.	Colorado	Construct I-25 truck lane from Lincoln Avenue to Castle Pines Parkway in Douglas County	2.25
293.	New Jersey	Widen Route 1 from Pierson Avenue to Inman Avenue in Middlesex County	5.25
294.	New York	Construct intermodal transportation hub in Patchogue	1.875
295.	New York	Improve Route 281 in Cortland	6.75
296.	California	Construct State Route 76 in Northern San Diego	7.5
297.	Illinois	Congestion mitigation for Illinois Route 31 and Illinois Route 62 intersection in Algonquin	9
298.	Pennsylvania	Improve South Central Business Park in Fulton County	0.75
299.	California	Willits Bypass, Highway 101 in Mendocino County, California	0.65
300.	Texas	Upgrade FM 1764 between FM 646 to State Highway 6	2.25
301.	Ohio	Construct Intermodal Industrial Park in Wellsville	3.04
302.	Texas	Construct U.S. Expressway 77/83 interchange, Harlingen	5.625
303.	Georgia	Construct Harry S. Truman Parkway	2.6625
304.	Maryland	Upgrade I-95/I-495 interchange at Ritchie Marlboro Road, Prince Georges County	3.6
305.	New York	Construct CR 82 from Montauk Highway to Sunrise Highway in Suffolk County ..	0.435
306.	Pennsylvania	PA 26 over Piney Creek 2-bridges in Bedford County	0.6
307.	Illinois	Intersection improvements at 79th and Stoney Island Boulevard, Chicago	1.305
308.	New York	Construct CR-85 from Foster Avenue to CR-97 in Suffolk County	0.675
309.	New York	Construct Phase II of the City of Mount Vernon's New Haven Railroad Redevelopment project	2
310.	Alabama	Construct improvements to 41st Street between 1st Avenue South and Airport Highway, Birmingham	0.75
311.	Alaska	Improve roads in Kotzebue	1.7625
312.	Pennsylvania	Conduct preliminary engineering on the relocation of exits 4 and 5 on I-83 in York County	1.5
313.	North Carolina	Construct I-540 from east of NC Route 50 to east of U.S. Route 1 in Wake County ..	9.75
314.	Alabama	Construct enhancements along 12th Street between State Highway 11 and Baptist Princeton Hospital, Birmingham	0.6
315.	Pennsylvania	Conduct highway research, Drexel University	1
316.	Illinois	Improve IL 113 in Kankakee	5.55
317.	Texas	Upgrade JFK Causeway, Corpus Christi ..	2.25

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No.	State	Project description	(Dollars in millions)
318.	Pennsylvania	Construct Philadelphia Intermodal Gateway Project at 30th Street Station	6
319.	Wisconsin	Construct STH 26/U.S. 41 Interchange in Oshkosh	2.25
320.	California	Improve and widen Forest Hill Road in Placer County	2.7
321.	Florida	ITS improvements on U.S. 19 in Pasco County	1.5
322.	Nebraska	Conduct corridor study from Wayne to Vermillion-Newcastle bridge	0.4125
323.	Oregon	Construct right-of-way improvements to provide improved pedestrian access to MAX light rail, Gresham	1
324.	Virginia	Repair historic wooden bridges along portion of Virginia Creeper Trail maintained by Town of Abingdon	0.75
325.	Oregon	Reconstruct Lovejoy ramp, Portland	5
326.	Washington	Widen SR 99 between 148th Street and King County Line in Lynnwood	2.7
327.	Minnesota	Construct Trunk Highway 169 Causeway, Itasca County	6.075
328.	Louisiana	Conduct a feasibility and design study or construction of Louisiana Highway 30 between Louisiana Highway 44 and I-10	1.5
329.	Indiana	Reconstruct U.S. Route 231 between junction of State Road 66 to Dubois County line	0.6
330.	Massachusetts	Construct Greenfield-Montague Bikeways, Franklin County	0.675
331.	California	Improve highway and freight rail access to Humboldt Bay and Harbor Port	0.275
332.	Virginia	Construct road improvement, trailhead development and related facilities for Haysi to Breaks Interstate Bicycle and Pedestrian Trail between Haysi and Garden Hole area of Breaks Interstate Park	0.25
333.	Pennsylvania	Replace Grant Street Bridge, New Castle	1.8
334.	North Dakota	Upgrade U.S. Route 52 between Donnybrook and U.S. Route 2	1.8
335.	Florida	Construct Wonderwood Connector from Mayport to Arlington, Duval County, Florida	27.725
336.	California	Construct pedestrian boardwalk between terminus of Pismo Promenade at Pismo Creek and Grande Avenue in Gover Beach	0.375
337.	Pennsylvania	Construct PA 283 North Union Street ramps in Dauphin County	1.8375
338.	New Jersey	Upgrade Garden State Parkway Exit 142	22.5
339.	Minnesota	Extend County State Highway 61 extension into Two Harbors	0.6
340.	Minnesota	Reconstruct and replace I-494 Wakota Bridge from South St. Paul to Newport, and approaches	9.75

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 302

No.	State	Project description	(Dollars in millions)
341.	Texas	Reconstruct and widen I-35 between North of Georgetown at Loop 418 to U.S. Route 190	6
342.	Georgia	Undertake major arterial enhancements in De Kalb County with the amount provided as follows: \$5,250,000 for Candler Road, \$5,625,000 for Memorial Drive, and \$675,000 for Bufford Highway	11.55
343.	Illinois	Consolidate rail tracks and eliminate grade crossings as part of Gateway Intermodal Terminal access project	1.125
344.	Ohio	Replace I-280 bridge over Maumee River, Toledo area	18
345.	Pennsylvania	Eliminate 16 at-grade rail crossings through Erie	19.4
346.	Arkansas	Construct Geyer Springs RR grade separation, Little Rock	0.75
347.	Wisconsin	Construct Chippewa Falls Bypass	4.5
348.	Kentucky	Correct rock hazard on U.S. 127 in Russell County	0.02625
349.	Kentucky	Widen U.S. 27 from Norwood to Eubank ..	22.5
350.	Virginia	Conduct Williamsburg 2007 transportation study	0.325
351.	Virginia	Construct I-95/State Route 627 interchange in Stafford County	3.8375
352.	Tennessee	Construct Foothills Parkway from Walland to Weans Valley	8.625
353.	Oregon	Upgrade Murray Boulevard including overpass bridge, Millikan to Terman	3.75
354.	California	Construct San Francisco Regional Intermodal Terminal	9.375
355.	New Hampshire ...	Construct the Broad Street Parkway in Nashua	12.511
356.	New Hampshire ...	Construct Conway bypass from Madison to Bartlett	5.325
357.	California	Seismic retrofit of Golden Gate Bridge	0.75
358.	Pennsylvania	Realign Route 501 in Lebanon County	1.2
359.	Maryland	Upgrade U.S. 29 interchange with Randolph Road, Montgomery County	9
360.	Utah	Construct I-15 interchange at Atkinville	6
361.	Illinois	Resurface Cicero Avenue between 127th Street and 143rd Street, Chicago	0.4575
362.	Pennsylvania	Improve Lewistown Narrows U.S. 322 in Mifflin and Juniata County	40
363.	Florida	Enhance access to Gateway Marketplace through improvements to access roads, Jacksonville	0.9
364.	Indiana	Upgrade 14 warning devices on east/west rail line from Gary to Auburn	1.05
365.	Tennessee	Construct I-40/SR 155 interchange, Davidson	4.2
366.	Tennessee	Construct Crosstown Greenway/Bikeway, Springfield	3.2
367.	Maine	Studies and planning for reconstruction of East-West Highway	3

303 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
368.	Florida	Construct Port of Palm Beach Road access improvements, Palm Beach County	15.75
369.	New Jersey	Reconstruct Essex Street Bridge, Bergen County	1.875
370.	Missouri	Relocate and reconstruct Route 21 between Schenk Road to Town of DeSoto	30
371.	New York	Improve Route 31 from Baldwinsville to County Route 57	8.8125
372.	Virginia	Upgrade Route 600 to facilitate access between I-81 and Mount Rogers National Recreation Area	5
373.	California	Construct I-380 connector between Sneath Lane and San Bruno Avenue, San Bruno	2.1
374.	Florida	Construct South Connector Road and Airport Road interchange in Jacksonville ...	6.75
375.	Pennsylvania	Resurface current 219 bypass at Bradford	4.875
376.	Kentucky	Construct Route 259-101 from Browns-ville to I-65	0.75
377.	California	Construct interchanges for I-10 in Coachella Valley, Riverside County	2.25
378.	New Mexico	Improve 84/285 between Espanola and Hernandez	4.5
379.	Pennsylvania	Upgrade 2 sections of U.S. 6 in Tioga County	1.125
380.	Wisconsin	Improve Janesville transportation	3
381.	Arkansas	Construct Baseline Road RR grade separation, Little Rock	3.75
382.	Virginia	Replace Shore Drive Bridge over Petty Lake, Norfolk	3
383.	Arizona	Replace U.S. 93 Hoover Dam Bridge	10
384.	Michigan	Operational improvements on M 24 from I-75 to the northern Oakland County border	0.5
385.	Illinois	Reconstruct U.S. 30, Will County	6.75
386.	Minnesota	Construct Trunk Highway 610/10 from Trunk Highway 169 in Brooklyn Park to I-94 in Maple Grove	12
387.	Illinois	Extend and reconstruct roadways through industrial corridor in Alton	4.2675
388.	Pennsylvania	Rehabilitate Jefferson Heights Bridge, Penn Hills	1.275
389.	Ohio	Construct Eastern U.S. Route 23 bypass of Portsmouth	3.75
390.	Washington	Construct State Route 7—Elbe rest area and interpretive facility in Pierce County	0.45
391.	Michigan	Undertake capital improvements to facilitate traffic between Lansing and Detroit	7.5
392.	New Mexico	Reconstruct U.S. 84/U.S. 285 from Santa Fe to Espanola	13.5
393.	Connecticut	Reconstruct Post Office/Town Farm Road in Enfield	1.125
394.	Connecticut	Improve pedestrian and bicycle connections between Union Station and downtown New London	3.39

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 304

No.	State	Project description	(Dollars in millions)
395.	Pennsylvania	Construct access to Tioga Marine Terminal, Ports of Philadelphia and Camden	1.2
396.	Virginia	Downtown Staunton Streetscape Plan—Phase I in Staunton	0.5
397.	Illinois	Construct Marion Street multi-modal project in Village of Oak Park	1.5
398.	California	Improve and construct I-80 reliever route project; Walters Road and Walters Road Extension Segments	2.35
399.	Texas	Upgrade State Highway 24 from Commerce to State Highway 19 north of Cooper	3.75
400.	Maryland	Construct pedestrian and bicycle path between Druid Hill Park and Penn Station, Baltimore	1.35
401.	California	Upgrade SR 92/El Camino interchange, San Mateo	2.775
402.	Illinois	Improve Sugar Grove U.S. 30	1.875
403.	Illinois	Construct Sullivan Road Bridge over the Fox River	7.5
404.	Massachusetts	Construct Packets Landing Enhancement and Restoration Project, Town of Yarmouth	0.75
405.	Michigan	Upgrade I-94 between M 39 and I-96	6
406.	Pennsylvania	Upgrade PA Route 21, Fayette and Greene Counties	5
407.	Indiana	Construct Gary Marina access road (Buffington Harbor)	7.5
408.	Massachusetts	Replace deck of Chain Bridge over Merrimack River	0.759
409.	New Mexico	Improve U.S. 70 southwest of Portales	9
410.	California	Construct grade separation project at Redondo Junction, located in the North end of an Intermodal corridor of economic significance, as defined by California Streets and Highways Code, Division 3, Chapter 4.7 (commencing with section 2190), Los Angeles	6.65
411.	Arkansas	Widen West Phoenix Avenue and related improvements in Fort Smith, Arkansas	6
412.	Minnesota	Upgrade Cross-Range Expressway between Coleraine to CSAH 7	4.5
413.	California	Upgrade CA Route 2 Southern Freeway terminus and transportation efficiency improvements to Glendale Boulevard in Los Angeles	12
414.	Massachusetts	Environmental studies, preliminary engineering and design of North-South Connector in Pittsfield to improve access to I-90	1.5
415.	Pennsylvania	Construct streetscape project in the Borough of Ambler, Montgomery County, PA	0.072
416.	Pennsylvania	Construct improvements to the Park Road extension connecting U.S. 222 and U.S. 422, Spring Township	2

305 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
417.	New York	FJ&G Rail/Trail Project in Fulton County	0.525
418.	New Jersey	Upgrade Baldwin Avenue intersection to facilitate access to waterfront and ferry, Weehawken	2.5
419.	Kansas	Widen U.S. 54 from Liberal, Kansas southwest to Oklahoma	6
420.	Washington	Improve Hillsboro Street/Highway 395 intersection in Pasco	2.6625
421.	Texas	Construct ramp connection between Hammet Street to Highway 54 ramp to provide access to I-10 in El Paso	6
422.	Ohio	Relocate State Route 60 from Zanesville to Dresden, Muskingum County	1.5
423.	Alabama	Construct the Montgomery Outer Loop from U.S. 80 to I-85 via I-65	10.2375
424.	Oklahoma	Reconstruct U.S. 99/SH377 from Prague to Stroud in Lincoln County	4.7
425.	Louisiana	Extend and improve Louisiana Route 42 from and along U.S. 61 to I-10 in Ascension and East Baton Rouge Parishes	6
426.	Louisiana	Conduct feasibility study, design and construction of connector between Louisiana Highway 1026 to I-12 in Livingston Parish	3.75
427.	California	Construct capital improvements along I-680 corridor	2.25
428.	Texas	Relocation of Indiana Avenue between 19th street to North Loop 289 and Quaker Avenue intersection	7.2
429.	Massachusetts	Renovate Union Station Intermodal Transportation Center in Worcester	6.5
430.	Texas	Construct Manchester grade separations in Houston	12
431.	Texas	Construct Titus County West Loop, Mount Pleasant	1.875
432.	New York	Construct County Road 50 in the vicinity of Windsor Avenue	1.36
433.	California	Construct parking lot, pedestrian bridge and related improvements to improve intermodal transportation in Yorba Linda	1
434.	North Carolina	Widen North Carolina Route 24 from Swansboro to U.S. 70 in Onslow and Carteret Counties	2.25
435.	Minnesota	Construct Mankato South Route in Mankato	5.25
436.	Kentucky and Indiana.	Ohio River Major Investment Study Project, Kentucky and Indiana, and preliminary engineering and right of way acquisition associated with the project ..	40
437.	California	Implement traffic management improvements, Grover Beach	0.375
438.	Louisiana	Extend I-49 from I-220 to Arkansas State line	3.3
439.	Indiana	Construct East 79th from Sunnyside Road to Oaklandon Road in Lawrence	3
440.	Alabama	Construct Decatur Southern Bypass	2

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 306

No.	State	Project description	(Dollars in millions)
441.	California	Construct tunnel with approaches as part of Devils Slide project in San Mateo County	6
442.	Ohio	Improve State Route 800 in Monroe County	0.5
443.	Kentucky	Reconstruct KY 210 from Hodgenville to Morning Star Road, Larue County	6
444.	New York	Construct Route 17—Lowman Crossover in Ashland	3.6
445.	Illinois	Improve roads in the Peoria Park District	0.81
446.	Massachusetts	Reconstruct North Street, Fitchburg	0.75
447.	Massachusetts	Reconstruct Huntington Avenue in Boston	3
448.	California	Undertake safety enhancements along Monterey County Railroad highway grade, Monterey County	2.1
449.	Michigan	Construct Bridge Street bridge project in Southfield	3.15
450.	Texas	Construct Concord Road Widening project, Beaumont	7.375
451.	Oregon	Restore the Historic Columbia River Highway including construction of a pedestrian and bicycle path under I-84 at Tanner Creek and restoration of the Tanner Creek and Moffett Creek bridges	2
452.	Ohio	Upgrade I-77/U.S. 250/SR 39 interchange in Tuscarawas County	1
453.	California	Construct Palisades Bluff Stabilization project, Santa Monica	6
454.	New York	Improve the Route 31/I-81 Bridge in Wattertown	1.85475
455.	Washington	Improve I-5/196th Street, Southwest Freeway interchange in Lynnwood, Washington	4.05
456.	Louisiana	Construct the Southern extension of I-49 from Lafayette to the Westbank Expressway	4.125
457.	Kansas	Construct Phase II improvements to U.S. 59 from U.S. 56 to Ottawa	9
458.	Tennessee	Construct U.S. 27 from State Road 61 to Morgan County line	4.125
459.	Maryland	Undertake transportation infrastructure improvements within Baltimore Empowerment Zone	10.975
460.	Kentucky	Construct Kentucky 31E from Bardstowns to Salt River	0.75
461.	Georgia	Construct multi-modal passenger terminal, Atlanta	12
462.	Kentucky	Construct connection between Natcher Bridge and KY 60 east of Owensboro	2.25
463.	Minnesota	Reconstruct CSAH 48 extension, Brainerd/Baxter	0.24
464.	Kentucky	Complete I 65 upgrade from Elizabethtown to Tennessee State line	3.75
465.	California	Construct the South Central Los Angeles Exposition Park Intermodal Urban Access Project in Los Angeles	19.5

307 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
466.	Pennsylvania	Construct U.S. 30 at PA 772 and PA 41 ...	4.5
467.	Ohio	Upgrade 1 warning device on the rail line from Marion to Ridgeway	0.075
468.	Kentucky	Construct necessary connections for the Taylor Southgate Bridge in Newport and the Clay Wade Bailey Bridge in Covington	7.125
469.	Maine	Replace Singing Bridge across Taunton Bay	0.75
470.	California	Upgrade Price Canyon Road including construction of bikeway between San Luis Obispo and Pismo Beach	0.825
471.	Illinois	Extend South 74th Street, Belleville	0.375
472.	New Hampshire ...	Reconstruct U.S. 3 Carroll town line 2.1 miles north	1.786
473.	Minnesota	Upgrade 77th Street reconstruction project from Penn Avenue to 24th Avenue, including the Penn Avenue Bridge over I-494	17.1
474.	New Jersey	Relocate and complete construction of new multi-modal facility, Weehawken	12
475.	New Jersey	Construct Route 4/17 interchange in Paramus	6.375
476.	Louisiana	Feasibility study, design, and construction of a connector between Louisiana Highway 1026 and I-12 in Livingston Parish	6.15
477.	New Jersey	Revitalize Route 130 from Cinnaminson to Willingboro	3
478.	Arkansas	Construct Highway 371 from Magnolia to Prescott	2.25
479.	Mississippi	Upgrade Alva-Stage Road, Montgomery County	1.125
480.	California	Construct pedestrian promenade, Pismo Beach	0.15
481.	California	Construct railroad at-grade crossings, San Leandro	0.375
482.	Ohio	Construct highway-rail grade separations on Heisley Road between Hendricks Road and Jackson Street in Mentor	6.205
483.	Illinois	Design and construct U.S. 67 corridor from Jacksonville to Beardstown	10
484.	California	Construct VC Campus Parkway Loop System in Merced	11
485.	Texas	Construct highway-rail-marine intermodal project, Corpus Christi	8.25
486.	Pennsylvania	Construct U.S. 322 Conchester Highway between U.S. 1 and PA 452	18.75
487.	Pennsylvania	Construct Route 819/Route 119 interchange between Mt. Pleasant and Scottdale	6.9
488.	Illinois	Upgrade Western Avenue, Park Forest	0.0945
489.	Oregon	Relocate and rebuild intersection of Highway 101 and Highway 105, Clatsop County	1.2
490.	Ohio	Upgrade Western Reserve Road, Mahoning County	2.4

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 308

No.	State	Project description	(Dollars in millions)
491.	California	Construct Nogales Street at Railroad Street grade separation in Los Angeles County, California	6.5
492.	Nebraska	Construct South Beltway in Lincoln	4.125
493.	Michigan	Acquire right-of-way and construct M 6 Grand Rapids South Beltline in Grand Rapids	18.72
494.	New York	Replace Route 92 Limestone Creek Bridge in Manlius	3
495.	Pennsylvania	Extend Martin Luther King, Jr. East Busway to link with Mon-Fayette Expressway	4.5
496.	New York	Construct Furrows Road from Patchogue/Holbrook Road to Waverly Avenue in Islip	1.2
497.	New Jersey	Construct East Windsor Bear Brook pathway system	0.27
498.	Texas	Widen State Highway 6 from FM521 to Brazoria County line and construct railroad overpass	9.15
499.	California	Construct I-10/Pepper Avenue Interchange	6.6
500.	New York	Construct access road and entranceway improvements to airport in Niagara Falls	2.25
501.	Minnesota	Replace Sauk Rapids Bridge over Mississippi River, Stearns and Benton Counties	7.725
502.	North Carolina	Upgrade I-85, Mecklenburg and Cabarrus Counties	19.5
503.	Oklahoma	Reconstruct County Road 237 from Indianahoma to Wichita Mountains Wildlife Refuge	0.1875
504.	Illinois	Construct Towanda-Barnes Road in Mclean County	5.82
505.	Pennsylvania	Widen and signalize Sumneytown Pike and Forty Foot Road in Montgomery County	3.87
506.	Rhode Island	Construct Rhode Island Greenways and Bikeways projects with the amount provided \$4,275,000 for the Washington Secondary Bikepath, and \$1,575,000 for the South County Bikepath Phase 2	5.85
507.	Mississippi	Widen U.S. 61 from Louisiana State line to Adams County	0.6875
508.	Georgia	Conduct a study of a multimodal transportation corridor from Lawrenceville to Marietta	2.4
509.	Missouri	Construct Jefferson Avenue viaduct over Mill Creek Valley in St. Louis	8.25
510.	New York	Conduct extended needs study for the Tappan Zee Bridge	3
511.	Pennsylvania	Improve Park Avenue/PA 36 in Blair County	0.45
512.	Texas	Construct the George H.W. Bush Presidential Corridor from Bryan to east to I-45	7.5

309 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
513.	New Mexico	Improve Uptown in Bernalillo County	1.025
514.	Arkansas	Upgrade U.S. 65 in Faulkner and Van Buren Counties	3
515.	South Carolina	Construct high priority surface transportation projects eligible for Federal-aid highway funds	5.5
516.	Mississippi	Construct Lincoln Road extension, Lamar County	1.125
517.	Alaska	Construct Pt. Mackenzie Intermodal Facility	6.75
518.	Florida	Purchase and install I-275 traffic management system in Pinellas County	0.75
519.	Illinois	Construct U.S. Route 67 bypass project around Roseville	8.775
520.	Massachusetts	Upgrade I-495 interchange 17 and related improvements including along Route 140	10.86
521.	Mississippi	Construct segments 2 and 3 of the Bryam-Clinton Corridor in Hinds County	0.6875
522.	New Jersey	Rehabilitate East Ridgewood Avenue over Route 17 in Bergen County	2.7
523.	Michigan	Construct interchange at U.S. 10/Bay City Road in Midland	3
524.	North Carolina	Construct U.S. Route 17, Elizabeth City Bypass	3.375
525.	Alaska	Construct Bradfield Canal Road	1
526.	Oregon	Construct passing lanes on Highway 58 between Kitson Ridge Road and Mile Post 47, Lane County	4.5
527.	Kansas	Construct grade separations on U.S. 36 and U.S. 77 in Marysville	3.15
528.	Virginia	Upgrade Route 501 in the counties of Bedford, Halifax, and Campbell	0.75
529.	Pennsylvania	Construct Robinson Town Centre intermodal facility	2.025
530.	Nevada	Construct the U.S. 395 Carson City Bypass	3.75
531.	Indiana	Feasibility study of State Road 37 improvements in Noblesville, Elwood and Marion	0.45
532.	Pennsylvania	Construct Newton Hamilton SR 3021 over Juniata River in Mifflin County	1.5
533.	Pennsylvania	Reconstruct PA 309 in Eastern Montgomery with \$4,000,000 for noise abatement	15.588
534.	Alabama	Upgrade Opoto-Madrid Boulevard, Birmingham	1.05
535.	Virginia	Conduct feasibility study for the construction of I-66 from Lynchburg to the West Virginia border	0.5
536.	California	Rehabilitate pavement throughout Santa Barbara County	1.125
537.	Illinois	Design and construct I-72/MacArthur Boulevard interchange in Springfield	4.12525
538.	Illinois	Improve Constitution Avenue in Peoria	2.6625
539.	Michigan	Upgrade East Jordon Road, Boyne City	0.3
540.	Georgia	Construct noise barriers along GA 400	2.0

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 310

No.	State	Project description	(Dollars in millions)
541.	Florida	Construct North East Dade Bike Path in North Miami Beach	1.2
542.	Connecticut	Realign and extend Hart Street in New Britain	3
543.	Oregon	Construct roundabout at intersection of Highway 101 and Highway 202, Clatsop County	0.3
544.	New York	Replace Route 28 bridge over NY State Thruway, Ulster County	2.4
545.	California	Extend State Route 7 in Imperial County	6
546.	Texas	Construct FM2234 (McHard Road) from SH 35 to Beltway 8 at Monroe Boulevard	4.8
547.	Dist. of Columbia ..	Enhance recreational facilities along Rock Creek Parkway	0.04775
548.	California	Construct SR 78/Rancho Del Oro interchange in Oceanside	3.75
549.	Michigan	Upgrade M. L. King Drive, Genesee County	1
550.	California	Reconstruct Grand Avenue between Elm Street and Halcyon Road, Arroyo Grande	0.375
551.	Pennsylvania	Improve PA 41 between Delaware State line and PA 926	5
552.	California	Construct Los Angeles County Gateway Cities NHS Access	6.6
553.	Michigan	Upgrade H 58 within Pictured Rocks National Lakeshore	4.2
554.	Dist. of Columbia ..	Rehabilitate Theodore Roosevelt Memorial Bridge	7.5
555.	Ohio	Undertake improvements to open Federal Street to traffic, Youngstown	2.08
556.	Pennsylvania	Improve PA 16 including intersection with Antrim Church Road	1
557.	Ohio	Construct State Route 209 from Cambridge and Byesville to the Guernsey County Industrial Park	2.2
558.	California	Construct Port of Oakland intermodal terminal	6
559.	New York	Construct Wellwood Avenue from Freemont Street to Montauk Highway in Lindenhurst	1.2
560.	Louisiana	Construct Louisiana Highway 1 from the Gulf of Mexico to U.S. 90	0.5625
561.	Mississippi	Refurbish Satartia Bridge, Yazoo City	0.375
562.	North Carolina	Construct bridge over Chockoyotte Creek in Halifax County	1.35
563.	Pennsylvania	Widen PA 413 in Bucks County	5.625
564.	North Carolina	Construct U.S. 13 from the Wilson/U.S. 264 Bypass to Goldsboro in Wayne and Wilson Counties	2.625
565.	Pennsylvania	Construct Erie Eastside Connector	16.2
566.	California	Construct Prunedale Bypass segment of U.S. 101, Monterey County	1.65
567.	New York	Construct access road from Lake Avenue to Milestrip Road in Blasdell	0.24

311 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
568.	California	Construct State Route 905 between I-805 and the Otay Mesa Border Crossing, San Diego County	16
569.	Mississippi	Build an interchange at I-55 with connectors to Madison and Ridgeland	2.25
570.	Minnesota	Trunk Highway 53 DWP railroad bridge replacement, St. Louis County	3.6
571.	Texas	Construct U.S. 77/83 Expressway extension, Brownsville	2.25
572.	New York	Upgrade and relocate Utica-Rome Expressway in Oneida County	14
573.	Pennsylvania	West Philadelphia congestion mitigation initiative	0.369
574.	Utah	Construct Phase II of the University Avenue Interchange in Provo	7.5
575.	California	Upgrade Osgood Road between Washington Boulevard and South Grimmer Boulevard, Fremont	1.5
576.	Missouri	Construct the Missouri Center for Advanced Highway Safety (MOCAHS)	0.69275
577.	Alaska	For the purposes set forth in item number 1496	2.25
578.	Maine	Improve Route 23	0.375
579.	Tennessee	Construct U.S. 45 bypass, Madison County	1.5
580.	New York	Construct pedestrian access bridge from Utica Union Station	0.25
581.	Michigan	Upgrade Groveland Mine Road, Dickinson	0.375
582.	New York	Reconstruct Route 9 in Plattsburgh	2.5155
583.	Mississippi	Upgrade Goose Pond Subdivision Roads, Tallahatchie County	0.15
584.	Michigan	Construct U.S. 131 Cadillac Bypass project	2.25
585.	Pennsylvania	Construct Lawrenceville Industrial Access Road	7.5
586.	Massachusetts	Construct Housatonic-Hoosic bicycle network	3
587.	Connecticut	Construct the U.S. Route 7 bypass project, Brookfield to New Milford town line	3.75
588.	New Jersey	Construct road from the Military Ocean Terminal to the Port Jersey Pier, Bayonne	3.0
589.	Oregon	Repair Coos Bay rail bridge, Port of Coos Bay	5.5
590.	Minnesota	Complete construction of Forest Highway 11, Lake County	3.75
591.	Pennsylvania	Construct rail mitigation and improvement projects from Philadelphia to New Jersey Line	5
592.	Louisiana	Upgrade Lapalco Boulevard between Barataria Boulevard and U.S. Highway. 90, Jefferson Parish	6
593.	Pennsylvania	Widen PA 228 from Criders Corners to State Route 3015	0.9
594.	Pennsylvania	Improve PA 23 Corridor from U.S. 30 Bypass between Lancaster County line and Morgantown	2.5

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 312

No.	State	Project description	(Dollars in millions)
595.	Pennsylvania	Widen SR 247 and SR 2008 between 84 and Lackawanna Valley Industrial Highway for the Moosic Mountain Business Park	8.175
596.	Massachusetts	Construct Nowottuck-Manhan Bike Trail connections, Easthampton, Amherst, Holyoke, Williamsburg and Northampton	3
597.	Texas	Reconstruct bridges across the channel for the Port of Corpus Christi	4
598.	Minnesota	Construct TH 1 east of Northome including bicycle/pedestrian trail	0.18
599.	Alabama	Construct U.S. 231/I-10 Freeway Connector from the Alabama border to Dothan	1.0125
600.	New York	Construct CR 3 at Southern State Parkway overpass between Long Island Expressway and Colonial Springs	1.12
601.	Massachusetts	Construct improvements along Route 18 to provide for access to waterfront and downtown areas, New Bedford	12
602.	Pennsylvania	Construct road connector and bridge over Allegheny River to link New Kensington with Allegheny Valley Expressway	3.75
603.	Michigan	Replace Chalk Hills Bridge over Menominee River	0.3
604.	Utah	Improve 5600 West Highway from 2100 South to 4100 South in West Valley City	3.75
605.	Pennsylvania	Construct Lackawanna River Heritage Trail in Lackawanna	0.375
606.	South Carolina	Widen and relocate SC 6 in Lexington County	6
607.	New York	Construct sound barriers on both sides of Grand Central Parkway between 172nd Street to Chevy Chase Road	1.455
608.	Connecticut	Improve Route 7 utility and landscaping in New Milford	5.4
609.	New York	Conduct North Road Corridor study in Oswego County	1.125
610.	Arkansas	Upgrade U.S. Route 412, Harrison to Mountain Home	2.6625
611.	New York	Construct full access controlled expressway along NY Route 17 at Parkville, Sullivan County	4.5
612.	Florida	Construct Englewood Interstate connector from River Road to I-75 in Sarasota and Charlotte Counties	5.5
613.	Minnesota	Reconstruct St. Louis CSAH 9 (Wallace Avenue) in Duluth from Fourth Street to Woodland Avenue	0.45

313 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
614.	New Jersey	Design, construct, and expand industrial Roads connecting Carteret with Woodbridge, and Route 35 with Perth Amboy for increased truck traffic which will ease delays and traffic at Turnpike Exit 12 and Route 35 underpass east	3
615.	Virginia	Construct the Kemper Street Station connector road in Lynchburg	1.5
616.	Iowa	Improve IA 60 Corridor from LeMar to MN State line	6.6
617.	Michigan	Operation improvements on M 15 from I-75 north to the Genesee County line	0.5
618.	Virginia	Upgrade Danville Bypass in Pittsylvania	3
619.	Nebraska	Corridor study for Louisville South bypass from State Highway 66 to State Highway 50	0.075
620.	Arkansas	Study and construct Van Buren intermodal port facility in Van Buren	0.225
621.	Alabama	Extend I-759 in Etowah County	13.5
622.	North Carolina	Widen U.S. 421 from North Carolina Route 194 to two miles East of U.S. 221	3.55
623.	New York	Reconstruct Ridge Road Bridge in Orange County	0.16
624.	South Carolina	Construct North Charleston Regional Intermodal Center	3
625.	Florida	Upgrade U.S. 319 between Four Points and Oak Ridge Road, Tallahassee	3.75
626.	Ohio	Complete safety/bicycle path in Madison Township	0.03
627.	Arkansas	Conduct design study and acquire right of way on U.S. 71 in the vicinity of Fort Chaffee, Fort Smith	3.75
628.	Mississippi	Construct East Metro Corridor in Rankin County	2.625
629.	Wyoming	Reconstruct Cheyenne Area Norris Viaduct	3.5
630.	New York	Transportation infrastructure improvements, Inner Harbor/Redevelopment project, Buffalo	6.06
631.	Pennsylvania	St. Thomas Signals Hade and Jack Rds U.S. 30 in Franklin County	0.15
632.	Texas	Upgrade State Highway 35 Yoakum District in Matagorda and Buazovia Counties	6.91
633.	Minnesota	Conduct highway construction between Highway 494 and Carver County Road 147	3
634.	Utah	Widen 106th South from I-15 to Bangerter Highway in South Jordan	4.5
635.	Florida	Construct pedestrian overpass from the Florida National Scenic Trail over I-4 ..	2.15
636.	Illinois	Extend Rogers Street to mitigate congestion, Waterloo	1.425
637.	New York	Reconstruct and widen Route 78 from I-90 to Route 15	4
638.	Ohio	Improve Alum Creek Drive from I-270 to Frebis Avenue in Franklin County	4

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 314

No.	State	Project description	(Dollars in millions)
639.	Louisiana	Upgrade and widen I-10 between Williams Boulevard and Tulane Avenue in Jefferson and Orleans Parishes	8
640.	Michigan	Improve I-94 in Kalamazoo County	3.75
641.	Pennsylvania	Improve PA 8 between Cherry Tree and Rynd Farm	4.8
642.	Washington	Passenger only ferry to serve Kitsap and King Counties to Seattle	3.75
643.	Pennsylvania	Realign West 38th Street from Shunpike Road to Myrtle Street in Erie County ..	5.4
644.	Ohio	Replace Jacobs Road Bridge, Mahoning County	2
645.	Massachusetts	Upgrade Lowell Street between Woburn Street and Route 38, Town of Wilmington	1.08
646.	Oklahoma	Improve Battiest-Pickens Road between Battiest and Pickens in McCurtain County	1.6
647.	Indiana	Improve State Road 31 in Columbus	0.375
648.	Oregon	Construct bike path along Willamette River, Corvallis	0.8
649.	New York	Reconstruct Flushing Avenue between Humboldt Street and Cypress Avenue ..	3.75
650.	Missouri	Construct bike/pedestrian path between Delmar Metrolink Station and University City loop business district in St. Louis	0.6
651.	Wisconsin	Construct U.S. Highway 151 Fond du Lac Bypass	22.5
652.	Illinois	Upgrade U.S. 45 between Eldorado and Harrisburg	10.2
653.	Pennsylvania	Improve U.S. 22/Canoe Creek Blair County	1.5
654.	California	Reconstruct and widen Mission Road, Alhambra	2.4375
655.	West Virginia	Construct safety improvements on Route 82 (Fayette Station Road), Fayette County	1
656.	Ohio	Widen and reconstruct State Route 82 from Lorain/Cuyahoga County line to I.R. 77	7
657.	Michigan	Facilitate access between I-75 and Soo Locks through road reconstruction, bikepath construction and related improvements, Sault Ste. Marie	0.375
658.	Kentucky	Construct Savage-Cedar Knob Bridge at Koger Creek	0.2625
659.	New York	Construct intermodal facility in New Rochelle, Westchester County	6.438
660.	Virgin Islands	Upgrade West-East corridor through Charlotte Amalie	6
661.	Ohio	Upgrade SR 78 rest stop in Monroe County	0.04
662.	Michigan	Improve the I-73 corridor in Jackson and Lenawee Counties	3.9375
663.	Nevada	Widen I-50 between Fallon and Fernley ..	3

315 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
664.	California	Improve and modify the Port of Hueneme Intermodal Corridor—Phase II in Ventura County	16.8
665.	Louisiana	Construct and equip Transportation Technology and Emergency Preparedness Center in Baton Rouge	5.4
666.	Michigan	Rehabilitate Lincoln Street, Negaunee	0.1275
667.	Missouri	Construct U.S. 67/Route 60 interchange in Popular Bluff	6
668.	New York	Upgrade Riverside Drive between 97th Street and Tiemann, New York City	1.5
669.	New York	Capital improvements for the Red Hook Barge in NY/NJ for the Port Authority of NY/NJ	3.5
670.	Maryland	Upgrade U.S. 113 north of U.S. 50 to MD 589 in Worcester County	18
671.	Rhode Island	Implement transportation alternative relating to Court Street Bridge, Woonsocket	0.15
672.	Pennsylvania	Construct Frazier Township interchange on SR 28 in Alleghany	2.25
673.	California	Rehabilitate Artesia Boulevard	3
674.	Illinois	Undertake access improvements to U.S. Route 41, Chicago	2.8125
675.	Colorado	Construct Wadsworth Boulevard improvement project in Arvada	0.25
676.	Indiana	Construct I-70/Six Points interchange in Marion and Hendricks County	14.9625
677.	Alabama	Construct repairs to viaducts connecting downtown and midtown areas, Birmingham	0.45
678.	Illinois	Construct VFW Road/Veteran's Drive from Townline Road to Broadway Road in Pekin	3.69675
679.	Pennsylvania	Design, engineer, ROW acquisition and construct the Wilkes-Barre/Scranton International Airport Access Road between Route 315 and Commerce Boulevard	1.5
680.	Dist. of Columbia ..	Construct bicycle and pedestrian walkway (Metropolitan Branch Trail), Union Station to Silver Spring	8.5
681.	New Jersey	Construct interchange improvements and flyover ramps at I-80W to Route 23N in Passaic County	8.5
682.	Washington	Undertake SR 166 slide repair	4.875
683.	Connecticut	Reconstruct Broad Street in New Britain	2.4
684.	Massachusetts	Reconstruct Route 126 and replace bridge spanning Route 9, Town of Framingham	3.525
685.	New Mexico	Extend Unser Boulevard in Albuquerque	0.65
686.	Massachusetts	Implement Phase II of unified signage system, Essex County	0.29325
687.	New Hampshire	Construct Manchester Airport access road in Manchester	8.025
688.	Pennsylvania	Improve U.S. 22/PA 866 Intersection in Blair County	1.5

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 316

No.	State	Project description	(Dollars in millions)
689.	California	Improve Rancho Sante Fe Road in Carlsbad	2.25
690.	New York	Renovate State Route 9 in Phillipstown ...	3.84
691.	Florida	Construct Greater Orlando Aviation Authority Consolidated Surface Access in Orlando	1.00575
692.	Missouri	Upgrade Route 169 between Smithville and north of I-435, Clay County	5
693.	Virginia	Renovate Greater Richmond Transit transportation facility, Richmond	3.75
694.	Texas	Conduct feasibility study on upgrading SH 16 in South Texas	0.1875
695.	Florida	Construct interchange at 21st Street to provide access to Talleyrand Marine Terminal	9.475
696.	Pennsylvania	Gettysburg comprehensive road improvement study and construction of projects identified in the study	3
697.	South Dakota	Construct Eastern Dakota expressways, to include construction of four-lane highways for South Dakota Highway 37 between Huron and Mitchell; U.S. Highway 83 between Pierre and I-90; and U.S. Highway 12 between Aberdeen and I-29	34.804
698.	West Virginia	Construct Shawnee Parkway between junction with I-73/74 Corridor and I-77	3.75
699.	Texas	Construct State Highway 121 from I-30 to U.S. 67 in Cleburne	25
700.	Ohio	Improve and construct SR 44/Jackson Street Interchange in Painesville	2
701.	California	Construct four-lane highway facility (Hollister Bypass), San Benito County	2.25
702.	Florida	Construct I-4 reversible safety lane in Orlando	10
703.	Ohio	Relocate Harrison/Belmont U.S. 250	2
704.	Illinois	Widen 143rd Street in Orland Park	4
705.	Tennessee	Implement middle Tennessee alternative transportation system along the Stones River in Murfreesboro	9.5
706.	Florida	Construct County Road 470 Interchange with Florida Turnpike	6
707.	California	Implement safety and congestion mitigation improvements along Pacific Coast Highway, Malibu	0.65
708.	Dist. of Columbia ..	Conduct studies and related activities pertaining to proposed intermodal transportation center	0.75
709.	New Jersey	Construct Route 31 Fleming Bypass in Hunterdon County	11.55
710.	Massachusetts	Construct TeleCom Boulevard with access via Commercial Street and Corporation Way to the west of Malden River and with access via Santilli Highway to the east of the river in Everett, Medford and Malden	5.25

317 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
711.	Pennsylvania	Improve access to Raystown in Huntingdon County	1.125
712.	Illinois	Study upgrading Illinois 13/127 between Murphysboro and Pinckneyville	1.575
713.	Michigan	Widen Arch Street, Negaunee	0.06
714.	Georgia	Widen U.S. 84 South from U.S. 82 to the Ware County Line in Waycross and Ware Counties	2.4
715.	Michigan	Improve drainage on 6th Street in Menominee	0.1125
716.	Massachusetts	Replace Brightman Street bridge in Fall River	7.23
717.	Kentucky	Construct Newton Pike Extension between West Main Street to South Limestone in Lexington	6
718.	South Carolina	Construct pedestrian walkway and safety improvements along SC 277, Richland County	0.8
719.	Illinois	Conduct Midwest Regional intermodal facility feasibility study in Rochelle.	0.3
720.	Pennsylvania	Reconfigure I-81 Exit 2 Ramp in Franklin County	0.525
721.	Virginia	Planning and design for Coalfields Expressway, Buchanan, Dickenson, and Wise Counties	1
722.	Virginia	Construct the Lynchburg/Madison Heights bypass in Lynchburg	1.5
723.	Massachusetts	Construct Cambridge Roadways Improvement project, Cambridge	2.25
724.	Connecticut	Construct I-95 interchange, New Haven ..	19.5
725.	Pennsylvania	Conduct study and construct Ft. Washington transportation improvements, Upper Dublin	0.45
726.	Michigan	Reconstruct I-75/M 57 interchange	10.5
727.	Minnesota	Construct railroad crossing connecting University of MN with City of Crookston	0.15
728.	Massachusetts	Construct bicycle and pedestrian facility (The Riverwalk), Peabody	1.08
729.	Pennsylvania	Upgrade PA 61 between PA 895 and SR 2014, Schuylkill County	5
730.	Tennessee	Construct SR22 Bypass, Obion County	7.5
731.	California	Improve streets and highways, and/or construct sound walls, Thousand Oaks	1.25
732.	New York	Complete engineering, design, environment reviews and other preliminary work for the Miller Highway relocation project in New York	6
733.	Michigan	Construct M 5 Haggerty Connector	2.4
734.	Pennsylvania	Improve Sidling Hill Curve and Truck Escape in Fulton County	0.375
735.	Texas	Construct circumferential freeway loop around Texarkana	7.425
736.	Massachusetts	Reconstruct Route 2/Jackson Road interchange, Lancaster	2.7
737.	Washington	Improve Clinton Ferry Terminal	3.5
738.	California	Upgrade Bristol Street, Santa Ana	5.25

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 318

No.	State	Project description	(Dollars in millions)
739.	Pennsylvania	Construct U.S. 30 Bypass from Exton Bypass to PA 10	3
740.	Maine	Rehabilitate Piscataqua River bridges, Kittery	3.9375
741.	California	Construct extension of State Route 180 between Route 99 and the Hughes/West Diagonal	6
742.	California	Construct Ocean Boulevard and Terminal Island Freeway interchange in Long Beach, California	15
743.	Nevada	Extend I-580 in Washie and Douglas Counties	3.75
744.	Massachusetts	Preliminary design of Route 2 connector to downtown Fitchburg	1.5
745.	Illinois	Improve and construct grade separation on Cockrell Lane in Springfield	1.8
746.	Virginia	Acquire land and construct segment of Daniel Boone Heritage Trail (Kane Gap section), Jefferson National Forest, and for the purchase of the Block House in Scott County, Virginia	0.5
747.	Virginia	Construct Route 288 in the Richmond Metropolitan Area	18.75
748.	New York	Construct congestion mitigation project for Brookhaven	3.75
749.	Ohio	Construct Licking-Thornwood Connector in Licking County	1.5
750.	Louisiana	Construct Florida Expressway in St. Bernard and Orleans Parishes	0.15
751.	Georgia	Construct North River Causeway and Bridge, St. Mary's County	2.175
752.	Missouri	Upgrade Eastern Jackson County, Jackson County	4.5
753.	Texas	Conduct MIS for Multimodal Downtown Improvement Project, San Antonio	0.75
754.	Kansas	Construct road and rail grade separations in Wichita	26.25
755.	Florida	Construct Cross Seminole Trail connection in Seminole County	1.5
756.	Oregon	Upgrade I-5/Highway 217 interchange, Portland	5.25
757.	Ohio	Construct St. Clairsville Bike Path in Belmont County	0.5
758.	South Carolina	Widen North Main Street, Columbia	9
759.	Hawaii	Upgrade Puuloa Road between Kamehameha Highway and Salt Lake Boulevard	6.75
760.	Alabama	Construct new I-10 bridge over the Mobile River in Mobile	10.78125
761.	Alaska	Construct Coffman Cove ferryboat	2.25
762.	Ohio	Upgrade U.S. 30 from Wooster to Riceland	22.5
763.	Missouri	Replace bridge on Route 92, Platte County	1
764.	Maryland	Reconstruct segment of Baltimore Beltway between U.S. 1 and I-70	6.75
765.	Minnesota	Construct Gunflint Realignment project, Grand Marais	0.6

319 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
766.	Colorado	Construct alternative truck route in Montrose	4.2
767.	Pennsylvania	Improve I-95/PA 413 Interchange in Bucks County	5.625
768.	Hawaii	Construct improvements to H 1 between the Waiawa interchange and the Halawa interchange	15
769.	California	Construct new I-5 interchange with Highway 99W, Tehama County	2.2
770.	Florida	Widen U.S. 17/92 in Volusia County	1.0
771.	South Carolina	Construct I-77/SC #S-20-30 interchange, Fairfield County	5.25
772.	Illinois	Construct access road to Melvin Price Locks and Dam Visitors Center, Madison County	1.125
773.	Washington	Reconstruct I-5 interchange, City of Lacey	1.125
774.	Maryland	Construct improvements at I-270/MD 187 interchange	5.5
775.	Alabama	Construct Finley Avenue Extension East project	2.925
776.	Connecticut	Construct Greenmanville Avenue streetscape extension, including feasibility study, in towns of Groton, Stonington and Mystic	6.3
777.	Alabama	Construct Anniston Eastern Bypass from I-20 to Fort McClellan in Calhoun County	40.14
778.	Louisiana	Construct Causeway Boulevard/Earhart Expressway interchange in Jefferson, Parish	4
779.	California	Create recreational trails in Santa Monica Mountains National Recreation Area	6
780.	Georgia	Widen and reconstruct Corder Road from Pineview Drive to the Russell Parkway	2.55
781.	Massachusetts	Construct Hyannis Intermodal Transportation Center, Hyannis	2.4
782.	Oregon	Construct South Rivergate rail overcrossing in Portland	11
783.	Arkansas	Improve Arkansas State Highway 59 from Rena Road to Old Uniontown Road in Van Buren	1.875
784.	Rhode Island	Reconstruct Pawtucket Avenue and Wilcott Street, Pawtucket	1.125
785.	New Hampshire	Improve the Bridge Street bridge in Plymouth	1.036
786.	Louisiana	Install computer signal synchronization system in Baton Rouge	4.875
787.	Pennsylvania	Improve Oxford Valley Road/U.S. 1 interchange in Bucks County	1.5
788.	Pennsylvania	Construct U.S. 6 Tunkhannock Bypass in Wyoming County	1.8
789.	Florida	Construct U.S. 17/92 and SR 436 interchange in Orange/Osceola/Seminole County region	1.0
790.	North Carolina	Upgrade U.S. 13/NC 11 (including Bethel bypass) in Pitt and Edgecombe Counties	3.375

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 320

No.	State	Project description	(Dollars in millions)
791.	Massachusetts	Conduct planning and engineering for connector route between I-95 and industrial/business park, Attleboro	0.8
792.	Virginia	Construct I-73 from Roanoke to the North Carolina border	6
793.	California	Upgrade Route 4 West in Contra Costa County	7.5
794.	Florida	Construct I-4/John Young Parkway interchange project in Orlando	10.24425
795.	Pennsylvania	Construct U.S. 202 Section 600 Phase I Early Action project in Upper Gwynedd and Lower Gwynedd	4.5
796.	Alabama	Construct Historic Whistler Bike Trail in Prichard, Alabama	0.5025
797.	Missouri	Upgrade Route 6 between I-29 and Route AC, St. Joseph	5
798.	Iowa	Conduct study of Port of Des Moines, Des Moines	0.075
799.	California	Improve State Route 57 interchange at Lambert Road in Brea	0.985
800.	Pennsylvania	Improve ramp junctions at intersection of SR 114 and Interstate 83, Fairview Township	3
801.	Mississippi	Upgrade Land Fill Road, Panola County ..	0.75
802.	California	Construct bike path between Sepulveda Basin Recreation Area and Warner Center/Canoga Park, Los Angeles	1.873
803.	Wisconsin	Upgrade U.S. 51 Tomahawk Bypass	3.75
804.	North Carolina	Construct segment of Raleigh Outer Loop, Wake County	2.025
805.	Michigan	Conduct feasibility study on widening U.S. 12 to three lanes between U.S. 127 and Michigan Highway 50	0.1875
806.	California	Widen U.S. 101 from Windsor to Arata Interchange	1.1
807.	Oregon	Upgrade access road and related facilities to Port of Port Orford	1.5
808.	Pennsylvania	Allegheny Trail from Pittsburgh, Pennsylvania to Cumberland, Maryland	6
809.	Texas	Improve I-35 West from Spur 280 to I-820 in Fort Worth	3
810.	Michigan	Reconstruct County Road 612 and County Road 491, Montmorency County	0.6825
811.	California	Improve Folsom Boulevard—Highway 50 in the City of Folsom	4.275
812.	Illinois	Improve Illinois Route 29 in Sangamon and Christian Counties	1.725
813.	Tennessee	Upgrade SR 386 between U.S. 31 to the Gallatin Bypass, Sumner County	1.06
814.	Washington	Improve primary truck access route on East Marine View Drive, FAST corridor in Washington	4.9
815.	Minnesota	Construct grade separated interchange at south junction of TH 371/Brainerd bypass	0.75
816.	California	Upgrade Greenville Road and construct railroad underpass, Livermore	5.1

321 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
817.	Washington	Construct State Route 305 corridor improvements in Poulsbo	3.15
818.	Tennessee	Widen U.S. 321 from Kinzel Springs to Wean Valley Road	6.825
819.	Iowa	Construct the Julien Dubuque Bridge over the Mississippi River at Dubuque	21
820.	Michigan	Conduct preliminary engineering, acquire right-of-way and construct I-75/North Down River Road interchange	1.125
821.	Virginia	Conduct historic restoration of Roanoke Passenger Station in Roanoke	0.5
822.	New York	Undertake Linden Place reconstruction project, Queens	5.25
823.	Illinois	Reconstruct interchange at I-294, 127th Street and Cicero Avenue with new ramps to the Tri-State Tollway, Alsip ...	23.495
824.	Louisiana	Improve U.S. 165 from Alexandria to Monroe	30
825.	Pennsylvania	Construct Western Innerloop from PA 26 to State Route 3014	2.7
826.	Alaska	Improve Dalton Highway	3.75
827.	Pennsylvania	Relocate U.S. 219, Ridgeway, Pennsylvania, truck bypass connector along Osterhout Street	3.75
828.	Mississippi	Widen State Route 24 from Liberty to I-55	0.6875
829.	California	Widen I-15 in San Bernardino County	18
830.	Virginia	Complete North Section of Fairfax County Parkway in Fairfax County	7.5
831.	New York	Rehabilitate segment of Henry Hudson Parkway between Washington Bridge and Dyckman Street, New York City	1.5
832.	Iowa	Relocate IA 192 and Avenue G viaduct in Council Bluffs	4.5
833.	Pennsylvania	Improve T-344 Bridge over Mahantango Creek in Snyder County	0.525
834.	California	Construct Phase 3 of Alameda Street project, Los Angeles	2.5
835.	Texas	Construct Texas State Highway 49 between FM 1735 to Titus/Morris County line	4.8
836.	Virginia	To the National Park Service for construction of the Fisher Peak Mountain Music Interpretive Center on Blue Ridge Parkway	2.7
837.	Michigan	Construct grade separation on Sheldon Road, Plymouth	5.25
838.	Michigan	Upgrade Three Mile Road, Grand Traverse	0.75
839.	Ohio	Relocate SR 30 for final design of south alternative in Carroll County	1
840.	Tennessee	Improve State Road 60 from Waterville to U.S. 64 in Bradley County	1.2
841.	Washington	Construct 192nd Street from SR 14 to SE 15	3.75
842.	Wisconsin	Reconstruct U.S. Highway 10, Waupaca County	9

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 322

No.	State	Project description	(Dollars in millions)
843.	Minnesota	Upgrade Highway 73 from 4.5 miles north of Floodwood to 22.5 miles north of Floodwood	2.775
844.	New York	Reconstruct Mamaroneck Avenue, White Plains, Harrison and Mamaroneck	4.375
845.	Pennsylvania	Reconfigure Pennsylvania Turnpike/Route 13 interchange	0.375
846.	Pennsylvania	Widen and improve Route 449 in Potter County	0.75
847.	Puerto Rico	Upgrade PR 3 between Rio Grande and Fajardo	6
848.	Illinois	Construct Peoria City River Center parking facility in Peoria	3
849.	New Jersey	Construct Route 29/129 bicycle, pedestrian and landscape improvement plan	4.125
850.	Tennessee	Upgrade Briley Parkway between McGavock Pike and I-65	4.2
851.	Connecticut	Widen Route 4 in Torrington	2.1
852.	California	Widen 5th Street and replace 5th Street bridge in Highland, California	0.75
853.	Wisconsin	Construct U.S. Highway 10, Freemont to Appleton	3
854.	Missouri	Upgrade U.S. 71 interchange in Carthage, Missouri	1
855.	New York	Construct Fordham University regional transportation facility	1.75
856.	Missouri	Upgrade U.S. 63 in Howell County	6
857.	Alabama	Construct East Foley corridor project from Baldwin County Highway 20 to State Highway 59	5.25
858.	New York	Reconstruct Washington County covered bridge project	1.7
859.	California	Upgrade Route 4 East in Contra Costa County	8.5
860.	Pennsylvania	Complete Broad Street ramps at Route 611 bypass in Bucks County	1.6725
861.	Missouri	Construct Strother Road/I-470 interchange, Jackson County	3
862.	Massachusetts	Upgrade Route 9/Calvin Coolidge Bridge, Hadley	9.375
863.	Ohio	Rail mitigation and improvement projects from Vermillion to Conneaut	4.75
864.	Massachusetts	Construct I-95/I-93 interchange, Boston ..	3.75
865.	West Virginia	Construct Riverside Expressway, Fairmont	27
866.	Ohio	Construct greenway enhancements in Madison	2.3
867.	Tennessee	Reconstruct U.S. 27 in Morgan County	2.25
868.	West Virginia	Upgrade U.S. Route 35 between I-64 and South Buffalo Bridge	31
869.	California	Construct I-5/Avenida Vista Hermosa interchange in San Clemente	2.25
870.	Missouri	Upgrade Route 36 between Hamilton and Chillicothe	20
871.	Illinois	Replace Lebanon Avenue Bridge and approaches, Belleville	0.75

323 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
872.	Kentucky	Construct U.S. 127: \$5,250,000 for the Albany Bypass from KY696 to Clinton County High School and \$3,161,250 for the segment between KY696 and the Tennessee State Line	8.41125
873.	Tennessee	Improve U.S. 64 in Hardeman and McNairy Counties	3.75
874.	Connecticut	Replace bridges over Harbor Brook, Meriden	4.9125
875.	Colorado	Reconstruct I-225/Iliff Avenue interchange in Aurora	3.625
876.	Connecticut	Reconstruct I-84 between vicinity of Route 69 in Waterbury and Marion Avenue in Southington	4.5
877.	New York	Improve Cross Westchester Expressway ..	0.75
878.	Oregon	Design and engineering for intermodal transportation center, Astoria	0.225
879.	Hawaii	Construct Kapaa Bypass	8.25
880.	Pennsylvania	Construct enhancements and related measures, including purchase of vans for reverse commutes, to intermodal facility located at intersection of 52nd and Lancaster Avenue, Philadelphia	3
881.	Washington	Construct Edmonds Crossing Multimodal transportation project in Edmonds	4.5
882.	Ohio	Construct Chagrin River/Gulley Brook corridor scenic greenway along I-90 in Lake County	1.045
883.	California	Construct interchange between I-15 and Main Street in Hesperia, California	7.5
884.	Texas	Reconstruct State Highway 87 between Sabine Pass and Bolivar Peninsula, McFadden Beach	0.9705
885.	California	Widen State Route 29 between Route 281 and Route 175	0.275
886.	New York	Construct Hudson River scenic overlook from Route 9 to Waterfront in Poughkeepsie	0.336
887.	Indiana	Expand 126th Street in Carmel	3.21
888.	Florida	Widen Gunn Highway between Erlich Road and South Mobley Road in Hillsborough County	1.5
889.	Pennsylvania	Relocate PA 113 at Creamery Village in Skippack	2.7
890.	Michigan	Upgrade Van Dyke Road between M 59 and Utica City limits	2.775
891.	New Jersey	Replace the Ocean City-Longport bridge in Cape May County	25.0
892.	New York	Construct County Road 93 between NYS 27 and NYS 454	0.515
893.	Mississippi	Upgrade Brister Road between Tutwiler and Coahoma County line, Tallahatchie County	0.3825
894.	California	Conduct highway 65 improvement and mitigation project	4.275
895.	Michigan	Construct road drainage improvements, Suttons Bay Village	0.18

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 324

No.	State	Project description	(Dollars in millions)
896.	Pennsylvania	Construct 25.5 miles of the Perkiomen Trail	0.486
897.	Illinois	Road upgrade and access road near the intersection of I-80 and I-57 in Country Club Hills, Illinois	1.125
898.	Maine	Implement rural ITS	0.1875
899.	Mississippi	Widen U.S. 84 from I-55 at Brookhaven to U.S. 49 at Collins	0.6875
900.	Washington	Widen Columbia Center Boulevard in Kennewick	1.2075
901.	Indiana	Repair signal wires, grade-crossing warning devices and other safety protections along South Shore Railroad between Gary and Michigan City	0.275
902.	Florida	Replace St. Johns River Bridge in Volusia and Seminole Counties	14.0
903.	Louisiana	Construct East-West Corridor project in Southwest Louisiana	0.75
904.	New York	Improve and reconstruct Commerce Street in York Town	0.28
905.	Washington	Widen SR 522 in Snohomish County: \$3,650,000 for phase 1 from SR 9 to Lake Road; \$1,550,000 to construct segment from Paradise Lake Road to Snohomish River Bridge	5.2
906.	New Jersey	Design and construct pedestrian access facility from Joseph G. Minish Waterfront Park over Route 21 to the New Jersey Performing Arts Center and the contiguous light rail station in Newark	1
907.	Kentucky	Construct a segment of the I-66 corridor from Somerset to I-75	11.25
908.	Michigan	Construct arterial connector between U.S. 41/M 28 and County Road 480, Marquette	0.375
909.	Wisconsin	Upgrade State Highway 29 between Green Bay and Wausau	9
910.	Georgia	Construct surface transportation facilities along Atlanta-Griffin-Macon corridor ...	29.25
911.	Oregon	Repair Port of Hood River Bridge Lift Span project	1.125
912.	Pennsylvania	Construct noise abatement barriers along U.S. 581 from I-83 2.0) miles west in Cumberland County	0.36
913.	Texas	Widen Highway 287 from Creek Bend Drive to Waxahacie bypass	5.125
914.	Oregon	Design and engineering for Tualatin-Sherwood Bypass	0.375
915.	Texas	Implement "Hike and Bike" trail program, Houston	6
916.	New Hampshire ...	Widen I-93 from Salem north	9.36
917.	Tennessee	Construct State Route 30 from Athens to Etowah in McMinn County	7.74
918.	California	Undertake median improvements along E. 14th Street, San Leandro	0.75

325 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY Sec. 1602

No.	State	Project description	(Dollars in millions)
919.	New Jersey	Construct Toms River bridge project connecting Dover and South Toms River Borough	2.25
920.	New York	Improve ferry infrastructure in Greenport	0.75
921.	Puerto Rico	Upgrade PR 30 between PR 203 in Gurabo to PR 31 in Juncos	6
922.	Pennsylvania	Improve access and interchange from I-95 to the international terminal at Philadelphia International Airport	3
923.	New Hampshire	Construct Orford Bridge	2.836
924.	Massachusetts	Construct roadway improvements on Crosby Drive and Middlesex Turnpike, Beford, Burlington and Billerica	5.78775
925.	Illinois	Reconstruct Midlothian Turnpike, Robbins	0.216
926.	California	Plan, design and construct interchange between I-15 and Sante Fe Road in Barstow	3
927.	Pennsylvania	Reconstruct and widen U.S. Route 222 to four-lane expressway between Lancaster/Berks County line and Grings Mill Road and construction of Warren Street extension in Reading	19
928.	Maryland	Upgrade roads within Leakin Park Intermodal Corridor, Baltimore	2.4
929.	Washington	Widen SR522 from SR 9 to Paradise Lake Road
930.	New York	Construct NYS Route 27 at intersection of North Monroe Avenue	4.215
931.	Michigan	Construct Detroit Metropolitan/Wayne County South Access Road	15
932.	Illinois	Reconstruct U.S. 6, Harvey	1.245
933.	New York	Design, construction and related enhancement of the Grand Concourse between E. 161st St. and E. 166th St., New York City	9.75
934.	Ohio	Construct Black River intermodal transportation center	3.45
935.	Connecticut	Rehabilitate Route 202 bridge in New Milford	2.025
936.	Pennsylvania	Construct park and ride facilities in Lower Bucks County	1.125
937.	Pennsylvania	Widen U.S. 11/15 between Mt. Patrick and McKees Half Falls in Perry County	3.75
938.	Illinois	Undertake Industrial Transportation Improvement Program in Chicago	3.2625
939.	California	Improve streets and construct bicycle paths, Agoura Hills	0.65
940.	California	Implement City of Compton traffic signal systems improvements	3.75
941.	Texas	Construct relief route around Alice	0.1875
942.	California	Reconstruct Harbor Boulevard/SR22 Interchange, City of Garden Grove	1.5
943.	North Carolina	Upgrade U.S. 158 (including bypasses of Norlina, Macon and Littleton) in Halifax and Warren Counties	2.25

Sec. 1602 TRANSPORTATION EQUITY ACT FOR THE 21st CENTURY 326

No.	State	Project description	(Dollars in millions)
944.	Utah	Construct 7800 South from 1300 West to Bangerter Highway in West Jordan	5.85
945.	Utah	Widen and improve 123rd/126th South from Jordan River to Bangerter Highway in Riverton	4.5
946.	Kentucky	Construct U.S. 127 Jamestown Bypass	4.35
947.	Minnesota	Upgrade Cass County Road 105 and Crow Wing County Road 125, East Gull Lake	0.72
948.	Arkansas	Construct Highway 82 from Hamburg to Montrose	5.25
949.	Louisiana	Construct Port of South Louisiana Connector in Saint John the Baptist Parish	0.525
950.	Oregon	Rehabilitate Broadway Bridge in Portland	7.5
951.	Louisiana	Construct Metairie Rail Improvements and Relocation project in Jefferson and Orleans Parishes	6
952.	Washington	Construct Port of Longview Industrial Rail Corridor and Fibre Way Overpass in Longview	1.875
953.	New York	Study transportation improvements for segments of Hutchinson River Parkway and New England Thruway through the Northeast Bronx	1
954.	West Virginia	Construct I-73/74 Corridor, including connectors with WV Route 44 and County Route 13 (Gilbert Creek), Mingo County	9.05
955.	Washington	Improve I-90/Sunset Way interchange in Issaquah	14.85
956.	Indiana	Construct Marina Access Road in East Chicago	1
957.	Alabama	Construct bridge over Tennessee River connecting Muscle Shoals and Florence	10
958.	Illinois	Resurface 63rd Street from Western Avenue to Wallace, Chicago	0.5625
959.	North Carolina	Upgrade Highway 55 between U.S. 64 and State Route 1121, Wake and Durham Counties	17.25
960.	Indiana	Upgrade Ridge Road between Griffith and Highland	3.3
961.	Missouri	Construct Hermann Bridge on Highway 19 in Montgomery and Gasconade Counties	1.1
962.	New Jersey	Replace Groveville-Allentown Road bridge in Hanilton	2.4
963.	Missouri	Upgrade U.S. 60 in Carter County	20.25
964.	Georgia	Construct the Fall Line Freeway from Bibb to Richmond Counties	17.25
965.	Pennsylvania	Construct American Parkway Bridge project in Allentown	3
966.	Georgia	Upgrade U.S. Route 19 between Albany and Thomaston	3.75
967.	Georgia	Construct noise barriers on the west side of I-185 between Macon Road and Airport Thruway and on I-75 between Mt. Zion Road and Old Dixie Highway in the Atlanta area	0.75

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No.	State	Project description	(Dollars in millions)
968.	Oregon	Construct I-205/Sunnyside/Sunnybrook interchange and related extension road, Clackamas County	17.2
969.	Minnesota	Widen Trunk Highway 14/52 from 75th Street, NW to Trunk Highway 63 in Rochester	9.75
970.	Minnesota	Upgrade CSAH 61 between TH324 and Snake River	0.9
971.	Utah	Construct underpass at 100th South in Sandy	3.51
972.	California	Improve roadway to provide access to Hansen Dam Recreation Area in Los Angeles	0.75
973.	New York	Construct Erie Canal Preserve I-90 rest stop in Port Byron	2.25
974.	Massachusetts	Construct bike path between Route 16 (Everett) to Lynn Oceanside	1.275
975.	Tennessee	Construct Kingsport Highway in Washington County	1.5
976.	Mississippi	Widen State Route 6 from Pontotoc to U.S. 45 at Tupelo	11.25
977.	Tennessee	Construct pedestrian and bicycle pathway to connect with the Mississippi River Trail, and restore adjacent historic cobblestones on riverfront, Memphis	2.25
978.	California	Construct improvements to Harry Bridges Boulevard, Los Angeles	6.5
979.	Nebraska	Construct NE 35 alternative and modified route expressway in Norfolk and Wayne	3.375
980.	Michigan	Upgrade Davison Road between Belsay and Irish Roads, Genessee County	3.2
981.	West Virginia	Relocate segment of Route 33 (Scott Miller Bypass), Roane County	4
982.	California	Rehabilitate B Street between Foothill Boulevard and Kelly Street, Hayward	0.525
983.	Pennsylvania	Construct exit ramp on I-180 at State Route 2049 in Lycoming County	7.875
984.	California	Improve streets and related bicycle lane in Oak Park, Ventura County	0.466
985.	Ohio	Upgrade 11 warning devices on the rail north/south line from Toledo to Deshler	0.825
986.	Alabama	Expand U.S. 278 in Cullman County	5.4
987.	California	Improve the Avenue H overpass in Lancaster	4.575
988.	New York	Construct U.S. 219 from Route 39 to Route 17	20
989.	Texas	Widen State Highway 35 from SH288 in Angleton to FM521 and dedicate \$630,000 to the acquisition of right-of-way in Brazoria County	5.175
990.	Alaska	Extend Kenai Spur Highway-North Road in Kenai Peninsula Borough	6
991.	Washington	Construct Interstate 405/NE 8th Street interchange project in Bellevue	17.625
992.	Tennessee	Implement ITS technologies, Nashville	2.8
993.	Texas	Construct Galveston Island Causeway Expansion project, Galveston	0.5475

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No.	State	Project description	(Dollars in millions)
994.	Michigan	Improve I-69 in Branch, Eaton and Calhoun Counties	1.875
995.	California	Improve streets in Canoga Park and Reseda areas, Los Angeles	1
996.	Illinois	Undertake improvements to 127th Street, Cicero Avenue and Route 83 to improve safety and facilitate traffic flow, Crestwood	2
997.	Ohio	Construct new traffic signal and intersection upgrade for Village of Hebron in Licking County	0.06
998.	California	Upgrade U.S. 101 from Eureka to Arcata	0.65
999.	Pennsylvania	Construct bicycle and pedestrian facility between Washington's Landing and Millvale Borough, Allegheny County	0.4
1000.	New York	Construct Maybrook Corridor bikeway in Dutchess County	1.404
1001.	California	Construct I-10/Barton Road West/Anderson Street connection	3.75
1002.	Mississippi	Construct Jackson International Airport Parkway and connectors from High Street to the Jackson International Airport in Jackson	7.5
1003.	New Jersey	Upgrade I-78 interchange and West Peddie Street ramps, Newark	3.725
1004.	California	Implement enhanced traffic access between I-10, area hospitals and southern portion of Loma Linda	1.5
1005.	Ohio	Construct SR 711 connector four-lane limited access highway in Mahoning County	25
1006.	Iowa	Construct a road from State Highway 141 to Beaver Drive in Polk County	5.25
1007.	California	Construct State Route 56 North connectors at I-5 and North and South connectors at I-15 in San Diego	3
1008.	Arkansas	Construct the Ashdown Bypass/Overpass in Ashdown	3.75
1009.	Colorado	Reconstruct and upgrade I-70/I-25 Interchange, Denver	9
1010.	Louisiana	Construct Zachary Taylor Parkway project	1
1011.	Michigan	Upgrade Rochester Road between I-75 and Torpsey St	9.225
1012.	Louisiana	Construct I-10/Louisiana Avenue interchange	6
1013.	New York	Construct County Route 21, Peekskill Hollow Road renovation project	7.577
1014.	Georgia	Undertake Perimeter Central Parkway Overpass project and Ashford Dunwoody interchange improvements at I-285, De Kalb County	0.075
1015.	Minnesota	Upgrade Highway 53 between Virginia and Cook	1.5

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No.	State	Project description	(Dollars in millions)
1016.	New York	Initiate study and subsequent development and engineering of an international trade corridor in St. Lawrence County	1.5
1017.	California	Construct Alameda Corridor East, San Gabriel Valley	2.205
1018.	Arkansas	Upgrade Highway 63, Marked Tree to Lake David	10
1019.	Louisiana	Congestion mitigation and safety improvements to the Central thruway in Baton Rouge	2.25
1020.	Maryland	Reconstruct Baltimore Washington Parkway at Route 197, Prince Georges County	11.25
1021.	Ohio	Construct Wilmington Bypass, Wilmington	3.75
1022.	Texas	Construct Houston Street Viaduct project in Dallas	5.125
1023.	West Virginia	Construct I-73/74 Corridor, including interchange with U.S. 460, Mercer County	15
1024.	Massachusetts	Reconstruct Pleasant Street-River Terrace, Holyoke	1.2
1025.	Ohio	Improve and widen SR 45 from North of the I-90 interchange to North Bend Road in Ashtabula County	6.17
1026.	Rhode Island	Install directional signs in Newport and surrounding communities	0.225
1027.	Minnesota	Construct Highway 210 trail/underpass, Brainerd/Baxter	0.48
1028.	Florida	A-1-A Beautification project in Daytona ..	3.3
1029.	Ohio	Widen Licking SR 79-06.65 (PID 8314) in Licking County	9
1030.	Texas	Relocate railroad tracks to eliminate road crossings, and provide for the rehabilitation of secondary roads providing access to various parts of the Port and the construction of new connecting roads to access new infrastructure safely and efficiently, Brownsville	4.5
1031.	Oklahoma	Reconstruct U.S. 70 from Broken Bow to Arkansas State line in McCurtain County	3.93
1032.	Tennessee	Improve County Road 374 in Montgomery County	3.75
1033.	Virginia	Enhance Maple Avenue streetscape in Vienna	2.025
1034.	Connecticut	Widen Route 10 from vicinity of Lazy Lane to River Street in Southington	3.48
1035.	Florida	Widen U.S. 192 between County Route 532 and I-95 in Brevard and Osceola Counties	18.75
1036.	Louisiana	Construct Leeville Bridge on LA 1	1.125
1037.	Illinois	Construct I-57 interchange, Coles County	8.15
1038.	Massachusetts	Upgrade Route 2 between Philipston and Greenfield	3

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No.	State	Project description	(Dollars in millions)
1039.	New Jersey	Construct and/or reconstruct intermodal transportation and maintenance facility in Union City in order to replace the NJ Transit depot	2
1040.	Illinois	Construct Technology Avenue between U.S. Route 45 East to Willenborg Street, Effingham	2.735
1041.	New Jersey	Replace Maple Grange Road bridge over Pochuck Creek in Sussex County	1.35
1042.	New York	Construct CR 96 from Great South Bay to Montauk Highway in Suffolk County	0.275
1043.	Virginia	Construct connector road from the proposed U.S. 58 Stuart bypass to Route 8 South beginning at the intersection of Johnson Street in Stuart to Route 652 ..	5.25
1044.	Pennsylvania	Replace bridge over Shermans Creek in Carroll	0.75
1045.	Connecticut	Construct bicycle and pedestrian walkway, Town of East Hartford	0.9
1046.	Ohio	Construct grade separations at Front Street and Bagley Road, Berea	14.25
1047.	Alabama	Upgrade SR 5 in Perry County	1.275
1048.	Connecticut	Implement Trinity College Area road improvements, Hartford	5.1075
1049.	Louisiana	Construct North/South Road/I-10-U.S. 61 connection in Kenner	5
1050.	New Jersey	Design and construction Belford Ferry Terminal in Belford	3.45
1051.	Michigan	Construct safety enhancements at rail crossings, Linden, Fenton, Swartz Creek and Gaines	0.75
1052.	California	Extend 7th Street between F Street and North 7th Street, Sacramento	1.5
1053.	Massachusetts	Upgrade Spring Street between Bank and Latham Streets, Williamstown	1.5
1054.	California	Complete Citraeado Parkway project in San Diego County	2.25
1055.	Indiana	Conduct railroad relocation study in Muncie	0.045
1056.	Connecticut	Improve Route 4 intersection in Harwinton	1.35
1057.	Missouri	Widen U.S. 63 in Randolph and Boone Counties	31.5
1058.	New York	Construct City of Glen Cove waterfront improvements	3.75
1059.	Illinois	Reconstruct Greenbriar Road with construction of new turn lanes in vicinity of John A. Logan College in Carterville	1.05
1060.	Tennessee	Construct bridge and approaches on State Route 33 over the Tennessee River (Henley Street Bridge)	9.9
1061.	Ohio	Construct SR 315 Ohio State University Ramp project in Franklin County	3.5
1062.	Nevada	Improve at-grade railroad crossings in Reno	1.875

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No.	State	Project description	(Dollars in millions)
1063.	Pennsylvania	Construct Williamsport-Lycoming County Airport Access road from I-180 to the airport	5.25
1064.	Minnesota	Construct bicycle and pedestrian facility (Mesabi Trail), St. Louis County	2.25
1065.	Texas	Construct a 4-lane divided highway on Artcraft Road from I-10 to Route 375 in El Paso	5
1066.	Missouri	Upgrade MO Route 150, Jackson County	4.5
1067.	Nebraska	Construct bridge in Newcastle	3
1068.	Pennsylvania	Construct PA 36 Convention Center Connector in Blair County	0.75
1069.	Illinois	Rehabilitate Western Springs Arterial Roadway, Cook County	0.825
1070.	California	Rehabilitate Highway 1 in Guadalupe	0.375
1071.	Utah	Widen 7200 South in Midvale	0.99
1072.	Iowa	Construct I-29 airport interchange overpass in Sioux City	4.65
1073.	Florida	Restore and rehabilitate Miami Beach Bridge and waterfront in Miami Beach, Florida	1.35
1074.	Washington	Improve Huntington Avenue South in Castle Rock	0.5625
1075.	Minnesota	Implement Trunk Highway 8 Corridor projects, Chisago County	12.475
1076.	Michigan	Relocate U.S. 31 from River Road to Naomi Road in Berrian County	13.5
1077.	South Carolina	Expand Transportation Research Center, South Carolina State University, Orangeburg, SC	8.5
1078.	Texas	Upgrade State Highway 35 Houston District Brazoria County	6.92
1079.	Maryland	Improve Halfway Boulevard east and west of Exit 5, I-81 in Washington County	3
1080.	California	Upgrade D Street between Grand and Second Streets, Hayward	0.9
1081.	New Jersey	Undertake improvements associated with the South Amboy Regional Intermodal Center	12
1082.	New York	Replace Kennedy-class ferries, Staten Island	30
1083.	Texas	Expand Winters Freeway (U.S. 83/84) in Abilene	8.4
1084.	Maine	Replacement and renovation of Carlton Bridge, Bath/Woolwich	6
1085.	New York	Rehabilitate Jay Covered Bridge in Essex County	0.75
1086.	Minnesota	Construct Elk River bypass from 171st Avenue at Highway 10 to intersection of County Roads 12 and 13 at Highway 169	2.4
1087.	Pennsylvania	Construct Route 72 overpass at Conrail in Lebanon	6.6075
1088.	Indiana	Upgrade Route 31 and other roads, St. Joseph and Elkhart Counties	4.5

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No.	State	Project description	(Dollars in millions)
1089.	California	Install call boxes along Highway 166 between intersection with Highway 101 and junction with Highway 33	0.216
1090.	New Hampshire	Construct Chestersfield Bridge	2.536
1091.	Oregon	Construct bike path between Terry Street and Greenhill Road, Eugene	1.17
1092.	Dist. of Columbia ..	Conduct MIS of light rail corridors	0.75
1093.	Arkansas	Enhance area in the vicinity of Dickson Street in Fayetteville	1.125
1094.	Pennsylvania	Extend North Delaware Avenue between Lewis Street and Orthodox Street, Philadelphia	4.2
1095.	Indiana	Reconstruct Wheeling Avenue in Muncie	1.2
1096.	Ohio	Construct interchange at I-480 in Independence	3.5
1097.	Pennsylvania	Relocate PA 18 between 9th Avenue and 32nd Street, Beaver Falls	1.05
1098.	Alabama	Construct Eastern Shore Trail project in Fairhope	1.01625
1099.	Maine	Studies and planning for extension of I-95	2.125
1100.	Alabama	Replace bridge over Tombigbee River, Naheola	2.25
1101.	Illinois	Reconstruct Cossitt Avenue in LaGrange	1.485
1102.	New York	Improve Broadway in North Castle in Westchester County	1.26
1103.	New York	Construct access improvements to Port of Rochester Harbor, Rochester	12
1104.	Illinois	Reconstruct Broad Street between Maple Street to Sixth Street, Evansville	0.2625
1105.	California	Widen SR 71 from Riverside County to SR 91	13
1106.	Alabama	Construct improvements to 19th Street between I-59 and Tuxedo Junction, Birmingham	0.675
1107.	Pennsylvania	Improve safety on PA 41 from U.S. 30 to PA 926	6
1108.	Texas	Construct west Rail Project in or near Brownsville, including a new railroad international bridge crossing over the Rio Grande River	0.375
1109.	California	Upgrade intersection of Folsom Boulevard and Power Inn Road, Sacramento	7.5
1110.	Illinois	Replace Gaumer Bridge near Alvin	0.9
1111.	Minnesota	Upgrade TH6 between Talmoon and Highway 1	0.9
1112.	Michigan	Extend Trowbridge Road from Harrison Road to Red Cedar Road	1.875
1113.	New York	Reconstruct Flushing Avenue between Wycoff Avenue and Gates Street	2.25
1114.	California	Construct I-580 interchange, Livermore ..	9.9
1115.	Illinois	Upgrade South Lake Shore Drive between 47th and Hayes, Chicago	5.85
1116.	Pennsylvania	Improve PA 26 in Huntingdon County	0.75
1117.	Virgin Islands	Construct bypass around Christiansted	6
1118.	New Mexico	Complete the Paseo del Norte East Corridor in Bernalillo County	3.325

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No.	State	Project description	(Dollars in millions)
1119.	California	Upgrade Industrial Parkway Southwest between Whipple Road and improved segment of the parkway, Hayward	0.45
1120.	Kansas	Widen U.S. 81 from Minneapolis, Kansas to Nebraska	20.85
1121.	New York	Construct sound barriers on Grand Central Parkway between 244th Street and Douglaston Parkway	0.375
1122.	New York	Construct Bike Paths along the Bronx River in Bronx Park	0.25
1123.	Pennsylvania	Conduct preliminary engineering and design for the U.S. 219 bypass of Bradford	0.75
1124.	Utah	Widen and improve 123rd/126th South from 700 East to Jordan River in Draper	6.3
1125.	California	Construct Olympic Training Center Access road, Chula Vista	5
1126.	Florida	Pedestrian safety initiative on U.S. 19 in Pinellas County	5.1
1127.	Texas	Construct U.S. Highway 59 railroad crossing overpass in Texarkana	2.625
1128.	Illinois	Widen and improve U.S. 34 interchange in Aurora	6
1129.	Connecticut	Construct Hartford Riverwalk South, Hartford	2.64
1130.	New York	Rehabilitate transportation facilities in CO-OP City	1
1131.	Florida	Widen and realign Eller Drive in Port Everglades	4.2
1132.	Mississippi	Construct I-20 interchange at Pirates' Cove and 4-lane connector to Mississippi Highway 468	0.75
1133.	Mississippi	Widen U.S. 98 from Pike County to Foxworth	0.6875
1134.	Pennsylvania	Improve Route 219 in Clearfield County ..	0.75
1135.	Michigan	Conduct a study of all possible alternatives to the current M-14/Barton Drive interchange in Ann Arbor, including relocation of M-14/U.S. 23 from Maple Road to Plymouth Road, mass transit options, and other means of reducing commuter traffic and improving highway safety	0.75
1136.	Nebraska	Construct the Antelope Valley Overpass in Lincoln	5.625
1137.	New York	Reconstruct Niagara Street, Quay Street, and 8th Street including realignment of Qual Street and 8th Avenue in Niagara Falls	2.625
1138.	California	Upgrade and synchronize traffic lights in the Alameda Corridor East in Los Angeles County	17.25
1139.	Illinois	Widen U.S. 20 in Freeport	3.825
1140.	Kentucky	Reconstruct Liberty and Todd Roads, Lexington	6

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No.	State	Project description	(Dollars in millions)
1141.	New Jersey	Upgrade Montvale/Chestnut Ridge Road and Grand Avenue intersection at Garden State Parkway in Bergen County ...	0.375
1142.	California	Widen SR 23 between Moorpark and Thousand Oaks	10.5
1143.	Utah	Extend Main Street from 5600 South to Vine Street in Murray	10.35
1144.	Pennsylvania	Construct access road to Hastings Industrial Park, Cambria County	3.05
1145.	New Jersey	Improve Old York Road/Rising Run Road intersection in Burlington	4.98
1146.	Michigan	Construct deceleration lane in front of 4427 Wilder Road, Bay City	0.015
1147.	Pennsylvania	Construct I-81 noise abatement program in Dauphin County	0.48
1148.	Washington	Construct Peace Arch Crossing of Entry (PACE) lane in Blaine	4.9
1149.	New York	Study and implement mitigation and diversion options for William Street and Broadway Street in Cheektowaga, I-90 Corridor Study; Interchange 53 to Interchange 49, PIN 552830 and Cheektowaga Rails to Trails, PIN 575508	3
1150.	Arkansas	Construct North Belt Freeway	5.25
1151.	Ohio	Improve and widen SR 91 from SR 43 south to county line/city line in Solon ...	4.25
1152.	Texas	Upgrade U.S. Route 59 between U.S. 281 to I-37	12
1153.	Michigan	Construct M 24 Corridor from I-69 to southern Lapeer County	2
1154.	Tennessee	Construct greenway and bicycle path corridor, City of White House	3.2
1155.	Massachusetts	Rehabilitate Union Station in Springfield	12
1156.	Pennsylvania	Install city-wide signalization (SAMI) project in Lebanon	0.75
1157.	Washington	Widen SR 543 from I-5 to International Boundary	10.2
1158.	Hawaii	Replace Sand Island bridge	0.75
1159.	West Virginia	Upgrade Route 10 between Logan and Man	50
1160.	Florida	Expand Palm Valley Bridge in St. Johns County	3.1
1161.	Michigan	Improve U.S. 31 from Holland to Grand Haven	2.25
1162.	Florida	Upgrade U.S. 319 between I-10 and the Florida/Georgia State line	3.75
1163.	Colorado	Improve SH 74/JC 73 interchange, City of Evergreen in Jefferson County	4.188
1164.	Pennsylvania	Improve Route 94 Corridor through Hanover to Maryland State Line	6
1165.	California	Undertake San Pedro Bridge project at SR 1, Pacifica	1.125
1166.	Michigan	Upgrade Tittabawasee Road between Mackinaw Road and Midland Road, Saginaw County	3
1167.	Illinois	Improve IL 159 in Edwardsville	3.20625

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No.	State	Project description	(Dollars in millions)
1168.	Virginia	Improve East Eldon Street in Herndon	0.375
1169.	Texas	Construct Cleveland Bypass	10.125
1170.	Utah	Widen SR 36 from I-80 to Mills Junction	2.25
1171.	New Jersey	Eliminate Berlin Circle and signalize intersection in Camden	6
1172.	Arkansas	Upgrade U.S. Route 412, Fulton County line to Missouri State line	7.5
1173.	California	Upgrade Del Almo Boulevard at I-405	5
1174.	Pennsylvania	Improve access to McKeesport-Duquesne Bridge	2.15
1175.	North Carolina	Construct U.S. 64/264 in Dare County	0.75
1176.	California	Construct Gene Autry Way/I-5 Access project, Anaheim	6.75
1177.	Arizona	Construct Veterans' Memorial overpass in Pima County	11.25
1178.	Virginia	Conduct preliminary engineering on I-73 between Roanoke and Virginia/North Carolina State line	3
1179.	Mississippi	Upgrade roads, Washington County	3.3075
1180.	Tennessee	State Highway 109 upgrade planning and engineering, Sumner County	1.84
1181.	Florida	Construct John Young Parkway/I-4 interchange	6
1182.	Illinois	Rehabilitate and upgrade 87th Street Station to improve intermodal access	1.7715
1183.	Ohio	Upgrade SR 124 between Five Points and Ravenswood Bridge, Meigs County	3.75
1184.	Colorado	Construct Broadway Viaduct, Denver	3
1185.	New York	Construct Bay Shore Road SR 231 to SR 27 in Suffolk County	7.53
1186.	North Dakota	Construct Jamestown bypass	3.6
1187.	Ohio	Upgrade State Route 18 between I-71 and I-77	1.55
1188.	California	Construct Overland Drive overcrossing in Temecula	3.75
1189.	Ohio	Upgrade U.S. Route 422 through Girard ..	4.72
1190.	Mississippi	Widen MS 45 from Brooksville to U.S. 82 in Mississippi	3.375
1191.	California	Extend Highway 41 in Madera County	5.5
1192.	Missouri	Construction and upgrade of U.S. 71/I-49 in Newton and McDonald County	24.55725
1193.	North Carolina	Upgrade U.S. 158 in Warren and Halifax Counties	2.25
1194.	Illinois	Reconstruct I-74 through Peoria	2
1195.	Minnesota	Construct Shepard Road/Upper Landing interceptor, St. Paul	2.25
1196.	Texas	Construct segment 1 of a bypass to I-35 known as SH 130. The State of Texas shall consult with all appropriate local officials, representatives of the affected local communities, and provide for public comment prior to determining a final alignment for the project	13.5
1197.	Washington	Redevelop Port of Anacortes waterfront	0.05
1198.	California	Construct I-15 Galinas interchange in Riverside County	6.375

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No.	State	Project description	(Dollars in millions)
1199.	New Jersey	Replace Kinnaman Avenue bridge over Pohatcong Creek in Warren county	1.2
1200.	Michigan	Upgrade (all weather) on Delta County's reroute of U.S. 2, U.S. 41, and M 35	1.275
1201.	Maine	Upgrade Route 11	3
1202.	Rhode Island	Reconstruct Harris Avenue, Woonsocket ..	1.5
1203.	Oregon	Construct bike path between Main Street/ Highway 99 in Cottage Grove to Row River Trail, Cottage Grove	0.23
1204.	Maine	Improve Route 26	1.125
1205.	New York	Rehabilitate Third Avenue Bridge over Harlem River, New York City	1.5
1206.	New Hampshire	Construct the Keene bypass	4.899
1207.	New Jersey	Construct grade separation of Route 35 and Tinton Falls and extend Shrewsbury Avenue in Monmouth	3.75
1208.	California	Reconstruct La Loma Bridge in Pasadena	2.25
1209.	Indiana	Remove and replace Walnut Street in Muncie	1.605
1210.	Arkansas	Construct U.S. 270 East-West Arterial in Hot Springs	6.75
1211.	Oklahoma	Reconstruct and widen I-40 Crosstown Bridge and Realignment in downtown Oklahoma City, including demolition of the existing bridge, vehicle approach roads, interchanges, intersections, signalization and supporting structures between I-35 and I-44	72.7875
1212.	Texas	Widen Meacham Boulevard from I-35W to FM 146 and extend Meacham Boulevard from west of FM 156 to North Main Street	2
1213.	Minnesota	Upgrade CSAH 116 north of CSAH 88 in Ely	1.2
1214.	Mississippi	Upgrade West County Line Road, City of Jackson	8.25
1215.	California	Construct Imperial Highway grade separation and sound walls at Esperanza Road/Orangethorpe Avenue in Yorba Linda	12.515
1216.	Nevada	Widen I-15 from California State line to Las Vegas	1.875
1217.	Connecticut	Improve and realign Route 8 in Winchester	1.515
1218.	Oklahoma	Reconstruct U.S. 70 in Marshall and Bryan Counties	0.11
1219.	Pennsylvania	Construct California University of Pennsylvania intermodal facility	1
1220.	Arkansas	Construct turning lanes at U.S. 71/AR 8 intersection in Mena	0.1875
1221.	Michigan	Construct intermodal freight terminal in Wayne County	18
1222.	Pennsylvania	Improve PA 17 from PA 274 to PA 850 in Perry County	0.75
1223.	Indiana	Install traffic signalization system in Muncie	0.675
1224.	Illinois	Upgrade U.S. 40 in Martinsville	0.094

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No.	State	Project description	(Dollars in millions)
1225.	Indiana	Construct SR 9 bypass in Greenfield	2.3625
1226.	Kentucky	Conduct feasibility study for Northern Kentucky High Priority Corridor (I-74)	0.375
1227.	Hawaii	Construct interchange at junction of proposed North-South road and H 1	1.5
1228.	Florida	Construct improvements to JFK Boulevard, Eatonville	0.75
1229.	Mississippi	Construct access improvements to various roads, Humphreys County	0.75
1230.	South Dakota	Construct Heartland Expressway Phase I	6.505
1231.	Illinois	Construct Raney Street Overpass in Effingham	4.4
1232.	Texas	Road improvements along historic mission trails in San Antonio	1.875
1233.	New York	Construct Elmira Arterial from Miller to Cedar	2.25
1234.	Ohio	Construct a new interchange at County Road 80 and I-77 in Dover with \$100,000 to preserve or reconstruct the Tourism Information Center	7.1
1235.	California	Construct Airport Boulevard interchange in Salinas	6
1236.	Massachusetts	Construct South Weymouth Naval Air Station Connectivity Improvements	14.225
1237.	Illinois	Construct new entrance to Midway Airport Terminal	6.5
1238.	West Virginia	Preliminary engineering, design and construction of the Orgas to Chelayn Road, Boone County	2
1239.	New Jersey	Construct U.S. 22/Chimney Rock Road interchange in Somerset County	17.25
1240.	Kansas	Reconstruct K 7 from Lone Elm Road to Harrison	2.79
1241.	Pennsylvania	Install traffic signal upgrade in Clearfield Borough in Clearfield County	0.375
1242.	Missouri	Construct Grand Avenue viaduct over Mill Creek Valley in St. Louis	1.65
1243.	Pennsylvania	Construct improvements to North Shore Roadway and access in the City of Pittsburgh	11
1244.	West Virginia	Construct improvements on WV 9 including turning lane and signalization, Berkely County	0.2
1245.	New York	Conduct Trans-Hudson Freight Improvement MIS, New York City	3.5
1246.	West Virginia	Upgrade Route 2 in Cabell County, including the relocation of Route 2 to provide for a connection to I-64 (Merrick Creek Connector)	10
1247.	New Hampshire	Construct Hindsale Bridge	2.536
1248.	Washington	Reconstruct I-82/SR 24 intersection and add lanes on SR 24 to Keys Road	6.48
1249.	Iowa	Construct controlled access four-lane highway between Des Moines and Burlington	9.525

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No.	State	Project description	(Dollars in millions)
1250.	Pennsylvania	Construct bicycle and pedestrian facility between Boston Bridge and McKee Point Park, Allegheny County	0.125
1251.	Ohio	Upgrade and widen U.S. 24 from I-469 to I-475	17.25
1252.	Texas	Upgrade FM517 between Owens and FM 3346, Galveston	2.892
1253.	Idaho	Construct U.S. 95: Sandcreek Alternate Route in Sandpoint	13.5
1254.	New Jersey	Replace Calhoun Street Bridge in Trenton	0.975
1255.	California	Construct Cabot-Camino Capistrano Bridge project in Southern Orange County	1.5
1256.	Pennsylvania	Construct PA 16 Truck climbing lane in Franklin County	1.5
1257.	New York	Construct Eastern Long Island Scenic Byway in Suffolk County	11.25
1258.	Texas	Construct Loop 197, Galveston	3.2175
1259.	Illinois	Construct Western Springs Pedestrian and Tunnel project, Cook County	0.925
1260.	Georgia	Construct the Savannah River Parkway in Bullock, Jenkins, Screven and Effinghaus Counties	7.5
1261.	Mississippi	Construct connector between U.S. 90 and I-10 in Biloxi	6.375
1262.	American Samoa ...	Construct drainage system improvements associated with highway construction on Tutilla Island	3.75
1263.	Maryland	Implement citywide signal control system replacements and improvements in Baltimore	13.275
1264.	West Virginia	Construct I-81 interchange, Martinsburg	5.05
1265.	Alabama	Replace pedestrian bridges at Village Creek and Valley Creek, Birmingham ...	0.075
1266.	Virginia	Improve Route 123 from Route 1 to Fairfax County line in Prince William County	11.25
1267.	New Mexico	Improve U.S. 70 from I-25 to Organ	18.75
1268.	Pennsylvania	Undertake transportation enhancement activities within the Lehigh Landing Area of the Delaware and Lehigh Canal National Heritage Corridor	5.25
1269.	New York	New York City Department of Parks and Recreation, Bronx, NY Center Transportation Project	0.75
1270.	Alabama	Construct repairs to Pratt Highway Bridge, Birmingham	0.45
1271.	Texas	Construct rail-grade separations (Rosenberg Bypass) at U.S. 59(S)	3
1272.	Nebraska	Replace U.S. 81 bridge between Yankton, South Dakota and Cedar County	1.125
1273.	California	Construct Centennial Transportation Corridor	15.75
1274.	Minnesota	Construct Phalen Boulevard between I-35E and I-94	9.75
1275.	California	Reconstruct Palos Verdes Drive, Palos Verdes Estates	0.3375

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No.	State	Project description	(Dollars in millions)
1276.	Pennsylvania	Facilitate coordination of transportation systems at intersection of 46th and Market, and enhance access and related measures to area facilities including purchase of vans for reverse commutes, Philadelphia	3
1277.	Indiana	Improve Southwest Highway from Bloomington to Evansville	27
1278.	Pennsylvania	Construct an access road in Bedford Springs, Pennsylvania, along Old U.S. 220 to the Springs Project and to construct other facilities to facilitate movement of traffic within the site and construction of a parking facility to be associated therewith or other projects in the counties of Bedford, Blair, Fulton, Franklin, Mifflin, Fulton and Clearfield, and Huntingdon, as selected by the Commonwealth of Pennsylvania	22.0
1279.	Washington	Undertake FAST Corridor improvements with the amounts provided as follows: \$12,000,000 to construct the North Duwamish Intermodal Project, \$3,375,000 for the Port of Tacoma Road project, \$2,250,000 for the SW Third Street/BSNF project in Auburn, \$1,500,000 for the S. 277th Street/BNSF project in Auburn/Kent, \$1,500,000 for the S. 277th Street/UP project in Auburn Kent, \$1,500,000 for the S. 180th Street E/BSNF project in Tukwila, \$750,000 for the 8th Street E/BSNF project in Pierce County, and \$1,125,000 for the Shaw Road extension Puyallup	24
1280.	Ohio	Construct interchange at SR 11 and King Graves Road in Trumbull County	5.56
1281.	Michigan	Apply ITS technologies relating to traffic control, Lansing	2.775
1282.	California	Stabilize U.S. 101 at Wilson Creek	0.65
1283.	Michigan	Construct interchange at Eastman Avenue/U.S. 10 in Midland	8.25
1284.	Arkansas	Enhance area around the Paris Courthouse in the vicinity of Arkansas Scenic Highway 22 and Arkansas Scenic Highway 309, Paris	0.3
1285.	Mississippi	Upgrade Hampton Lake Road, Tallahatchie County	0.66
1286.	Illinois	Undertake improvements to Campus Transportation System	0.75
1287.	Virginia	Construct access road, walking trail and related facilities for the Nicholasville Center, Scott County	0.225
1288.	Pennsylvania	Improve intersection of U.S. 30, S.R. 3066, and West Allegheny Road, North Fayette Township	3.5

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No.	State	Project description	(Dollars in millions)
1289.	Arkansas	Improve Highway 167 from Fordyce, Arkansas, to Saline County line	1.0
1290.	Pennsylvania	Construct Independence Gateway Transportation Center project, Philadelphia ..	5.5
1291.	Minnesota	Upgrade Perpich Memorial from CR 535 to CSAH 111	2.1
1292.	Texas	Construct U.S. Route 67 Corridor through San Angelo	5.25
1293.	Pennsylvania	Construct improvements to roadway and parking facility in the vicinity of St. Francis College, Cambria County	2
1294.	Missouri	Construct extension of bike path between Souldard market area and Riverfront bike trail in St. Louis	0.6
1295.	New York	Construct intermodal facility in Yonkers, Westchester County	8.687
1296.	Maryland	Construct intersection improvements to facilitate access to NSA facility, Anne Arundel County	2.25
1297.	Massachusetts	Undertake vehicular and pedestrian movement improvements within Central Business District of Foxborough	1.56
1298.	Kentucky	Construct KY 70 from Cave City to Mammoth Cave	1.5
1299.	Virginia	Construct Main Street Station in Richmond	6
1300.	New Hampshire	Improve 3 Pisquataqua River Bridges on the New Hampshire—Maine border	1.65
1301.	Pennsylvania	Construct Abbey Trails in Abington Township	0.45
1302.	Hawaii	Upgrade Kaunualii Highway	8.25
1303.	North Carolina	Upgrade and improve U.S. 19 from Maggie Valley to Cherokee	15
1304.	Maine	Replace Ridlonville Bridge across Androscoggin River	1.125
1305.	Mississippi	de and widen U.S. 49 in Rankin, Simpson, and Covington Counties	0.6875
1306.	Texas	Upgrade SH 30, Huntsville	1.875
1307.	California	Reconstruct the I-710/Firestone Boulevard interchange	12
1308.	Pennsylvania	Widen U.S. 30 from Walker Road to Fayetteville in Franklin County	1.5
1309.	Virginia	Construct Southeastern Parkway and Greenbelt in Virginia Beach	3
1310.	Illinois	Replace State Route 47 Bridge in Morris ..	14.25
1311.	Texas	Upgrade Highway 271 between Paris and Pattonville	1.5
1312.	Minnesota	Improve roads, Edge of Wilderness, Grand Rapids to Effie	4.5
1313.	Arizona	Reconstruct I-19, East Side Frontage Road, Ruby Road to Rio Rico Drive, Nogales	7.5
1314.	North Carolina	Construct I-85 Greensboro Bypass in Greensboro	22.125
1315.	New York	Improve access to I-84/Dutchess intermodal facility in Dutchess County	2.21

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No.	State	Project description	(Dollars in millions)
1316.	Illinois	Construct I-88 interchange at Peace Road in De Kalbe	1.5
1317.	North Dakota	Upgrade U.S. Route 52, Kenmare to Donybrook	2.1
1318.	South Carolina	Construct improvements to I-95/SC 38 interchange	6.75
1319.	Arkansas	Construct Highway 15 from Connector Road to Railroad Overpass in Pine Bluff	0.75
1320.	New York	Cross Harbor Freight Movement Project EIS, New York City	7
1321.	California	Extend State Route 52 in San Diego	2.25
1322.	California	Construct Sacramento Intermodal Station	3
1323.	Illinois	Construct Central Avenue/Narragansett Avenue connector, Chicago	3.7
1324.	Pennsylvania	Construct Walnut Street pedestrian bridge in Dauphin County	0.75
1325.	Indiana	Conduct rail-highway feasibility project study in Muncie	0.075
1326.	Georgia	Upgrade U.S. Route 27	7.5
1327.	Michigan	Improve Hoban Road and Grand Avenue, City of Mackinac Island	0.84
1328.	Washington	Construct Cross Base Corridor, Fort Lewis-McChord AFB	0.375
1329.	Illinois	Construct bicycle/pedestrian trail parallel to light rail transit system in St. Clair County	5.5
1330.	Pennsylvania	Improve Bedford County Business Park Rd in Bedford County	1.5
1331.	Louisiana	Construct Port of St. Bernard Intermodal facility	1.575
1332.	New York	Construct bridge deck over the Metro North right-of-way along Park Avenue between E. 188th and 189th Streets	0.75
1333.	Ohio	Conduct feasibility study for the construction of Muskingum County South 93-22-40 connector	0.5
1334.	South Carolina	Upgrade U.S. Highway 301 within Bamberg	3.2
1335.	Virginia	Construct road improvements, trailhead and related facilities for Birch Knob Trail on Cumberland Mountain	0.25
1336.	Kansas	Widen U.S. 169 in Miami County	12.15
1337.	Texas	Construct extension of Bay Area Boulevard	0.75
1338.	New Jersey	Construct highway connector between Interstate Route 1&9 (Tonelle Avenue) and the New Jersey Turnpike at Secaucus Intermodal Transfer Rail Station and the Trans Hudson Corridor at the Bergen Arches arterial roadway	3.5
1339.	California	Modify HOV lanes, Marin County	5.25
1340.	California	Widen U.S. 101 from Petaluma Bridge to Novato	8.75
1341.	Arkansas	Construct U.S. 63 interchange with Washington Avenue and Highway 63B	1.5
1342.	Louisiana	Kerner's Ferry Bridge Replacement project	0.75

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No.	State	Project description	(Dollars in millions)
1343.	Pennsylvania	Reconstruct I-95/Street Road interchange in Bucks County	1.3275
1344.	New York	Upgrade Frederic Douglas Circle and Manhattan Avenue from West 110th Street to West 125th Street, New York City	9
1345.	Pennsylvania	Improve PA 453 from Water Street to Tyrone in Huntingdon County	0.75
1346.	Oregon	Acquire and renovate facility to serve as multimodal transportation center, Eugene	2
1347.	Alabama	Construct improvements to Ensley Avenue between 20th Street and Warrior Road, Birmingham	0.75
1348.	Alaska	Construct Gastineau Channel Second Crossing to Douglas Island	2.475
1349.	Pennsylvania	Construction of noise barriers along State Route 28, Aspinwall	0.8
1350.	Mississippi	Replace Greenville River Bridge in Washington County	1.0
1351.	Illinois	Reconstruct Claire Boulevard, Robbins	0.2475
1352.	New Jersey	Reconstruct South Pemberton Road from Route 206 to Hanover Street	6
1353.	Kentucky	Reconstruct U.S. 231: \$5,625,000 for the segment between Dry Ridge Road and U.S. 231 and U.S. 31; \$3,000,000 for the segment between Allen-Warren County line and Dry Ridge Road	8.625
1354.	Indiana	Undertake safety and mobility improvements involving street and street crossings and Conrail line, Elkhart	1.5
1355.	New York	Construct sound barriers on east side of Clearview Expressway between 15th Road and Willets Point Boulevard	0.3
1356.	Tennessee	Construct Franklin Road interchange and bypass	2
1357.	New Jersey	Construct, reconstruct and integrate multi-transportation modes—international airport and seaport, rail, national highway system and brownfields—to establish an international intermodal transportation center and corridor between and within the cities of Bayonne, Elizabeth and Newark, New Jersey	2
1358.	Louisiana	Construct I-49 interchange at Caddo Port Road in Shreveport	4.2
1359.	Oklahoma	Conduct study of Highway 3 in McCurtain, Pushmataha and Atoka Counties	0.16
1360.	North Carolina	Construct U.S. 117, the Elizabeth City Bypass in Pasquotank County	2.625
1361.	North Carolina	Upgrade U.S. 13 (including Ahoskie bypass) in Bertie and Hertford Counties	0.75
1362.	California	Extend Route 46 expressway in San Luis Obispo County	6

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No.	State	Project description	(Dollars in millions)
1363.	Illinois	Construct improvements to New Era Road, Carbondale	2.625
1364.	New York	Construct congestion mitigation project for Riverhead	1.875
1365.	California	Upgrade Riverside Avenue/I-10 interchange, Rialto	0.69375
1366.	California	Construct I-10 Tippecanoe/Anderson interchange project in Loma Linda and San Bernardino County	1.5
1367.	Colorado	Construct C 470/I-70 ramps in Jefferson County	4.187
1368.	Washington	Conduct feasibility study of State Route 35 Hood River bridge in White Salmon	0.75
1369.	Tennessee	Construct Landport regional transportation hub, Nashville	8
1370.	Pennsylvania	Upgrade roadway in the Princeton/Cottman I-95 interchange and related improvements, Philadelphia	15.15
1371.	Washington	Construct Sequim/Dungeness Valley trail project	0.75
1372.	Maryland	Construct phase 1A of the I-70/I-270/U.S. 340 interchange in Frederick County ...	11.25
1373.	American Samoa ...	Upgrade village roads on Tutuila/Manua Island	8.25
1374.	Virginia	Improve Lee Highway Corridor in Fairfax	1.35
1375.	Michigan	Preliminary engineering and right-of-way acquisition for "Intertown South" route of U.S. 31 bypass, Emmet County	1.125
1376.	Missouri	Construction of airport ground transportation terminal for the Springfield/Branson Airport intermodal facility in Springfield	3.75
1377.	Ohio	Upgrade SR 7 (Eastern Avenue) to improve traffic flow into Gallipolis, Gallia County	1.5
1378.	Michigan	Construct U.S. 27 between St. Johns and Ithaca	6.375
1379.	Washington	Construct SR 167 Corridor, Tacoma	1.125
1380.	Washington	Widen U.S. 395 in the vicinity of mile post 170 north of Spokane	5.5
1381.	Iowa	Construct overpass to eliminate railroad crossing in Burlington	3.475
1382.	Missouri	Improve safety and traffic flow on Route 13 through Clinton	6
1383.	Florida	Construct Alden Road Improvement Project in Orange County	0.35
1384.	Dist. of Columbia ..	Implement traffic signalization, freeway management and motor vehicle information systems	6
1385.	Wisconsin	Construct freeway conversion project on Highway 41 between Kaukauna and Brown County Highway F	16
1386.	Illinois	Construct crossings over Fox River in Kane County	9.375
1387.	Mississippi	Construct U.S. 84 from Eddiceton to Auburn Road	0.6875

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No.	State	Project description	(Dollars in millions)
1388.	Illinois	Construct U.S. 67 in Madison and Jersey Counties	5.1
1389.	South Carolina	Construct Calhoun/Clarendon Causeway ..	6.5
1390.	Florida	Construct safety improvements and beautification along U.S. 92, Daytona Beach	2.25
1391.	Pennsylvania	Realign PA29 in the Borough of Collegeville, Montgomery County	0.495
1392.	Pennsylvania	Construct Towamencin Township multimodal center	2.61
1393.	Maryland	Construct improvements to Route 50 interchange with Columbia Pike, Prince Georges County	2.4
1394.	Illinois	Construct bypass of historic stone bridge, Maeystown	0.615
1395.	Pennsylvania	Upgrade Route 219 between Meyersdale and Somerset	0.75
1396.	Pennsylvania	Reconstruct the I-81 Davis Street interchange in Lackawanna	6
1397.	Connecticut	Realign Route 4 intersection in Farmington	2.1
1398.	Pennsylvania	Construct Wexford I-79/SR 910 Interchange, Allegheny County	0.825
1399.	Pennsylvania	Extend Martin Luther King Busway, Alleghany County	1.65
1400.	Massachusetts	Construct Arlington to Boston Bike Path	0.75
1401.	New Jersey	Construct Collingswood Circle eliminator, Camen	6
1402.	Ohio	Construct grade separations at Fitch Road in Olmsted Falls	3.75
1403.	Wisconsin	Construct Eau Claire Bypass project	6
1404.	Minnesota	Reconstruct SE Main Avenue and related improvements, completing 34th Street Corridor project, Moorhead	3
1405.	New York	Construct Olana Visitor Center in Olana	1
1406.	Massachusetts	Improve safety and traffic operations on Main and Green Streets, Mellrose	1.95
1407.	New York	Reconstruct Jackson Avenue in New Windsor, Orange County	1.963
1408.	New York	Construct congestion mitigation project for Smithtown	0.75
1409.	New York	Reconstruct County Route 24 in Franklin County	1.85475
1410.	North Carolina	Construct U.S. 311 (I-74) from NC 68 to U.S. 29A-70A	22.875
1411.	California	Design and initiation of long term improvements along Highway 199 in Del Norte County	0.275
1412.	Alabama	Complete I-59 interchange in De Kalb County	3.6
1413.	New York	Improve Hiawatha Boulevard and Harrison Street corridors in Syracuse	1.6875
1414.	New Jersey	Construct Route 17 bridge over the Susquehanna and Western Rail line in Rochelle Park	1.125
1415.	Illinois	Undertake streetscaping between Damden and Halsted	0.8625

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No.	State	Project description	(Dollars in millions)
1416.	Illinois	Construct transportation improvements to Industrial Viaduct, Chicago	1.125
1417.	Ohio	Construct access and related improvements to Downtown Riverfront Area, Dayton	3.675
1418.	Oregon	Purchase and install emitters and receiving equipment to facilitate movement of emergency and transit vehicles at key arterial intersections, Portland	4.5
1419.	Tennessee	Reconstruct road and causeway in Shiloh Military Park in Hardin County	11.25
1420.	Arkansas	Conduct planning and development for highway 278 and rail for the Warren/Monticello Arkansas Intermodal Complex	0.75
1421.	Oregon	Construct regional multimodal transportation center in Albany	10
1422.	Texas	Construct two-lane parallel bridge, State Highway 146, FM 517 to vicinity of Dickinson Bayou	3.6375
1423.	Connecticut	Relocate and realign Route 72 in Bristol ..	4.0575
1424.	Massachusetts	Construct Minuteman Commuter Bikeway-Charles River Bikeway connector, Cambridge and Watertown	0.5625
1425.	Michigan	Replace Chevrolet Avenue bridge in Genesee County	1.8
1426.	Virginia	Construct trailhead and related facilities and restore old Whitetop Train Station at terminus of Virginia Creeper Trail adjacent to Mount Rogers National Recreation Area	0.3
1427.	New York	Construct Mineola and Hicksville Intermodal Centers in Nassau County	12
1428.	Indiana	Lafayette Railroad relocation project in Lafayette	22.05
1429.	Michigan	Construct Jackson Road project (demonstrating performance of paper and plastic reinforced concrete), Scio Township	3.45
1430.	Wyoming	Widen and improve Cody—Yellowstone Highway from the entrance to Yellowstone National Park to Cody	5
1431.	Texas	Widen State Highway 6 from Senior Road to FM521	9.075
1432.	Massachusetts	Design, engineer and right-of-way acquisition of the Great River Bridge, Westfield	1.5
1433.	Washington	Design and implement report and environmental study of the I-5 corridor in Everett	1
1434.	North Carolina	Make improvements to I-95/SR 1162 interchange in Johnston County	2.4
1435.	New York	Reconstruct Stoneleigh Avenue in Putnam County	2.89
1436.	Pennsylvania	Construct transportation improvements around the interchange of Interstate 81 and S.R. 0944, Hampden Township	2

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No.	State	Project description	(Dollars in millions)
1437.	Wisconsin	Upgrade Highway 151 between Platteville and Dubuque	6
1438.	New York	Improve Bedford-Banksville Road from Millbrook to Connecticut State line	1.44
1439.	California	Construct interchange between I-15 and SR 18 in Victorville/Apple Valley	6
1440.	Connecticut	Construct overlook and access to Niantic Bay	2.31
1441.	Arizona	Design, engineering and ROW acquisition for Area Service Highway, Yuma	0.75
1442.	Connecticut	Reconstruct cross road over I-95, Waterford	1.5
1443.	Illinois	Upgrade industrial park road in Village of Sauget	3.375
1444.	California	Construct I-680 HOV lanes between Marina Vista toll plaza to North Main Street, Martinez to Walnut Creek	5.25
1445.	Iowa	Improve U.S. 65/IA 5 interchange, Warren County	5
1446.	Pennsylvania	Replace Masontown bridge, Fayette and Greene Counties	5
1447.	Indiana	Extend SR 149 between SR 130 to U.S. Route 30, Valparaiso	3
1448.	Pennsylvania	Construct PA 309 Sumneytown Pike Connector	3.96
1449.	California	Improve Route 99/Route 120 interchange in Manteca County	6
1450.	Alaska	Construct a bridge joining the Island of Gravina to the Community of Ketchikan on Revilla Island	15
1451.	Nebraska	Conduct corridor study of NE 35 alternative and modified route in Norfolk, Wayne and Dakota County	0.75
1452.	Michigan	Upgrade Lalie Street, Frenchtown Road, and Penshee Road, Ironwood	0.27
1453.	California	Conduct planning, preliminary engineering and design for Etiwanda Avenue/I-10 interchange, San Bernardino County	1.5
1454.	California	Construct Arbor Vitae Street improvements, Inglewood	2.625
1455.	Minnesota	Restore MN Transportation facility, Jackson Street Roundhouse, St. Paul	0.75
1456.	Rhode Island	Upgrade pedestrian traffic facilities, Bristol	0.075
1457.	California	Install Silicon Valley Smart Corridor project along the I-880 corridor	2.145
1458.	South Carolina	Construct I-26/U.S. 1 connector in Columbia	9
1459.	New York	Construct Poughkeepsie Intermodal Facility in Poughkeepsie	3.75
1460.	Oregon	Restore transportation connection between Wauna, Astoria and Port of Astoria	0.525
1461.	New York	Conduct feasibility study of new International bridges on the New York/Canada border	0.375

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No.	State	Project description	(Dollars in millions)
1462.	Tennessee	Extend Pellissippi Parkway from State Route 33 to State Route 321 in Blount County	8.85
1463.	Ohio	Upgrade 2 warning devices on the rail north/south line from Columbus to Toledo	0.15
1464.	California	Upgrade South Higuera Street, San Luis Obispo	0.675
1465.	Alabama	Upgrade County Road 39 between Highway 84 and Silver Creek Park, Clarke County	0.75
1466.	North Carolina	Relocate U.S. 1 from north of Lakeview to SR 1180, Moore and Lee Counties	5.475
1467.	Texas	Construct extension of West Austin Street (FM 2609) between Old Tyler Road and Loop 224, Nacogdoches	1.35
1468.	Michigan	Conduct engineering and design and improve I-94 in Calhoun and Jackson Counties	9
1469.	Connecticut	Reconstruct I-84, Hartford	7.1025
1470.	Ohio	Undertake improvements to Valley Street, Dayton	0.675
1471.	New Jersey	Upgrade Urban University Heights Connector, Newark	7.275
1472.	Ohio	Widen to 5 lanes existing SR 43/Sunset Boulevard in Steubenville, Jefferson County	0.6
1473.	New York	Improve and reconstruct Commerce Street in York Town	0.35
1474.	Ohio	Construct grade separation at Dille Road and London Road in Cleveland	8.0
1475.	Washington	Safety improvements to State Route 14 in Columbia River Gorge National Scenic Area	3.15
1476.	Indiana	Upgrade County roads in LaPorte County	6
1477.	California	Implement ITS technologies in Employment Center area of City of El Segundo	2.6625
1478.	Minnesota	Construct pedestrian overpass on Highway 169, Mille Lacs Reservation	0.45
1479.	Texas	Complete State Highway 35 in Aransas County	5.42
1480.	Washington	Construct overcrossing at 38th Street in Everett, and construct the Riverside Industrial Access Road as identified in the FAST Corridor plan	5.893
1481.	Illinois	Construct improvements to McKinley Bridge over Mississippi River with terminus points in Venice, Illinois, and St. Louis, Missouri	3.9
1482.	Connecticut	Upgrade bridge over Naugatuck River, Ansonia	0.3375
1483.	Louisiana	Widen Lapalco Boulevard from Barataria Boulevard to Destrehan Avenue in Jefferson Parish	3
1484.	California	Construct Tulare County roads in Tulare County	6.75

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No.	State	Project description	(Dollars in millions)
1485.	Washington	Extend Mill Plain Boulevard in Vancouver	3
1486.	Missouri	Construct an intermodal center at Missouri Botanical Garden	0.9
1487.	Ohio	Reimburse costs associated with multimodal transportation improvements, Dayton	2.0625
1488.	West Virginia	Upgrade U.S. 340 between West Virginia/Virginia State line and the Charles Town Bypass	2
1489.	Ohio	Add lanes and improve intersections on Route 20 in Lake County	2
1490.	Pennsylvania	Rehabilitate Kenmawr Bridge, Swissvale	0.45
1491.	Rhode Island	Construct Blackstone River Bikeway	2.59125
1492.	Alaska	Construct Gravina Island Bridge in Ketchikan	5.443
1493.	Alaska	Construct N.W. Alaska Road/Rail access ..	2.5
1494.	Alaska	Construct North Denali access route	1.5
1495.	Alaska	Construct capital improvements to marine transportation facilities for Prince of Wales Island	0.75
1496.	Alaska	Improve marine dry dock and facilities in Ketchikan	0.75
1497.	Alaska	Construct New Access Route to Ship Creek Access and construct capital improvements to intermodal marine freight and passenger facilities and access thereto in Anchorage	11.943
1498.	Alabama	Construct bridge over Tennessee River connecting Muscle Shoals and Florence	1
1499.	Alabama	Engineering, right-of-way acquisition and construction of Huntsville Southern Bypass	1
1500.	Alabama	Construction of Eastern Black Warrior River Bridge	7.75
1501.	Alabama	Construct East Foley Corridor Project from Baldwin County Highway 20 to State Highway 59 in Alabama	1
1502.	Alabama	Engineering, right-of-way, acquisition and construction of Birmingham Northern Beltline in Jefferson County	8.917
1503.	Alabama	Extend I-759 in Etowah County	1.167
1504.	Alabama	Construct Decatur Southern Bypass	1
1505.	Alabama	Construct Anniston Eastern Bypass from I-20 to Fort McClellan in Calhoun County	2
1506.	Alabama	Construct Montgomery outer loop from U.S. 80 to I-85 via I-65	11.8
1507.	Alabama	Develop U.S. 231/I-10 Freeway Connector from Alabama border to Dothan	2
1508.	Alabama	Replace bridge over Tombigbee River, Naheola	3
1509.	Arkansas	Development of Little Rock Port Authority	2
1510.	Arkansas	Development of Little Rock River Rail Project	2
1511.	Arkansas	Improvements to I-30 From Benton to Geyer Springs Exit in Little Rock	2

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No.	State	Project description	(Dollars in millions)
1512.	Arkansas	Upgrade 2 bypasses (Washington Avenue Interchange and Highway 63B Interchange) on U.S. 63 in Jonesboro	5
1513.	Arkansas	Construct bypass at Ashdown	1.25
1514.	Arkansas	Development of U.S. 71 from Fort Chaffee to Texarkana	7
1515.	Arkansas	Development of Interchange at Intersection of I-40 and Airport Road in West Memphis	6
1516.	Arkansas	Improve U.S. Highway 412 From Harrison to Mountain Home	3.8875
1517.	Arkansas	Complete Courthouse Improvement Enhancements Project in Paris	0.1
1518.	Arkansas	Further study and development of Russellville Intermodal Complex in Russellville	0.25
1519.	Arkansas	Construct turning lanes at the Intersection of U.S. Highway 71 and Arkansas State Highway 8 in Mena	0.0625
1520.	Arkansas	Transportation Enhancements in the Vicinity of Dickson Street, Fayetteville	0.375
1521.	Arkansas	Improve Arkansas State Highway 12 From U.S. 71 at Rainbow Curve to the Northwest Arkansas Regional Airport ...	0.125
1522.	Arkansas	Construct intermodal connector access road to the Northwest Arkansas Regional Airport	4
1523.	Arkansas	Continue development of West Phoenix Avenue, Ft. Smith	2
1524.	Arkansas	Improvements to 28th Street, Van Buren	0.25
1525.	Arkansas	Conduct feasibility studies for Van Buren Intermodal Port	0.075
1526.	Arkansas	Upgrade Arkansas State Highway 59 from Rena Road to Old Uniontown Road in Van Buren	0.65
1527.	Arkansas	Construct improvements to U.S. Highway 71 to I-40 through Fort Chaffee and Fort Smith	1.25
1528.	California	Construct I-80 reliever route system, Solano County	12.1
1529.	California	Replace Maxwell Bridge, Napa County	8.7
1530.	California	Construct March Inland Port ground access project, Riverside County	7.2
1531.	California	Construct Santa Monica Transit Parkway	17
1532.	California	Construct State Route 905 between I-805 and Otay Mesa border crossing	38.5
1533.	California	Construct highway grade separation/other improvements for "Gateway for America" project in San Gabriel Valley	100
1534.	Colorado	State Priority Projects	23.401
1535.	Connecticut	Reconstruction of railroad electrical catenary serving commuter lines between New Haven and Stamford	23.433
1536.	Connecticut	Pedestrian/disabled access improvements at Mark Twain House Historic Site	0.5

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No.	State	Project description	(Dollars in millions)
1537.	Connecticut	Reconstruct and expand access road and related riverwalk improvements at/adjacent to Riverside Park, Hartford	2
1538.	Connecticut	Develop Winsted, Winchester, and Torrington rail trail, linkage to existing trails in neighboring towns	1.5
1539.	Connecticut	Develop Quinipiac River linear trail in Wallingford and Meriden	1.5
1540.	Connecticut	Extend Farmington Canal Rail Trail in Hamden and New Haven	1.5
1541.	Florida	State Priority Projects	92.096
1542.	Georgia	Upgrade Lithonia Industrial Boulevard, De Kalb County	0.35
1543.	Georgia	Widen U.S. 84 South from U.S. 82 to Ware County in Waycross and Ware Counties	1.6
1544.	Georgia	Construct Rome to Memphis Highway in Floyd and Bartow Counties	2
1545.	Georgia	Construct Athens to Atlanta transportation corridor	8
1546.	Michigan	Construct Bridge-to-Bay bike path, St. Clair County	0.450
1547.	Georgia	Conduct study of multimodal transportation corridor along GA 400 and construct improvements to said corridor	25
1548.	Georgia	Construct Savannah River Parkway in Bulloch, Jenkins Screven, and Effingham Counties	5
1549.	New York	Center for Advanced Simulation and Technology, at Dowling College	0.6
1550.	Georgia	Undertake major arterial enhancement in De Kalb County: Candler Road, Memorial Drive, and Buford Highway	6.66
1551.	Georgia	Construct Harry S. Truman Parkway	3.55
1552.	Georgia	Construct multimodal passenger terminal, Atlanta	8.1
1553.	Georgia	Construct Rome to Memphis Highway in Floyd and Bartow Counties	4.112
1554.	Georgia	Construct Fall Line Freeway from Bibb to Richmond Counties	9.5
1555.	Georgia	Construct Fall Line Freeway from Bibb to Richmond Counties	23
1556.	Iowa	Design, right-of-way and construction of a bridge over railroad tracks on airport access road in Sioux City	1.5
1557.	Iowa	Construction of a 4-lane expressway between DesMoines and Marshalltown	2.75
1558.	Iowa	Design, right-of-way and construction of the Avenue G viaduct and related roadway in Council Bluffs	7
1559.	Iowa	Design and construction of native roadside vegetation enhancement center at U.N.I. in Cedar Falls	0.76
1560.	Iowa	Construct the D116 Dubuque Bridge over the MI River at Dubuque	7

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No.	State	Project description	(Dollars in millions)
1561.	Iowa	Design, right-of-way and construction of segments of Martin Luther King Jr. Parkway in Des Moines from Center Street to Fleur Drive	12
1562.	Idaho	Reconstruct 184/I-84 interchange (mileposts 0.0-0.6)	19
1563.	Idaho	Rehabilitate U.S. 20 Ashton/Ashton Hill Bridge and Intersection Project (mileposts 363.3-363.5)	3.75
1564.	Idaho	Construct Cheyenne Street Railroad Overpass, Pocatello	5.5
1565.	Idaho	Stage 1, U.S. 93 Twin Falls Alternate Route from junction of U.S. 93/Highway 30 north (mileposts 45-48)	13
1566.	Idaho	Safety improvements on U.S. 95 from Genesee to Moscow (mileposts 331-345)	16
1567.	Idaho	Safety improvements/bridge replacement on U.S. 95 at Mann's Creek Curves (mileposts 91.2-94.8)	7
1568.	Idaho	Alignment/bridge replacement State Highway 55 between Smith's Ferry and Round Valley (mileposts 94.9-101.0)	18
1569.	Illinois	Improve Campus Transportation System, Chicago	2
1570.	Illinois	Construct U.S. 67 in Madison and Jersey Counties	6.798
1571.	Illinois	Construct confluence bikeway in Madison County	1
1572.	Illinois	Extend Veterans Memorial Drive and construct overpass at I-57 in Mt. Vernon ...	3
1573.	Illinois	Construct 34 from Burlington, Iowa to Monmouth	5
1574.	Illinois	Reconstruct Wacker Drive in Chicago	25
1575.	Illinois	Reconstruct Stevenson Expressway, Chicago	25
1576.	Indiana	State Priority Projects	47.046
1577.	Kansas	State Priority Projects	23.488
1578.	Kentucky	Widen U.S. 27 from Norwood to Eubank ..	5.83
1579.	Kentucky	Reconstruct KY 210 from Hodgenville to Morning Star Road in LaRue County ...	2
1580.	Kentucky	Conduct feasibility study for No. KY high-priority corridor (I-74)	0.125
1581.	Kentucky	Construct necessary connections for the Taylor Southgate Bridge in Newport and the Clay Wade Bridge in Covington	2.3
1582.	Kentucky	Construction on U.S. 127: Albany Bypass to KY 90, Albany Bypass from KY 696 to Clinton County H.S., and from KY 696 to TN State line	2.81
1583.	Kentucky	Construct highway rail grade separations along the City Lead in Paducah and other areas in the city of Paducah and McCracken County, Kentucky	0.25
1584.	Kentucky	Reconstruction of the Louisville Trolley Barn	1.5
1585.	Kentucky	Completion of the Ownsboro Corridor and related State Highway projects	15.817

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No.	State	Project description	(Dollars in millions)
1586.	Kentucky	Extend Hurstbourne Parkway from Bardstown Road to Fern Valley Rd	4
1587.	Louisiana	Causeway Project	0.5
1588.	Louisiana	I-10 Connector, Port of South Louisiana ..	0.28
1589.	Louisiana	Florida Expressway Construction, Street Bernard/Orleans Parishes	0.05
1590.	Louisiana	Kerner Bridge, Jefferson Parish	0.25
1591.	Louisiana	Construction, LA 1	2.3
1592.	Louisiana	Leeville Bridge, LA 1	2
1593.	Louisiana	Louisiana segment, Gulf Coast high speed rail	1
1594.	Louisiana	Perkins Road, Baton Rouge	1.5
1595.	Louisiana	East West Corridor/El Camino Real, LA 6 to U.S. 84, Central-Northwest LA	1
1596.	Louisiana	Nelson Access Road to Port of Lake Charles	4.5
1597.	Louisiana	Tchopitoulas Corridor, New Orleans	4.5
1598.	Louisiana	Route 3132 to Caddo-Bossier Port, Shreveport	4.5
1599.	Louisiana	Kansas Lane, Monroe	4.5
1600.	Louisiana	New Orleans CBD to New Orleans International Airport, commuter rail	5
1601.	Massachusetts	State Priority Projects	37.365
1602.	Maryland	Improve highway signage for C&O Canal NHP in Frederick, Washington, and Allegany Counties	0.091
1603.	Maryland	Develop Lower Susquehanna Heritage Greenway, including acquisition of property, construction of hiker-biker trails, and construction or use of docks, ferry boats, bridges, or vans to convey bikers and pedestrians across the Susquehanna River between Cecil County and Harford County	1.25
1604.	Maryland	Upgrade U.S. 113 north of U.S. 50 to Jarvis Road in Worcester County	7
1605.	Maryland	Upgrade MD 32 in the vicinity of NSA Anne Arundel County	6.75
1606.	Maryland	Construct Phase 1-A of the I-70/I-270/U.S. 340 interchange in Frederick County	15
1607.	Maine	Upgrade Route 11	0.15
1608.	Maine	Construct I-95/Stillwater Avenue interchange	0.15
1609.	Maine	Reconstruction of the Mack Point Cargo Port	1.45
1610.	Maine	Improve Route 23	0.125
1611.	Maine	Improve Route 26	0.375
1612.	Maine	Replace Ridlonville Bridge, Rumford	0.875
1613.	Maine	Studies, planning for extension of I-95	2
1614.	Maine	Construct I-295 connector, Portland	1
1615.	Maine	Replace Singing Bridge across Taunton Bay	1.375
1616.	Maine	Construct new bridge over Kennebec River (Carlton Bridge replacement)	2
1617.	Maine	Studies, planning, reconstruction of East-West Highway	1

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No.	State	Project description	(Dollars in millions)
1618.	Michigan	State Priority Projects	25.447
1619.	Michigan	State Priority Projects	31.438
1620.	Michigan	Reconstruct and rehabilitate, including rail and interstate access improvements for the Detroit Waterfront Dock, Detroit	6
1621.	Minnesota	Reconstruct S.E. Main Avenue/I-94 Interchange, Moorhead	1
1622.	Minnesota	Construct T.H. 212 Construction between I-494 and Carver County Road 147	1
1623.	Minnesota	Construct T.H. 610/10 from T.H. 169 in Brooklyn Park to I-94 in Maple Grove ..	2
1624.	Minnesota	Construct Mankato South Route in Mankato	1
1625.	Minnesota	Reconstruct SE Main Avenue/I-94 Interchange, Moorhead	2
1626.	Minnesota	Replace Sauk Rapids Bridge over Mississippi River, Stearns and Benton Counties	2
1627.	Minnesota	Replace Sauk Rapids Bridge over Mississippi River, Stearns and Benton Cities	1
1628.	Minnesota	Construct Shepard Road/Upper Landing Interceptor, St. Paul	1
1629.	Minnesota	Construct Mankato South Route, Mankato	1
1630.	Minnesota	Reconstruct and Replace I-494 Wakota Bridge from South St. Paul to Newport and approaches	3.529
1631.	Minnesota	Reconstruct/replace I-494 Wakota Bridge from South St. Paul to Newport, and approaches	1
1632.	Minnesota	Construct Phalen Boulevard between I-35 and I-94	2.5
1633.	Minnesota	Construct T.H. 610/10 from T.H. 169 in Brooklyn Park to I-94 in Maple Grove ..	9.029
1634.	Minnesota	Design and Construct Access to I-35W at Lake St., Minneapolis	2
1635.	Missouri	Develop bike/pedestrian paths for Town of Kansas and Riverfront Park in Kansas City	0.341
1636.	Missouri	Construct Cuivre River Bridge at Lincoln County	3
1637.	Missouri	Construct Route 13 MO River Bridge at Lexington	3
1638.	Missouri	Construct Highway 47 MO River Bridge at Washington	3
1639.	Missouri	Construct Route 5 Bridge at the Lake of the Ozarks	3
1640.	Missouri	Upgrade I-70 in Missouri	10
1641.	Missouri	Construct Chouteau Bridge at Kansas City	6
1642.	Missouri	Construct Mississippi River Bridge at Hannibal	6
1643.	Missouri	Construct Bill Emerson Memorial Bridge	8
1644.	Missouri	Construct Missouri River Bridge at Hermann	5

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No.	State	Project description	(Dollars in millions)
1645.	Mississippi	Replace functionally obsolete drawbridge with new crossing, High Rise Bridge, at Pascagoula	38
1646.	Montana	Conduct environmental review, planning, design, and construction of the Beartooth Highway in Wyoming and Montana	19.905
1647.	North Carolina	Construct Raleigh Outer Loop (segment D) between NC 50 and SR 2000	8.44
1648.	North Carolina	Construct additional lanes on I-77 between I-85 and NC 73	48
1649.	North Dakota	State Priority Projects	13.138
1650.	Nebraska	Improve Nebraska Highways 8 and 15 in Fairbury	3
1651.	Nebraska	Construct Riverfront Trails and Bridges Along Missouri River from Dodge Park through Omaha to Bellevue	4.786
1652.	New Hampshire	Widen I-93 from Salem to Manchester	1.175
1653.	New Hampshire	Construct Manchester Airport Access Road, Manchester	1
1654.	New Hampshire	Conway bypass/Route 16 mitigation, Conway	0.5
1655.	New Hampshire	Improve Bridge Street bridge, Plymouth ..	1
1656.	New Hampshire	Advance completion of Route 101 project from Raymond to Hampton	2
1657.	New Hampshire	Rehabilitate/reconstruct Bath-Haverhill Bridge, Bath and Haverhill	0.65
1658.	New Hampshire	Construct Manchester Access Road, Manchester	3.175
1659.	New Hampshire	Construct Orford Bridge, Orford	0.85
1660.	New Jersey	Construct bicycle trails and riverside improvements, West Deptford	0.7
1661.	New Jersey	Construct Delaware River tram to link destinations on both sides of Delaware River	8
1662.	New Jersey	Construct new ramp between NJ 42 and south section of I-295	14
1663.	New Jersey	Construct roadway network through the Bergen Arches railroad right-of-way, Hudson County	27.5
1664.	New Jersey	Relocate/construct Cooper Hospital Medical Center helipad, Camden	1.5
1665.	Nevada	Canamex Corridor Innovative Urban Renovation Project in Henderson	1.531
1666.	Nevada	Widen U.S. 50 between Fallon and Fernley	1
1667.	Nevada	I-580/U.S. 395 Freeway Extension to Carson City	5
1668.	Nevada	Reconstruction of I-15 Interchange at Sahara Avenue and Rancho Road in North Las Vegas	5
1669.	Nevada	Widening of Craig Road in North Las Vegas	2
1670.	Nevada	Widen I-15 in San Bernadino County, CA	6
1671.	New York	Reconstruct Springfield Boulevard between the LIRR Main Line South to Rockaway Boulevard in Queens County	1

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No.	State	Project description	(Dollars in millions)
1672.	New York	Replace Kennedy-class ferries in Staten Island	2
1673.	New York	Construct Fordham University Regional Transportation Facility, Bronx	4
1674.	New York	Construct Hamilton Street interchange between Route 17 and Route 15 in Erwin	4.4
1675.	New York	Construct intermodal project at Castle Clinton and Battery Park, New York City	6
1676.	New York	Relocate toll barrier in Williamsville	6.1
1677.	New York	Construct Route 219 from Springville to Salamanca (Route 13 to Route 17)	20
1678.	New York	Design/construct upgraded interchange between I-84 and I-87 near Stuart International Airport, Newburg	20
1679.	New York	Renovate/reconstruct James A. Farley Post Office, New York City, as new Amtrak station	40
1680.	New York	Renovate Hellgate Bridge, New York City	15
1681.	Ohio	Upgrade intersection of U.S. 20 and SR 420, Woodville	5
1682.	Ohio	Improve intersection at SR 327 and U.S. 32, Wellston	3
1683.	Ohio	Upgrade U.S. 20 in Painesville, Perry, and Madison	3
1684.	Ohio	Upgrade U.S. 30 and Hill-Diley Road, Lancaster	4
1685.	Ohio	Upgrade Caves Road, Geauga County	2
1686.	Ohio	Upgrade SR 2 between Oregon and Camp Perry	5
1687.	Ohio	Construct intermodal transit center in Cincinnati	8
1688.	Ohio	High priority highway and bridge projects	34.325
1689.	Ohio	Upgrade intersection of U.S. 35 and Fairfield Road	4
1690.	Oklahoma	Reconstruct/widen I-40 Crosstown Bridge and Realignment, Oklahoma City	30.912
1691.	Oregon	Relocate Highway 126 through Redmond	4
1692.	Oregon	Widen U.S. 30 from two lanes to four lanes in Pendleton	7.8
1693.	Oregon	Restore funding for Broadway Bridge Project	2.5
1694.	Oregon	Restore funding for I-5/217 Kruse Way Project	1.75
1695.	Oregon	Restore funding for Astoria Hazard Recovery Railroad Slide	0.175
1696.	Oregon	Restore funding for South Rivergate Overcrossing Project	2
1697.	Oregon	Restore funding for Medford Highway 62/99 Project	4
1698.	Oregon	Restore funding for I-205 Sunnybrooke Interchange Project	1.8
1699.	Pennsylvania	Reconstruction of I-79 from PA 285 to U.S. 6, Crawford County	1

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No.	State	Project description	(Dollars in millions)
1700.	Pennsylvania	Relocation of U.S. 15 from U.S. 522 to PA 147 in Snyder, Union, and Northumberland Counties	1
1701.	Pennsylvania	Reconstruct I-81/Davis Street Interchange, Lackawanna County	1
1702.	Pennsylvania	Construct American Parkway Bridge project, Allentown	1
1703.	Pennsylvania	Construct Williams-Lycoming County Airport access road from I-180 to the Airport	1
1704.	Pennsylvania	Rehabilitate Streets Run Road, Pittsburgh, for emergency access	0.5
1705.	Pennsylvania	Construct pedestrian bridge, Vine Street Expressway between 15th and 16th Streets	1
1706.	Pennsylvania	North Shore roadway and pedestrian improvements, Pittsburgh	2,505
1707.	Pennsylvania	Widening and reconstruction of U.S. 30, Lancaster County	2.5
1708.	Pennsylvania	Construction of Erie Bayside Connector, Erie County	2
1709.	Pennsylvania	Construct Independence Gateway Transportation Center project, Philadelphia ..	1
1710.	Pennsylvania	Road construction in and around former Bethlehem Steel plant site, Bethlehem	3
1711.	Pennsylvania	Roadway and pedestrian improvements for North Shore Central Business District Corridor Transportation Project, Pittsburgh	2.5
1712.	Pennsylvania	Construction at Williamsport Airport, Lycoming County	2
1713.	Pennsylvania	Construct U.S. 322 Conchester Highway between U.S. 1 and SR 452	3
1714.	Pennsylvania	Construct I-95 access ramps at and around Philadelphia International Airport	5
1715.	Pennsylvania	Reconstruct SR 309 in Eastern Montgomery County	2
1716.	Pennsylvania	Lancaster County airport runway extension	1
1717.	Pennsylvania	Construct safety and capacity improvements to Route 309 and Old Packhouse Road, including widening of Old Packhouse Road between KidsPeace National Hospital and Route 309, Lehigh County	1
1718.	Pennsylvania	Construct grade separated interchange on Old Route 60 at Pittsburgh Airport, Allegheny County	1
1719.	Pennsylvania	Improvements to SR 412 from I-78 to Bethlehem Steel site and road improvements for rail intermodal facility, Bethlehem	2
1720.	Pennsylvania	Construct new interchange at Settler's Cabin, Allegheny County	1

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No.	State	Project description	(Dollars in millions)
1721.	Pennsylvania	Improve access and interchange from I-95 to International terminal at Philadelphia International Airport	5
1722.	Pennsylvania	Relocate Route 15 at Selinsgrove and Shamokin Dam, Snyder County	1
1723.	Pennsylvania	Construct access to site of former Philadelphia Naval Shipyard and Base	2
1724.	Pennsylvania	Reconstruct I-80, Mercer and Venango Counties	1
1725.	Pennsylvania	Construct Erie Eastside Connector	3
1726.	Pennsylvania	Reconstruct main line I-79	1
1727.	Pennsylvania	Upgrade U.S. 219 between Meyersdale and Somerset	5
1728.	Pennsylvania	Relocate Route 222 in/around Trexlertown, Lehigh County	3
1729.	Pennsylvania	Widen Broad Street and related improvements, Hazelton	2
1730.	Pennsylvania	Construct Cranberry Connector, I-79/Route 19/PA Turnpike, Butler County ..	2
1731.	Pennsylvania	Construct Warren Street Extension, Reading	3
1732.	Pennsylvania	Construct new lane on Route 15, Tioga County	5
1733.	Pennsylvania	Construct Mon Fayette Expressway between WV and Fairchance	5
1734.	Pennsylvania	Reconstruct Ft. Pitt Bridge and Tunnel, Pittsburgh	19
1735.	Pennsylvania	Construct new interchange at I-95 and PA Turnpike and related improvements, and/or, notwithstanding any other provision of law, design, and construction of Type II noise abatement projects south of the new interchange and Neshaminy Creek, along Interstate 95 between Exit 25 and 26 in Bensalem Township, Bucks County	5
1736.	Rhode Island	Construct Blackstone River bikeway	8.843
1737.	Rhode Island	Construct Woonasquatucket bikeway	3.1
1738.	South Carolina	Replace Cooper River Bridges, Charleston	19.311
1739.	South Dakota	Construct Eastern Dakota Expressway between Aberdeen at I-29	12.832
1740.	South Dakota	Preserve Skyline Drive Scenic Ridgetop in Rapid City	0.5
1741.	South Dakota	Construct new interchange and access road on Interstate 90 at Box Elder	1
1742.	Tennessee	Reconstruction of Old Walland Highway Bridge over Little River, Townsend	0.42
1743.	Tennessee	Construct pedestrian and bicycle pathway to connect with Mississippi River Trail and restore historic cobblestones on the Riverfront, Memphis	0.7
1744.	Tennessee	High priority highway and bridge projects	44.048
1745.	Utah	Construct Phase 2 of the University Avenue Interchange, Provo	1.5
1746.	Utah	Engineer/reconstruct at Brown's Park Road, Daggett County	0.85

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No.	State	Project description	(Dollars in millions)
1747.	Utah	Construct Cache Valley Highway in Logan	1
1748.	Utah	Gateway Redevelopment Area road reconstruction, Salt Lake City	1
1749.	Utah	Widen/improve 123rd/126th South from 700 East to Jordan River, Draper	0.5
1750.	Utah	Construct Cache Valley Highway in Logan	2
1751.	Utah	Widen/improve 123rd/126th South from Jordan River to Bangarter Highway in Riverton	0.5
1752.	Utah	Construct underpass at 100 South, in Sandy	1
1753.	Utah	Extend Main Street from 5600 South to Vine Street, Murray	2
1754.	Utah	Construct Phase 2 of the University Avenue Interchange, Provo	1
1755.	Utah	Widen 7200 West, Midvale	0.35
1756.	Utah	Construct I-15 interchange at Atkinville	2
1757.	Utah	Improve 5600 West Highway from 2100 South to 4100 South in West Valley County	1
1758.	Virginia	Construct Southeastern Parkway and Greenbelt, Virginia Beach	4
1759.	Virginia	Construct Route 288, Richmond	2
1760.	Virginia	Planning/design for Coalfields Expressway, Buchanan, Dickinson, and Wise Counties	5
1761.	Virginia	Complete new section of Fairfax County Parkway, Fairfax County	2
1762.	Virginia	Reconstruct SR 168 (Battlefield Boulevard), Chesapeake	3
1763.	Virginia	Phase 1 Downtown Staunton Streetscape Plan	0.2
1764.	Virginia	Commuter/freight rail congestion/mitigation project over Quantico Creek	2
1765.	Virginia	Conduct preliminary engineering on I-73 between Roanoke and VA/NC State line	1
1766.	Virginia	Construct I-95/State Route 627 interchange, Stafford County	1
1767.	Virginia	Improve Lee Highway Corridor in Fairfax	1
1768.	Virginia	Construct Third Bridge/Tunnel Crossing of Hampton Rd	3
1769.	Virginia	Widen I-64 Bland Boulevard interchange	3
1770.	Virginia	Operate and conduct research on the "Smart Road" in Blacksburg	6.025
1771.	Virginia	Reconstruct I-66/Route 29 interchange, Gainesville	15
1772.	Vermont	Upgrade and Improve Publicly-Owned Vermont Rail Infrastructure from Bennington to Burlington	9.168
1773.	Washington	Hood River Bridge SR 35	0.192
1774.	Washington	Port of Kalama River Bridge	0.169
1775.	Washington	Huntington Avenue South Castle Rock	0.138
1776.	Washington	Port of Longview Industrial Rail Corridor	0.477
1777.	Washington	I-5 interchange, Lewis County	1.27

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No.	State	Project description	(Dollars in millions)
1778.	Washington	Safety Improvements to SR 14 Columbia Gorge	0.775
1779.	Washington	Construct 192nd Street from SR 14 to SE 15th, Vancouver	0.962
1780.	Washington	Widen U.S. 395 north of Spokane	1.9
1781.	Washington	Columbia Center Boulevard, Kennewick ..	0.309
1782.	Washington	Construct Washington Pass Visitors Center	0.231
1783.	Washington	Improve Hillsboro Street/Highway 395 intersection, Pasco	0.682
1784.	Washington	Reconstruct I-82/Keys Road Intersection, Yakima	1.663
1785.	Washington	Construct Sequim/Dungeness Valley Trail Project	0.192
1786.	Washington	Widen SR 99 between 148th Street and King County Line, Lynnwood	0.577
1787.	Washington	Improve I-5/196th Street Interchange, Lynnwood	0.866
1788.	Washington	Construct SR 305 corridor improvement, Poulsboro	0.673
1789.	Washington	Edmonds Crossing multi-modal transportation project	0.962
1790.	Washington	Construct Cross Base Corridor Ft. Lewis/McChord AFB	0.115
1791.	Washington	Reconstruct I-5 Interchange, City of Lacey	0.288
1792.	Washington	Construct SR 167 Corridor	0.288
1793.	Washington	Passenger only ferry to serve Kitsap and King Counties to Seattle	0.962
1794.	Washington	Undertake SR 166 slide repair	1.25
1795.	Washington	Construct SR 7 Elbe rest area and interpretive facility	0.15
1796.	Washington	Extend Mill Plain Boulevard, Vancouver ..	1
1797.	Washington	Construct I-405/NE 8th Street Interchange, Bellevue	5.875
1798.	Washington	Improve I-90/Sunset Way Interchange, Issaquah	4.95
1799.	Washington	Clinton Ferry Terminal	1.2
1800.	Washington	8th Street, East Pierce County	0.25
1801.	Washington	Shaw Road/Puyallup extension	0.375
1802.	Washington	180th, Tukwila	0.5
1803.	Washington	South 277th, Auburn (UP)	0.5
1804.	Washington	South 277th, Auburn (BNSF)	0.5
1805.	Washington	Construct Southwest Third Street	0.75
1806.	Washington	Construct Port of Tacoma Road	1.125
1807.	Washington	Construct North Duwamish Intermodal Project	4
1808.	West Virginia	Construct Coalfields Expressway	22.69
1809.	Wyoming	State Priority Projects	13.934
1810.	New Mexico	Northwest Albuquerque/Rio Rancho high priority roads	20
1811.	Massachusetts	Reconstruct Huntington Avenue	1
1812.	Texas	Relocate railroad Bryan/College Station at Texas A&M or any other high priority project	10
1813.	Texas	High priority highway and bridge projects	133.863
1814.	Arizona	High priority highway and bridge projects	31.076

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No.	State	Project description	(Dollars in millions)
1815.	Delaware	Highway and bridge projects that Delaware provides for by law	8.868
1816.	Hawaii	High priority highway and bridge projects	10.379
1817.	Wisconsin	High priority highway and bridge projects	39.926
1818.	Arkansas	High priority highway and bridge projects	15
1819.	Maine	High priority highway and bridge projects	10
1820.	Texas	Relocate railroad line in Bryan and College Station, Texas A&M University	15
1821.	Virginia	High priority highway and bridge projects	5
1822.	New Hampshire	High priority highway and bridge projects	5
1823.	Idaho	High priority highway and bridge projects	5
1824.	Arkansas	Conduct seismic design and deployment projects	5
1825.	Missouri	High priority highway and bridge projects	10
1826.	Wyoming	High priority highway and bridge projects	5
1827.	Rhode Island	Construct pedestrian and bicycle facilities	5
1828.	Oklahoma	High priority highway and bridge projects	5
1829.	Colorado	High priority highway and bridge projects	5
1830.	Alabama	Develop Huntsville Southern Bypass	1
1831.	Alabama	Replace bridge over Tombigbee River, Naheola	1
1832.	Alabama	Construct Anniston Eastern Bypass	1
1833.	Alabama	Construct East Foley Corridor Project from Baldwin County Highway 20 to State Highway 59	0.75
1834.	Alabama	Construct Decatur Southern Bypass	1
1835.	Alabama	Construct Montgomery Outer Loop from U.S. 80 to I-85 via I-65	1
1836.	Alabama	Develop Birmingham Northern Beltline	1.45
1837.	Alabama	Construct bridge over Tennessee River connecting Muscle Shoals and Florence	1
1838.	Alabama	Create National University Transportation Center at the University of Alabama	1.8
1839.	Alabama	University of Alabama at Birmingham-Trauma Care Center	2.25
1840.	Alabama	Conduct advance vehicle transportation research program at the University of Alabama at Tuscaloosa	2
1841.	Alabama	Conduct asphalt research program at Auburn University	0.5
1842.	Alabama	Conduct Global Climate Research Program at the University of Alabama at Huntsville	0.25
1843.	California	Conduct Golden Gate Seismic Retrofit Project	26
1844.	Oregon	Repair and preserve high priority highways	30
1845.	South Dakota	Construct Eastern Dakota Expressway from Aberdeen to I-29	23.768
1846.	Massachusetts	High priority highway and bridges	25
1847.	Pennsylvania	Reconstruct and improve I-95 in Delaware, Philadelphia and Bucks Counties	50
1848.	Pennsylvania	Reconstruct and improve U.S. 22 in Westmoreland and Indiana Counties	50
1849.	South Carolina	Replace Cooper River Bridges, Charleston	20

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No.	State	Project description	(Dollars in millions)
1850.	Missouri	Resurface and maintain roads located in Missouri State parks	5
1851.	Arkansas	Construction of and improvements to highway projects in the corridor designated by section 1105(c)(18)(C)(ii) of the Intermodal Surface Transportation Efficiency Act of 1991	
			5.25

SEC. 1603. SPECIAL RULE.

For purposes of calculating the minimum guarantee apportionment under section 105 of title 23, United States Code, the Secretary shall not include projects numbered 1818 through 1849 in section 1602.

TITLE II—HIGHWAY SAFETY

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SEC. 2003. OCCUPANT PROTECTION.

* * * * *

(b) CHILD PASSENGER PROTECTION EDUCATION GRANTS.—

(1) **IN GENERAL.**—The Secretary may make a grant to a State that submits an application, in such form and manner as the Secretary may prescribe, that is approved by the Secretary to carry out the activities specified in paragraph (2) through—

(A) the child passenger protection program of the State; and

(B) at the option of the State, a grant program established by the State to carry out 1 or more of the activities specified in paragraph (2) by a political subdivision of the State or an appropriate private entity.

(2) **USE OF FUNDS.**—Funds provided to a State as a grant under this subsection shall be used to implement child passenger protection programs that—

(A) are designed to prevent deaths and injuries to children;

(B) educate the public concerning—

(i) all aspects of the proper installation of child restraints using standard seatbelt hardware, supplemental hardware, and modification devices (if needed), including special installation techniques;

(ii) appropriate child restraint design, selection, and placement; and

(iii) harness threading and harness adjustment on child restraints; and

(C) train and retrain child passenger safety professionals, police officers, fire and emergency medical personnel, and other educators concerning all aspects of child restraint use.

(3) **GRANT AWARDS.**—The Secretary may make a grant under this subsection without regard to whether a State is eligible to receive, or has received, a grant under section 405 of

title 23, United States Code (as inserted by subsection (a) of this section).

(4) FEDERAL SHARE.—The Federal share of the cost of a program carried out using funds made available from a grant under this subsection may not exceed 80 percent.

(5) REPORT.—Each State that receives a grant under this subsection shall transmit to the Secretary a report for the period covered by the grant that, at a minimum, describes the program activities carried out with the funds made available under the grant.

(6) REPORT TO CONGRESS.—Not later than June 1, 2002, the Secretary shall transmit to Congress a report on the implementation of this subsection that includes a description of the programs carried out and materials developed and distributed by the States that receive grants under this subsection.

(7) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this subsection \$7,500,000 for each of fiscal years 2000 and 2001.

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SEC. 2006. NATIONAL DRIVER REGISTER.

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(c) EVALUATION AND ASSESSMENT OF ALTERNATIVES.—

(1) EVALUATION.—The Secretary shall evaluate the implementation of chapter 303 of title 49, United States Code, and the programs under sections 31106 and 31309 of such title and identify alternatives to improve the ability of the States to exchange information about unsafe drivers and to identify drivers with multiple licenses.

(2) TECHNOLOGY ASSESSMENT.—The Secretary, in conjunction with the American Association of Motor Vehicle Administrators, shall conduct an assessment of available electronic technologies to improve access to and exchange of motor vehicle driving records. The assessment may consider alternative unique motor vehicle driver identifiers that would facilitate accurate matching of drivers and their records.

(3) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit to Congress a report on the results of the evaluation and technology assessment, together with any recommendations for appropriate administrative and legislative actions.

(4) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out paragraph (2) \$250,000 in the aggregate for fiscal years beginning after September 30, 1998.

SEC. 2007. SAFETY STUDIES.

(a) BLOWOUT RESISTANT TIRES STUDY.—The Secretary shall conduct a study on the benefit to public safety of the use of blowout resistant tires on commercial motor vehicles and the potential to decrease the incidence of accidents and fatalities from accidents occurring as a result of blown out tires.

(b) SCHOOL BUS OCCUPANT SAFETY STUDY.—The Secretary shall conduct a study to assess occupant safety in school buses. The

study shall examine available information about occupant safety and analyze options for improving occupant safety.

(c) **REPORTS.**—Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit to Congress a report on the results of each study conducted under this section.

(d) **LIMITATION ON FUNDING.**—The Secretary may not expend more than \$200,000 from funds made available by section 403 of title 23, United States Code, for conducting each study under this section.

SEC. 2008. EFFECTIVENESS OF LAWS ESTABLISHING MAXIMUM BLOOD ALCOHOL CONCENTRATIONS.

(a) **STUDY.**—The Comptroller General shall conduct a study to evaluate the effectiveness of State laws that—

(1) deem any individual with a blood alcohol concentration of 0.08 percent or greater while operating a motor vehicle to be driving while intoxicated; and

(2) deem any individual under the age of 21 with a blood alcohol concentration of 0.02 percent or greater while operating a motor vehicle to be driving while intoxicated; in reducing the number and severity of alcohol-involved crashes.

(b) **REPORT.**—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the results of the study conducted under this section.

SEC. 2009. AUTHORIZATIONS OF APPROPRIATIONS.

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

(1) **HIGHWAY SAFETY PROGRAMS.**—For carrying out section 402 of title 23, United States Code, \$149,700,000 for fiscal year 1998, \$150,000,000 for fiscal year 1999, \$152,800,000 for fiscal year 2000, \$155,000,000 for fiscal year 2001, \$160,000,000 for fiscal year 2002, \$165,000,000 for fiscal year 2003, and \$96,250,000 for the period of October 1, 2003, through April 30, 2004.

(2) **HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.**—For carrying out section 403 of title 23, United States Code, \$72,000,000 for each of fiscal years 1998 through 2003, and \$42,000,000 for the period of October 1, 2003, through April 30, 2004.

(3) **OCCUPANT PROTECTION INCENTIVE GRANTS.**—For carrying out section 405 of title 23, United States Code, \$10,000,000 for each of fiscal years 1999 and 2000, \$13,000,000 for fiscal year 2001, \$15,000,000 for fiscal year 2002, \$20,000,000 for fiscal year 2003, and \$11,666,700 for the period of October 1, 2003, through April 30, 2004.¹

(4) **ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT PROGRAM.**—For carrying out section 410 of title 23,

¹The amendment made to strike “and” in section 2009(a)(3) by section 6(d)(1) of the Surface Transportation Extension Act of 2003 (P.L. 108–88; 117 Stat. 1120) was executed by striking such word the last place it appeared to reflect the probable intent of the Congress.

United States Code, \$34,500,000 for fiscal year 1998, \$35,000,000 for fiscal year 1999, \$36,000,000 for each of fiscal years 2000 and 2001, \$38,000,000 for fiscal year 2002, \$40,000,000 for fiscal year 2003, and \$23,333,300 for the period of October 1, 2003, through April 30, 2004.

(5) STATE HIGHWAY SAFETY DATA GRANTS.—For carrying out section 411 of title 23, United States Code, \$5,000,000 for fiscal year 1999, \$8,000,000 for fiscal year 2000, \$9,000,000 for fiscal year 2001, and \$10,000,000 for fiscal year 2002.

(6) NATIONAL DRIVER REGISTER.—For carrying out chapter 303 of title 49, United States Code, by the National Highway Traffic Safety Administration, \$2,000,000 for each of fiscal years 1998 through 2003, and \$2,100,000 for the period of October 1, 2003, through April 30, 2004.

(b) ALLOCATIONS.—

(1) DRUGS AND DRIVER BEHAVIOR.—Out of amounts appropriated pursuant to subsection (a)(2) for fiscal years 1998 through 2004, the Secretary may use—

(A) not to exceed \$2,000,000 per fiscal year to carry out paragraphs (1) through (3) of section 403(b) of title 23, United States Code; and

(B) not to exceed \$1,000,000 per fiscal year to carry out paragraph (4) of such section.

(2) PUBLIC EDUCATION EFFORT.—Out of amounts appropriated pursuant to subsection (a)(2) for fiscal years 1998 through 2004, the Secretary shall obligate at least \$500,000 per fiscal year to educate the motoring public on how to share the road safely with commercial motor vehicles.

(c) APPLICABILITY OF TITLE 23.—Amounts made available under subsection (a)(2) for each of fiscal years 1999 through 2004 shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

(d) TRANSFERS.—In each fiscal year, the Secretary may transfer any amounts remaining available under paragraph (3), (4), or (5) of subsection (a) to the amounts made available under any other of such paragraphs in order to ensure, to the maximum extent possible, that each State receives the maximum incentive funding for which the State is eligible under sections 405, 410, and 411 of title 23, United States Code.

TITLE III—FEDERAL TRANSIT ADMINISTRATION PROGRAMS

SEC. 3001. SHORT TITLE.

This title may be cited as the “Federal Transit Act of 1998”.

SEC. 3002. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the ref-

erence shall be considered to be made to a section or other provision of title 49, United States Code.

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SEC. 3010. DOLLAR VALUE OF MOBILITY IMPROVEMENTS.

(a) **IN GENERAL.**—The Secretary shall not consider the dollar value of mobility improvements, as specified in the report required under section 5309(o) (as added by this Act), in evaluating projects under section 5309 of title 49, United States Code, in developing regulations, or in carrying out any other duty of the Secretary.

(b) **STUDY.**—

(1) **IN GENERAL.**—The Comptroller General shall conduct a study of the dollar value of mobility improvements and the relationship of mobility improvements to the overall transportation justification of a new fixed guideway system or extension to an existing system.

(2) **REPORT.**—Not later than January 1, 2000, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study under paragraph (1), including an analysis of the factors relevant to determining the dollar value of mobility improvements.

SEC. 3011. LOCAL SHARE.

(a) **IN GENERAL.**—Notwithstanding any other provision of law, for fiscal years 1999 through 2003, and for the period of October 1, 2003 through April 30, 2004, a recipient of assistance under section 5307 or 5309 of title 49, United States Code, may use, as part of the local matching funds for a capital project (as defined in section 5302(a) of title 49, United States Code), the proceeds from the issuance of revenue bonds.

(b) **MAINTENANCE OF EFFORT.**—The Secretary shall approve of the use of the proceeds from the issuance of revenue bonds for the remainder of the net project cost (as defined in section 5302(a) of title 49, United States Code) only if the aggregate amount of financial support for mass transportation in the urbanized area from the State and affected local governmental authorities during the next 3 fiscal years, as programmed in the State Transportation Improvement Program under section 135 of title 23, United States Code, is not less than the aggregate amount provided by the State and affected local governmental authorities in the urbanized area during the preceding 3 fiscal years.

(c) **REPORT.**—

(1) **IN GENERAL.**—Not later than January 1, 2003, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate, a report on the recipients described in subsection (a) that have used, as part of the local matching funds for a capital project, the proceeds from the issuance of revenue bonds, during the period described in subsection (a).

(2) **CONTENTS OF REPORT.**—The report required by this subsection shall include—

(A) information on each project undertaken, the amount of the revenue bonds issued, and the status of repayment of the bonds; and

(B) any recommendations of the Secretary regarding the application of this section.

SEC. 3012. INTELLIGENT TRANSPORTATION SYSTEMS APPLICATIONS.

(a) FIXED GUIDEWAY TECHNOLOGY.—The Secretary shall make grants for the study, design, and demonstration of fixed guideway technology. Of the amounts made available by or appropriated under section 5338(d) of title 49, United States Code, the Secretary shall make funds available for the following projects in not less than the amounts specified for the fiscal year:

(1) North Orange-South Seminole County, FL \$750,000 for fiscal year 1999.

(2) Galveston, TX fixed guideway activities \$750,000 for fiscal year 1999.

(b) BUS TECHNOLOGY.—The Secretary shall make grants for the study, design, and demonstration of bus technology. Of the amounts made available by or appropriated under section 5338(d) of title 49, United States Code, the Secretary shall make funds available for the following projects in not less than the amounts specified for the fiscal year:

(1) MBTA, MA Advanced Electric Transit Buses and Related Infrastructure, \$1,500,000 for each of fiscal years 1999 and 2000.

(2) Palm Springs, CA Fuel Cell Buses, \$1,000,000 for each of fiscal years 1999 and 2000.

(3) Gloucester, MA Intermodal Technology Center, \$1,500,000 for each of fiscal years 1999 and 2000.

(4) Washoe County, NV Transit Technology, \$1,250,000 for each of fiscal years 1999 and 2000.

(c) ADVANCED PROPULSION CONTROL SYSTEM.—

(1) IN GENERAL.—Of the amounts made available by or appropriated under section 5338(d) of title 49, United States Code, \$2,000,000 for fiscal year 1999, \$3,000,000 for fiscal year 2000, and \$3,000,000 for fiscal year 2001 shall be available to the Southeastern Pennsylvania Transit Authority (in this subsection referred to as “SEPTA”), to be used only for the completion of the program to develop and deploy a new Advanced Propulsion Control System begun under the Request for Technical Proposals for Project S–2814–2.

(2) ACTION REQUIRED BY SEPTA.—This subsection shall take effect only if SEPTA issues a request for cost proposals to the 4 selectees from the full and open competition under SEPTA’s Request for Technical Proposals for Project S–2814–2 not later than 60 days after the date of enactment of this Act.

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SEC. 3015. RESEARCH, DEVELOPMENT, DEMONSTRATION, AND TRAINING PROJECTS.

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(b) FUEL CELL BUS AND BUS FACILITIES PROGRAM.—Of the funds made available for each fiscal year to carry out section 5309(m)(1)(C) of title 49, United States Code, \$4,850,000 (or, in the case of the period of October 1, 2003, through April 30, 2004, \$2,812,475) shall be available to carry out the fuel cell powered transit bus program and the intermodal transportation fuel cell bus maintenance facility.

(c) ADVANCED TECHNOLOGY PILOT PROJECT.—

(1) IN GENERAL.—The Secretary shall make grants for the development of low speed magnetic levitation technology for public transportation purposes in urban areas to demonstrate energy efficiency, congestion mitigation, and safety benefits.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act for each of fiscal years 1998 through 2003, and for the period of October 1, 2003, through April 30, 2004, \$5,000,000 per fiscal year and \$2,812,475 for such period shall be available to carry out this subsection. Financial assistance made available under this subsection and projects assisted with the assistance shall be subject to section 5333(a) of title 49, United States Code.

(3) FEDERAL SHARE.—The Federal share payable on account of activities carried out using a grant made under this subsection shall be 80 percent of the cost of such activities.

(d) TRAINING AND CURRICULUM DEVELOPMENT.—

(1) IN GENERAL.—Any funds made available by section 5338(e)(2)(C)(iii) of title 49, United States Code, shall be available in equal amounts for transportation research, training, and curriculum development at institutions identified in subparagraphs (E) and (F) of section 5505(j)(3) of such title.

(2) SPECIAL RULE.—If the institutions identified in paragraph (1) are selected pursuant to 5505(i)(3)(B) of such title in fiscal year 2002 or 2003 and in the period October 31, 2003, through April 30, 2004, the funds made available to carry out this subsection shall be available to those institutions to carry out the activities required pursuant to section 5505(i)(3)(B) of such title for that fiscal year.

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SEC. 3019. BICYCLE FACILITIES.

Section 5319 is amended by striking “under this section is for 90 percent of the cost of the project” and inserting “made eligible by this section is for 90 percent of the cost of the project, except that, if the grant or any portion of the grant is made with funds required to be expended under section 5307(k) and the project involves providing bicycle access to mass transportation, that grant or portion of that grant shall be at a Federal share of 95 percent”.

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SEC. 3021. PILOT PROGRAM FOR INTERCITY RAIL INFRASTRUCTURE INVESTMENT FROM MASS TRANSIT ACCOUNT OF HIGHWAY TRUST FUND.

(a) IN GENERAL.—The Secretary shall establish a pilot program to determine the benefits of using funds from the Mass Transit Account of the Highway Trust Fund for intercity passenger rail. The

funds made available to the State of Oklahoma and the State of Vermont to carry out sections 5307 and 5311 of title 49, United States Code, during fiscal years 1998 through 2003 may be used for capital improvements to, and operating assistance for, intercity passenger rail service.

(b) REPORT.—

(1) **IN GENERAL.**—Not later than October 1, 2002, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the pilot program established under this section.

(2) **CONTENTS.**—The report submitted under paragraph (1) shall include—

(A) an evaluation of the effect of the pilot program on alternative forms of transportation within the State of Oklahoma and the State of Vermont;

(B) an evaluation of the effect of the program on operators of mass transportation and their passengers;

(C) a calculation of the amount of Federal assistance provided under this section transferred for the provision of intercity passenger rail service; and

(D) an estimate of the benefits to intercity passenger rail service, including the number of passengers served, the number of route miles covered, and the number of localities served by intercity passenger rail service.

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SEC. 3027. APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS.

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(c) CONTINUATION OF OPERATING ASSISTANCE TO CERTAIN LARGER URBANIZED AREAS.—

(1) **PROVISION OF ASSISTANCE.**—Notwithstanding any other provision of law, during the period described in paragraph (2), the Secretary may continue to provide assistance under section 5307 of title 49, United States Code, to finance the operating costs of equipment and facilities for use in mass transportation in any urbanized area (as that term is defined in section 5302 of title 49, United States Code) with a population of at least 200,000, if the Secretary determines that—

(A) the number of the total bus revenue vehicle-miles operated in or directly serving the area is less than 900,000; and

(B) the number of buses operated in or directly serving the area does not exceed 15.

(2) **PERIOD DESCRIBED.**—For purposes of paragraph (1), the period described in this paragraph is the period beginning on the date of enactment of this Act and ending on the earlier of—

(A) 3 years after the date of enactment of this Act; and

(B) the date on which the Secretary determines that—

(i) the number of the total bus revenue vehicle-miles operated in or directly serving the area is greater than or equal to 900,000; and

(ii) the number of buses operated in or directly serving the area exceeds 15.

(3)³⁰²⁷⁻¹ SERVICES FOR ELDERLY AND PERSONS WITH DISABILITIES.—In addition to assistance made available under paragraph (1), the Secretary may provide assistance under section 5307 of title 49, United States Code, to a transit provider that operates 20 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the operating costs of equipment and facilities used by the transit provider in providing mass transportation services to elderly and persons with disabilities, provided that such assistance to all entities shall not exceed \$1,444,000 annually.

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(e) GOVERNMENT SHARE FOR OPERATING ASSISTANCE TO CERTAIN SMALLER URBANIZED AREAS.—Notwithstanding 49 U.S.C. 5307(e), a grant of the Government for operating expenses of a project under 49 U.S.C. 5307(b) in fiscal years 1999 and 2000 to any recipient that is providing transit services in an urbanized area with a population between 128,000 and 128,200, as determined in the 1990 census, and that had adopted a 5-year transit plan before September 1, 1998, may not be more than 80 percent of the net project cost.

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SEC. 3030. PROJECTS FOR NEW FIXED GUIDEWAY SYSTEMS AND EXTENSIONS TO EXISTING SYSTEMS.

(a) FINAL DESIGN AND CONSTRUCTION.—The following projects are authorized for final design and construction for fiscal years 1998 through 2003 and for the period of October 1, 2003, through April 30, 2004, under section 5309(m)(1)(B) of title 49, United States Code:

- (1) Atlanta—Athens Commuter Rail.
- (2) Atlanta—Griffin Commuter Rail.
- (3) Atlanta—North Line Extension.
- (4) Austin—NW/North Central/SE—Airport LRT.
- (5) Baltimore—Central LRT Extension to Glen Burnie.
- (6) Boston—Massport Airport Intermodal Transit Connector.
- (7) Boston—North Shore Corridor and Blue Line Extension to Beverly.
- (8) Charlotte—North-South Corridor Transitway.
- (9) Chicago—Navy Pier-McCormick Place Busway.
- (10) Chicago—North Central Upgrade Commuter Rail.
- (11) Chicago—Ravenswood Line Extension.
- (12) Chicago—Southwest Extension.

³⁰²⁷⁻¹ Section 176 of title I of division F of the Consolidated Appropriations Act, 2004 provides that “For fiscal year 2004, section 3027 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 366), as amended, is amended by adding at the end the following:

“(3) SERVICES FOR ELDERLY AND PERSONS WITH DISABILITIES.—In addition to assistance made available under paragraph (1), the Secretary may provide assistance under section 5307 of title 49, United States Code, to a transit provider that operates 25 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the operating costs of equipment and facilities used by the transit provider in providing mass transportation services to elderly and persons with disabilities, provided that such assistance to all entities shall not exceed \$10,000,000 annually.”.

- (13) Chicago—West Line Expansion.
- (14) Cleveland—Akron-Canton Commuter Rail.
- (15) Cleveland—Berea Metroline Extension.
- (16) Cleveland—Blue Line Extension.
- (17) Cleveland—Euclid Corridor Extension.
- (18) Cleveland—I-90 Corridor to Ashtabula County.
- (19) Cleveland—Waterfront Line Extension.
- (20) Dallas—North Central Extension.
- (21) Dallas—Ft. Worth RAILTRAN (Phase II).
- (22) Denver—East Corridor (Airport).
- (23) Denver—Southeast LRT (I-25 between 6th & Lincoln).
- (24) Denver—Southwest LRT.
- (25) Denver—West Corridor LRT.
- (26) East St. Louis-St. Clair County—Mid-America Airport Corridor.
- (27) Ft. Lauderdale-West Palm Beach-Miami Tri-County Commuter Rail.
- (28) Galveston—Trolley Extension.
- (29) Hartford—Griffin Line.
- (30) Hollis—Ketchikan Ferry.
- (31) Houston—Regional Bus Plan—Phase I.
- (32) Kansas City—I-35 Commuter Rail.
- (33) Kansas City—Southtown Corridor.
- (34) Kenosha-Racine—Milwaukee Rail Extension.
- (35) Las Vegas Corridor.
- (36) Little Rock—River Rail.
- (37) Los Angeles—Metrolink San Bernadino Line.
- (38) Los Angeles—MOS-3.
- (39) Los Angeles—Metrolink (Union Station-Fullerton).
- (40) Louisville—Jefferson County Corridor.
- (41) MARC—Commuter Rail Improvements.
- (42) Baltimore Light Rail Double Track.
- (43) Memphis—Medical Center Extension.
- (44) Miami—East-West Multimodal Corridor.
- (45) Miami—North 27th Avenue Corridor.
- (46) Miami—South Busway Extension.
- (47) Milwaukee—East-West Corridor.
- (48) Monterey County Commuter Rail.
- (49) Nashua, NH—Lowell, MA Commuter Rail.
- (50) Nashville—Commuter Rail.
- (51) New Orleans—Canal Streetcar.
- (52) New York—8th Avenue Subway Connector.
- (53) New York—Brooklyn—Staten Island Ferry.
- (54) New York—Long Island Railroad East Side Access.
- (55) New York—Staten Island Ferry—Whitehall Intermodal Terminal.
- (56) New York Susquehanna and Western Commuter Rail.
- (57) New Jersey Urban Core.
- (58) Norfolk—Virginia Beach Corridor.
- (59) Orange County—Fullerton—Irvine Corridor.
- (60) Orlando—I-4 Central Florida Light Rail System.
- (61) Philadelphia—Schuylkill Valley Metro.
- (62) Phoenix—Fixed Guideway.

- (63) Colorado—Roaring Fork Valley Rail.
- (64) Pittsburgh Airborne Shuttle System.
- (65) Pittsburgh—MLK Busway Extension.
- (66) Portland—South-North Corridor.
- (67) Portland—Westside-Hillsboro Corridor.
- (68) Raleigh-Durham—Regional Transit Plan.
- (69) Sacramento—Folsom Extension.
- (70) Sacramento—Placer County Corridor.
- (71) Sacramento—South Corridor.
- (72) Salt Lake City—Light Rail (Airport to University of Utah).
- (73) Salt Lake City—Ogden-Provo Commuter Rail.
- (74) Salt Lake City—South LRT.
- (75) San Diego—Mid-Coast LRT Corridor.
- (76) San Diego—Mission Valley East Corridor.
- (77) San Diego—Oceanside—Escondido Corridor.
- (78) San Francisco—BART to San Francisco International Airport Extension.
- (79) San Francisco—Bayshore Corridor.
- (80) San Jose—Tasman Corridor Light Rail.
- (81) San Juan—Tren Urbano.
- (82) San Juan—Tren Urbano Extension to Minellas.
- (83) Santa Cruz—Fixed Guideway.
- (84) Seattle—Southworth High Speed Ferry.
- (85) Seattle—Sound Move Corridor.
- (86) South Boston—Piers Transitway.
- (87) St. Louis—Cross County Corridor.
- (88) Stockton—Altamont Commuter Rail.
- (89) Tampa Bay—Regional Rail.
- (90) Twin Cities—Northstar Corridor (Downtown Minneapolis-Anoka County-St. Cloud).
- (91) Twin Cities—Transitways Corridors.
- (92) Washington—Richmond Rail Corridor Improvements.
- (93) Washington, D.C.—Dulles Corridor Extension.
- (94) Washington, D.C.—Largo Extension.
- (95) West Trenton Line (West Trenton-Newark).
- (96) Westlake—Commuter Rail Link.
- (97) Pittsburgh North Shore-Central Business District Corridor.
- (98) Pittsburgh—Stage II Light Rail.
- (99) Boston—North-South Rail Link.
- (100) Spokane—South Valley Corridor Light Rail.
- (101) Miami—Palmetto Metrorail.
- (102) Morgantown—Personal Rapid Transit.
- (103) Santa Monica—Boulevard transitway.
- (104) Northwest New Jersey—Northeast Rail Corridor.
- (105) Southeastern North Carolina Corridor.
- (106) Chicago—CTA Douglas Branch.
- (107) San Joaquin—Regional Transit Corridor.
- (108) Greater Albuquerque Mass Transit Project.
- (109) Hartford City Light Rail Connection to Central Business District.
- (110) Providence—Boston Commuter Rail.
- (111) New York—St. George's Ferry Intermodal Terminal.

- (112) New York—Midtown West Ferry Terminal.
- (113) Pinellas County—Mobility Initiative Project.
- (114) Atlanta—MARTA Extension (S. De Kalb-Lindbergh).
Washington County—Wilsonville to Beaverton commuter rail.¹

(b) ALTERNATIVES ANALYSIS AND PRELIMINARY ENGINEERING.—The following projects are authorized for alternatives analysis and preliminary engineering for fiscal years 1998 through 2003 and for the period of October 1, 2003, through April 30, 2004, under section 5309(m)(1)(B) of title 49, United States Code:

- (1) Atlanta—Georgia 400 Multimodal Corridor.
- (2) Sioux City—Light Rail.
- (3) Atlanta—MARTA I-285 Transit Corridor.
- (4) Atlanta—MARTA Marietta-Lawrenceville Corridor.
- (5) Atlanta—MARTA South De Kalb Comprehensive Transit Program.
- (6) Baltimore—Metropolitan Rail Corridor.
- (7) Baltimore—People Mover.
- (8) Bergen County Cross—County Light Rail.
- (9) Birmingham Transit Corridor.
- (10) Boston—Urban Ring.
- (11) Charleston—Monobeam.
- (12) Chicago—Comiskey Park Station.
- (13) Chicago—Inner Circumferential Commuter Rail.
- (14) Cumberland/Dauphin County Corridor 1 Commuter Rail.
- (15) Dallas—DART LRT Extensions.
- (16) Dallas—Las Colinas Corridor.
- (17) Dayton—Regional Riverfront Corridor.
- (18) El Paso—International Fixed Guideway (El Paso-Juarez).
- (19) Fremont—South Bay Corridor.
- (20) Houston—Advanced Transit Program.
- (21) Jacksonville—Fixed Guideway Corridor.
- (22) Knoxville—Electric Transit.
- (23) Lorain—Cleveland Commuter Rail.
- (24) Los Angeles—MOS-4 East Side Extension (II).
- (25) Los Angeles—MOS-4 San Fernando Valley East-West.
- (26) Los Angeles—LOSSAN (Del Mar-San Diego).
- (27) Maine High Speed Ferry Service.
- (28) Maryland Route 5 Corridor.
- (29) Memphis—Regional Rail Plan.
- (30) Miami—Kendall Corridor.
- (31) Miami—Northeast Corridor.
- (32) New Jersey Trans-Hudson Midtown Corridor.
- (33) New Orleans—Airport—CBD Commuter Rail.
- (34) New Orleans—Desire Streetcar.
- (35) New York—Astoria—East Elmhurst Extension.
- (36) New York—Broadway—Lafayette & Bleecker Street Transfer.
- (37) New York—Brooklyn—Manhattan Access.

¹So in law. This item was added by section 322 of the Department of Transportation and Related Agencies Appropriations Act, 2002 (P.L. 107-87; 115 Stat. 859). The item probably should be designated as a new paragraph.

- (38) New York—Lower Manhattan Access.
- (39) New York—Manhattan East Side Link.
- (40) Santa Fe—El Dorado Rail Link.
- (41) New York—Nassau Hub.
- (42) New York—North Shore Railroad.
- (43) New York—Queens West Light Rail Link.
- (44) Albuquerque—High Capacity Corridor.
- (45) Newburgh—LRT System.
- (46) North Front Range Corridor.
- (47) Northeast Indianapolis Corridor.
- (48) Oakland Airport—BART Connector.
- (49) Providence—Pawtucket Corridor.
- (50) Philadelphia—Broad Street Line Extension.
- (51) Philadelphia—Cross County Metro.
- (52) Philadelphia—Lower Marion Township.
- (53) San Jacinto—Branch Line (Riverside County).
- (54) Redlands—San Bernardino Transportation Corridor.
- (55) Riverside—Perris Rail Passenger Service.
- (56) Salt Lake City—Draper Light Rail Extension.
- (57) Salt Lake City—West Jordan Light Rail Extension.
- (58) San Francisco—CalTrain Extension to Hollister.
- (59) Scranton—Laurel Line Intermodal Corridor.
- (60) SEATAC—Personal Rapid Transit.
- (61) Toledo—CBD to Zoo.
- (62) Union Township Station (Raritan Valley Line).
- (63) Washington County Corridor (Hastings-St. Paul).
- (64) Washington, D.C.—Georgetown-Ft. Lincoln.
- (65) Williamsburg—Newport News-Hampton LRT.
- (66) Cincinnati/N. Kentucky—Northeast Corridor.
- (67) Northeast Ohio—commuter rail.
- (68) California—North Bay Commuter Rail.
- (69) Chicago—Northwest Rail Transit Corridor.
- (70) Vermont—Burlington-Essex Commuter Rail.
- (71)¹ Dane County Corridor—East-West Madison Metropolitan Area.
- (72) Wilmington Downtown transit corridor.
- (73) Honolulu Bus Rapid Transit project.

Detroit, Michigan Metropolitan Airport rail project.²

(c) PROJECT AUTHORIZATIONS.—

(1) IN GENERAL.—Of the total amount made available by or authorized under section 5338(b) of title 49, United States Code, to carry out section 5309(m)(1)(B) for fiscal years 1998 through 2003 and for the period of October 1, 2003, through April 30, 2004,¹

(A) \$3,000,000,000 shall be available for the following projects (even if the project is not listed in subsection (a) or (b)):

- (i) Birmingham Transit Corridor, \$87,500,000.

¹Margin so in law.

²So in law. This item was added by section 323 of the Department of Transportation and Related Agencies Appropriations Act, 2002 (P.L. 107-87; 115 Stat. 859). The item probably should be designated as a new paragraph.

¹So in law. See the amendment made by section 8(r) of the Surface Transportation Extension Act of 2003 (P.L. 108-88; 117 Stat. 1125).

- (ii) San Diego Mission Valley and Mid-Coast Corridor, \$325,000,000.
- (iii) Denver-Southeast LRT (I-25 between 6th and Lincoln), \$10,000,000.
- (iv) Colorado—Roaring Fork Valley Rail, \$40,000,000.
- (v) Hartford City Connection to Central Business District, \$33,000,000.
- (vi) Bridgeport—Intermodal Corridor, \$34,000,000.
- (vii) New London—Waterfront Access, \$10,000,000.
- (viii) Old Saybrook—Hartford Rail Extension, \$10,000,000.
- (ix) Stamford—Fixed Guideway Connector, \$18,000,000.
- (x) Orlando—I-4 Central Florida Light Rail System, \$100,000,000.
- (xi) Miami—Palmetto Metrorail, \$8,000,000.
- (xii) Tampa Bay—Regional Rail, \$2,000,000.
- (xiii) Fort Lauderdale—West Palm Beach—Miami Tri-County Commuter Rail, \$20,000,000.
- (xiv) Miami—East-West Multimodal Corridor, \$20,000,000.
- (xv) Chicago—CTA Douglas Branch, \$315,000,000.
- (xvi) Northeast Indianapolis Corridor, \$10,000,000.
- (xvii) Sioux City—Light Rail, \$10,000,000.
- (xviii) MARC—Commuter Rail Improvements, \$185,000,000.
- (xix) Baltimore—Light Rail Double Track, \$120,000,000.
- (xx) Boston—North Shore Corridor and Blue Line Extension to Beverly, \$50,000,000.
- (xxi) Twin Cities—Transitways Corridors, \$120,000,000.
- (xxii) Twin Cities—Northstar Corridor (Downtown Minneapolis—Anoka County—St. Cloud), \$6,000,000.
- (xxiii) Kansas City—I-35 Commuter Rail, \$30,000,000.
- (xxiv) Las Vegas Corridor, \$155,000,000.
- (xxv) New Jersey—Bergen County Cross County Light Rail, \$5,000,000.
- (xxvi) New Jersey—Trans Hudson Midtown Corridor, \$5,000,000.
- (xxvii) Santa Fe—Eldorado Rail Link, \$10,000,000.
- (xxviii) Albuquerque Alvarado Intermodal Center, \$5,000,000.
- (xxix) Greater Albuquerque Mass Transit Project, \$90,000,000.
- (xxx) New York—Long Island Railroad East Side Access, \$353,000,000.
- (xxxi) New York—Second Avenue Subway, \$5,000,000.

(xxxii) New York—Staten Island Ferry-Whitehall Intermodal Terminal, \$40,000,000.

(xxxiii) New York—St. George's Ferry Intermodal Terminal, \$20,000,000.

(xxxiv) New York—Nassau Hub, \$10,000,000.

(xxxv) New York—Midtown West Ferry Terminal, \$16,300,000.

(xxxvi) Cincinnati/Northern Kentucky Corridor, \$65,000,000.

(xxxvii) Portland South—North Corridor, \$25,000,000.

(xxxviii) Philadelphia—Schuylkill Valley Metro, \$75,000,000.

(xxxix) Pittsburgh Stage II Light Rail, \$100,200,000.

(xl) Philadelphia—Pittsburgh High Speed Rail, \$10,000,000.

(xli) Cumberland/Dauphin County Corridor 1 Commuter Rail, \$20,000,000.

(xlii) Pittsburgh North Shore—Central Business District, \$20,000,000.

(xliii) Providence—Boston Commuter Rail, \$10,000,000.

(xliv) Rhode Island Integrated Intermodal Transportation, \$25,000,000.

(xlv) Dallas—North Central Extension, \$188,000,000.

(xlvi) Dallas—Southeast Corridor, \$20,000,000.

(xlvii) Dallas—Northwest Corridor, \$12,000,000.

(xlviii) Washington, D.C., Dulles Corridor Extension, \$86,000,000.

(xlix) Seattle—Tacoma Commuter Rail, \$40,000,000.

(l) San Joaquin Regional Intermodal Corridor, \$14,000,000.

(li) Dallas-Ft. Worth RAILTRAN (Phase-II), \$12,000,000.

(B) The remainder shall be available for projects listed in subsections (a) and (b).

(2) ADDITIONAL AMOUNTS.—

(A) IN GENERAL.—The total amount authorized in section 5338(h)(5) of title 49, United States Code, for fiscal years 1999 through 2003 shall be available for projects listed in subsections (a) and (b).

(B) PRIORITY FOR SALT LAKE CITY OLYMPICS.—

(i) IN GENERAL.—Of the amount authorized to be appropriated under section 5338(h)(5), \$640,000,000 is authorized to be appropriated for the Salt Lake City Winter Olympic Games for the following projects:

(I) North/South Light Rail.

(II) Airport to University of Utah Light Rail.

(III) Intermodal Facilities.

(IV) Park and Ride Lots.

(V) Bus Acquisition.

(ii) GOVERNMENT SHARE.—The Government share of the costs of projects assisted under this subparagraph shall not exceed 80 percent. For purposes of determining the nongovernmental share for projects authorized under this subparagraph, highway, aviation, and transit projects shall be considered to be a program of projects.

(iii) USE OF FUNDS.—Funds provided under this subparagraph shall be available for planning and capital assistance.

(3) HIGH PRIORITY PROJECT.—The Long Island Rail Road East Side Access project shall be given priority consideration by the Secretary for funds made available under paragraph (1)(B). The project shall also be exempted from all requirements relating to criteria for grants and loans for fixed guideway systems under section 5309(e) of such title and from regulations required under that section. In addition, that project is authorized for construction with funds available under section 5338(h)(5) of title 49, United States Code.

(d) EFFECT OF AUTHORIZATION.—

(1) IN GENERAL.—

(A) SUBSECTION (a) PROJECTS.—Projects authorized by subsection (a) for final design and construction are also authorized for alternatives analysis and preliminary engineering.

(B) SUBSECTION (b) PROJECTS.—Effective October 1, 2000, projects authorized by subsection (b) for alternatives analysis and preliminary engineering are also authorized for final design and construction.

(2) FIXED GUIDEWAY AUTHORIZATION.—The project authorized by subsection (a)(3) includes an additional 28 rapid rail cars and project scope changes from amounts authorized by the Intermodal Surface Transportation Efficiency Act of 1991.

(3) INTERMODAL CENTER AUTHORIZATIONS.—Notwithstanding any other provision of law, each of the following projects are eligible for funding under section 5309(m)(1)(C) of title 49, United States Code:

(A) Huntington, West Virginia Intermodal Facility project.

(B) Huntsville Intermodal Center project.

(C) Saint Barnard Parish, Louisiana intermodal facility.

(D) Bethlehem, Pennsylvania intermodal facility.

(E) Alabama State Docks intermodal passenger and freight facility.

(F) Port of Anchorage Intermodal passenger and freight facility.

(G) Mobile Waterfront Terminal and Maritime Center of the Gulf.

(D) Memphis-Shelby International Airport intermodal facility.³⁰³⁰⁻¹

* * * * *

(f) LOS ANGELES MOS-3 PROJECT.—

(1) IN GENERAL.—For purposes of this section, the Los Angeles MOS-3 project referenced in subsection (a)(38) may include any fixed guideway project or projects selected by the Los Angeles County Metropolitan Transportation Authority for development in the transportation corridors to be served by the 3 extensions of MOS-3 of the Los Angeles County Metro Rail project, as described in section 3034(i) of the Intermodal Surface Transportation Efficiency Act of 1991.

(2) ALTERNATIVES.—In considering fixed guideway alternatives and selecting any revised preferred alternative in the East Side or Mid City corridors of MOS-3, the Los Angeles County Metropolitan Transportation Authority shall—

(A) fully evaluate the potential impact of the alternatives on the integrity of the neighborhoods in the corridor involved;

(B) address the capacity of the alternatives to serve transit dependent riders;

(C) identify and address any disproportionately high and adverse effects on minority and low income populations, in accordance with the Executive Order on Federal Actions to Address Environmental Justice (EO 12898; February 11, 1994); and

(D) otherwise comply with all applicable Federal and State planning and environmental requirements.

* * * * *

SEC. 3031. PROJECTS FOR BUS AND BUS-RELATED FACILITIES.

(a) GUARANTEED FUNDING.—Of the amounts made available to carry out section 5309(m)(1)(C) of title 49, United States Code, for each of fiscal years 1999 and 2000, the Secretary shall make funds available for the following projects in not less than the amounts specified for the fiscal year:

Project	FY 1999 (in millions)	FY 2000 (in millions)
1. Albuquerque, NM buses	1.250	1.250
2. Alexandria, VA bus maintenance facility	1.000	1.000
3. Alexandria, VA King Street Station access	1.100	0.000
4. Altoona, PA Metro Transit Authority buses and transit system improvements	0.842	0.842
5. Altoona, PA Metro Transit Authority Logan Valley Mall Suburban Transfer Center	0.080	0.000
6. Altoona, PA Metro Transit Authority Transit Center improvements	0.424	0.000

³⁰³⁰⁻¹Section 175 of title I of division F of the Consolidated Appropriations Act, 2004 provides that “Section 30303(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by inserting at the end:

‘(D) Memphis-Shelby International Airport intermodal facility.’ ”
 Subparagraph was added to subsection (d)(3) of this section to effectuate the probable intent of Congress. Probably should be indented further and redesignated as subparagraph (H).

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Project	FY 1999 (in millions)	FY 2000 (in millions)
7. Arkansas Highway and Transit Department buses	0.200	2.000
8. Armstrong County-Mid County, PA bus facilities and buses	0.150	0.150
9. Atlanta, GA MARTA buses	9.000	13.500
10. Austin, TX buses	1.250	1.250
11. Babylon, NY Intermodal Center	1.250	1.250
12. Birmingham-Jefferson County, AL buses	1.250	1.250
13. Boulder/Denver, CO RTD buses	0.625	0.625
14. Bradford County, Endless Mountain Transportation Authority buses	1.000	0.000
15. Brookhaven Town, NY elderly and disabled buses and vans	0.225	0.000
16. Brooklyn-Staten Island, NY Mobility Enhancement buses	0.800	0.000
17. Broward County, FL buses	1.000	0.000
18. Buffalo, NY Auditorium Intermodal Center	2.000	2.000
19. Buffalo, NY Crossroads Intermodal Station	1.000	0.000
20. Cambria County, PA bus facilities and buses	0.575	0.575
21. Centre Area, PA Transportation Authority buses	1.250	1.250
22. Chambersburg, PA Transit Authority buses	0.300	0.000
23. Chambersburg, PA Transit Authority Intermodal Center	1.000	0.000
24. Chester County, PA Paoli Transportation Center	1.000	1.000
25. Altoona, PA Pedestrian Crossover800	0.000
26. Cleveland, OH Triskett Garage bus maintenance facility	0.625	0.625
27. Crawford Area, PA Transportation buses	0.500	0.000
28. Culver City, CA CityBus buses	1.250	1.250
29. Davis, CA Unitrans transit maintenance facility	0.625	0.625
30. Dayton, OH Multimodal Transportation Center	0.625	0.625
31. Daytona, FL Intermodal Center	2.500	2.500
32. Duluth, MN Transit Authority community circulation vehicles	1.000	1.000
33. Duluth, MN Transit Authority intelligent transportation systems	0.500	0.500
34. Duluth, MN Transit Authority Transit Hub	0.500	0.500
35. Dutchess County, NY Loop System buses	0.521	0.521
36. East Hampton, NY elderly and disabled buses and vans	0.100	0.000
37. Erie, PA Metropolitan Transit Authority buses	1.000	1.000
38. Everett, WA Multimodal Transportation Center	1.950	1.950
39. Fayette County, PA Intermodal Facilities and buses	1.270	1.270
40. Fayetteville, AR University of Arkansas Transit System buses	0.500	0.500
41. Fort Dodge, IA Intermodal Facility (Phase II) ..	0.885	0.885
42. Gary, IN Transit Consortium buses	1.250	1.250
43. Grant County, WA buses and vans	0.600	0.000
44. Greensboro, NC Multimodal Center	3.340	3.339
45. Greensboro, NC Transit Authority buses	1.500	1.500
46. Greensboro, NC Transit Authority small buses and vans	0.321	0.000
47. Hartford, CT Transportation Access Project	0.800	0.000

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Project	FY 1999 (in millions)	FY 2000 (in millions)
48. Healdsburg, CA Intermodal Facility	1.000	1.000
49. Honolulu, HI bus facility and buses	2.250	2.250
50. Hot Springs, AR Transportation Depot and Plaza	0.560	0.560
51. Humboldt, CA Intermodal Facility	1.000	0.000
52. Huntington, WV Intermodal Facility	8.000	12.000
53. Illinois statewide buses and bus-related equip- ment	6.800	8.200
54. Indianapolis, IN buses	5.000	5.000
55. Iowa/Illinois Transit Consortium bus safety and security	1.000	1.000
56. Ithaca, NY TCAT bus technology improvements	1.250	1.250
57. Lackawanna County, PA Transit System buses	0.600	0.600
58. Lakeland, FL Citrus Connection transit vehi- cles and related equipment	1.250	1.250
59. Lane County, OR Bus Rapid Transit	4.400	4.400
60. Lansing, MI CATA bus technology improve- ments	0.600	0.000
61. Little Rock, AR Central Arkansas Transit buses	0.300	0.300
62. Livermore, CA automatic vehicle locator	1.000	1.000
63. Long Island, NY CNG transit vehicles and fa- cilities	1.250	1.250
64. Repealed by section 9008(u)(1)(A) of P.L. 105- 206 (
65. New York, NY West 72nd St. Intermodal Sta- tion	1.750	1.750
66. Los Angeles, CA San Fernando Valley smart shuttle buses	0.300	0.000
67. Los Angeles, CA Union Station Gateway Inter- modal Transit Center	1.250	1.250
68. Maryland statewide bus facilities and buses	7.000	11.500
69. Rensselaer, NY Rensselaer Intermodal Bus Fa- cility	1.000	6.000
70. Mercer County, PA buses	0.750	0.000
71. Miami Beach, FL Electric Shuttle Service	0.750	0.750
72. Miami-Dade, FL buses	2.250	2.250
73. Michigan statewide buses	10.000	13.500
74. Milwaukee County, WI buses	4.000	6.000
75. Mineola/Hicksville, NY LIRR Intermodal Cen- ters	1.250	1.250
76. Modesto, CA bus maintenance facility	0.625	0.625
77. Monroe County, PA Transportation Authority buses	1.000	0.000
78. Monterey, CA Monterey-Salinas buses	0.625	0.625
79. Morongo Basin, CA Transit Authority bus facil- ity	0.650	0.000
80. New Haven, CT bus facility	2.250	2.250
81. New Jersey Transit jitney shuttle buses	1.750	1.750
82. Newark, NJ Morris & Essex Station access and buses	1.250	1.250
83. Northstar Corridor, MN Intermodal Facilities and buses	6.000	10.000
84. Norwich, CT buses	2.250	2.250
85. Ogden, UT Intermodal Center	0.800	0.800
86. Oklahoma statewide bus facilities and buses	5.000	5.000
87. Orlando, FL Downtown Intermodal Facility	2.500	2.500

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Project	FY 1999 (in millions)	FY 2000 (in millions)
88. Providence, RI buses and bus maintenance facility	2.250	3.294
89. Perris, CA bus maintenance facility	1.250	1.250
90. Philadelphia, PA Frankford Transportation Center	5.000	5.000
91. Philadelphia, PA Intermodal 30th Street Station	1.250	1.250
92. Portland, OR Tri-Met buses	1.750	1.750
93. Pritchard, AL bus transfer facility	0.500	0.000
94. Reading, PA BARTA Intermodal Transportation Facility	1.750	1.750
95. Red Rose, PA Transit Bus Terminal	1.000	0.000
96. Richmond, VA GRTC bus maintenance facility	1.250	1.250
97. Riverhead, NY elderly and disabled buses and vans	0.125	0.000
98. Robinson, PA Towne Center Intermodal Facility	1.500	1.500
99. Rome, NY Intermodal Center	0.400	0.000
100. Sacramento, CA CNG buses	1.250	1.250
101. San Francisco, CA Islais Creek Maintenance Facility	1.250	1.250
102. San Juan, Puerto Rico Intermodal access	0.600	0.600
103. Santa Clarita, CA buses	1.250	1.250
104. Santa Cruz, CA bus facility	0.625	0.625
105. Santa Rosa/Cotati, CA Intermodal Transportation Facilities	0.750	0.750
106. Seattle, WA Intermodal Transportation Terminal	1.250	1.250
107. Shelter Island, NY elderly and disabled buses and vans	0.100	0.000
108. Smithtown, NY elderly and disabled buses and vans	0.125	0.000
109. Somerset County, PA bus facilities and buses ...	0.175	0.175
110. South Amboy, NJ Regional Intermodal Transportation Initiative	1.250	1.250
111. South Bend, IN Urban Intermodal Transportation Facility	1.250	1.250
112. South Carolina statewide Virtual Transit Enterprise	1.220	1.220
113. South Dakota statewide bus facilities and buses	1.500	1.500
114. Southampton, NY elderly and disabled buses and vans	0.125	0.000
115. Southold, NY elderly and disabled buses and vans	0.100	0.000
116. Springfield, MA Union Station	1.250	1.250
117. St. Louis, MO Bi-state Intermodal Center	1.250	1.250
118. Denver, CO Stapleton Intermodal Center	1.250	1.250
119. Suffolk County, NY elderly and disabled buses and vans	0.100	0.000
120. Texas statewide small urban and rural buses ...	4.000	4.500
121. Towamencin Township, PA Intermodal Bus Transportation Center	1.500	1.500
122. Tuscaloosa, AL Intermodal Center	1.000	0.000
123. Ukiah, CA Transportation Center	0.500	0.000
124. Utah Transit Authority, UT Intermodal Facilities	1.500	1.500

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Project	FY 1999 (in millions)	FY 2000 (in millions)
125. Utah Transit Authority/Park City Transit, UT buses	6.500	6.500
126. Utica, NY Union Station	2.100	2.100
127. Utica and Rome, NY bus facilities and buses	0.500	0.000
128. Washington County, PA Intermodal Facilities ..	0.630	0.630
129. Washington, D.C. Intermodal Transportation Center	2.500	2.500
130. Washoe County, NV transit improvements	2.250	2.250
131. Waterbury, CT bus facility	2.250	2.250
132. West Virginia statewide Intermodal Facility and buses	5.000	5.000
133. Westchester County, NY Bee-Line transit system fareboxes	0.979	0.979
134. Westchester County, NY Bee-Line transit system shuttle buses	1.000	1.000
135. Westchester County, NY DOT articulated buses	1.250	1.250
136. Westmoreland County, PA Intermodal Facility	0.200	0.200
137. Wilkes-Barre, PA Intermodal Facility	1.250	1.250
138. Williamsport, PA Bus Facility	1.200	1.200
139. Windsor, CA Intermodal Facility	0.750	0.750
140. Wisconsin statewide bus facilities and buses	8.000	12.000
141. Woodland Hills, CA Warner Center Transportation Hub	0.325	0.625
142. Worcester, MA Union Station Intermodal Transportation Center	2.500	2.500
143. Lynchburg, VA buses	0.200	0.000
144. Harrisonburg, VA buses	0.200	0.000
145. Roanoke, VA buses	0.200	0.000
146. Allegheny County, PA buses	0.000	1.500
147. Mount Vernon, WA Multimodal Center	1.750	1.750
148. New Bedford/Fall River, MA Mobile Access to health care	0.250	0.000
149. Philadelphia, PA Regional Transportation System for Elderly and Disabled	0.750	0.000
150. Repealed by section 9008(u)(1)(D) of P.L. 105-206		

(b) ADDITIONAL AMOUNTS.—Of the amounts authorized to be appropriated to carry out section 5309(m)(1)(C) of title 49, United States Code, for each of fiscal years 1999 and 2000 with funds made available under section 5338(h)(6) of such title, there are authorized to be appropriated for the following projects:

Project	FY 1999 (in millions)	FY 2000 (in millions)
1. Everett, WA Multimodal Transportation Center	1.000	1.000
2. Rennselaer, NY Rennselaer Intermodal Bus Facility	4.000	0.000
3. Rochester, NY Rochester Central Bus Facility ..	12.500	12.500
4. Long Beach, NY Long Beach Central Bus Facility	0.750	0.750
5. Broome County, NY Buses and Related Equipment	2.700	2.700
6. Long Island, NY CNG Transit Vehicles and Facilities	3.050	3.050

SEC. 3032. CONTRACTING OUT STUDY.

(a) **STUDY.**—Not later than 6 months after the date of enactment of this Act, the Secretary shall enter into an agreement with the Transportation Research Board of the National Academy of Sciences to conduct a study of the effect of contracting out mass transportation operation and administrative functions on cost, availability and level of service, efficiency, safety, quality of services provided to transit-dependent populations, and employer-employee relations.

(b) **TERMS OF AGREEMENT.**—The agreement entered into in subsection (a) shall provide that—

(1) the Transportation Research Board, in conducting the study, consider the number of grant recipients that have contracted out services, the size of the population served by such grant recipients, the basis for decisions regarding contracting out, and the extent to which contracting out was affected by the integration and coordination of resources of transit agencies and other Federal agencies and programs; and

(2) the panel conducting the study shall include representatives of transit agencies, employees of transit agencies, private contractors, academic and policy analysts, and other interested persons.

(c) **REPORT.**—Not later than 24 months after the date of entry into the agreement under subsection (a), the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study.

(d) **FUNDING.**—There shall be available from funds made available under section 5338(f)(2) of title 49, United States Code, to carry out this section \$250,000 for fiscal year 1999.

(e) **CONTRACTUAL OBLIGATION.**—Entry into an agreement to carry out this section that is financed with amounts made available under subsection (d) is a contractual obligation of the United States to pay the Government's share of the cost of the study.

SEC. 3033. URBANIZED AREA FORMULA STUDY.

(a) **STUDY.**—The Secretary shall conduct a study to determine whether the formula for apportioning funds to urbanized areas under section 5336 of title 49, United States Code, accurately reflects the transit needs of the urbanized areas and, if not, whether any changes should be made either to the formula or through some other mechanism to reflect the fact that some urbanized areas with a population between 50,000 and 200,000 have transit systems that carry more passengers per mile or hour than the average of those transit systems in urbanized areas with a population over 200,000.

(b) **REPORT.**—Not later than December 31, 1999, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study conducted under this section, together with any proposed changes to the method for apportioning funds to urbanized areas with a population over 50,000.

SEC. 3034. COORDINATED TRANSPORTATION SERVICES.

(a) **STUDY.**—The Comptroller General shall conduct a study of Federal departments and agencies (other than the Department of Transportation) that receive Federal financial assistance for non-emergency transportation services.

(b) **CONTENTS.**—In conducting the study, the Comptroller General shall—

(1) identify each Federal department and agency (other than the Department of Transportation) that has received Federal financial assistance for non-emergency transportation services in any of the 3 fiscal years preceding the date of enactment of this Act;

(2) identify the amount of such assistance received by each Federal department and agency in such fiscal years; and

(3) identify the projects and activities funded using such financial assistance.

(c) **REPORT.**—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study and any recommendations for enhanced coordination between the Department of Transportation and other Federal departments and agencies that provide funding for non-emergency transportation.

SEC. 3035. FINAL ASSEMBLY OF BUSES.

(a) **IN GENERAL.**—All buses manufactured on or after September 1, 1999, that are purchased with Federal funds by recipients of assistance from the Federal Transit Administration shall conform with the Federal Transit Administration Guidance on Buy America Requirements, dated March 18, 1997.

(b) **RULE OF CONSTRUCTION.**—For purposes of this section, a bus shall be considered to be manufactured on or after September 1, 1999, if the manufacturing process for that bus is not completed on or before August 31, 1999.

SEC. 3036. CLEAN FUEL VEHICLES.

(a) **STUDY.**—The Comptroller General shall conduct a study of the various low and zero emission fuel technologies for transit vehicles, including compressed natural gas, liquefied natural gas, biodiesel fuel, battery, alcohol based fuel, hybrid electric, fuel cell, and clean diesel to determine—

(1) the status of the development and use of such technologies;

(2) the environmental benefits of such technologies under the Clean Air Act; and

(3) the cost of such technologies and any associated equipment.

(b) **REPORT.**—Not later than January 1, 2000, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study, together with recommendations for incentives to encourage the use of low and zero emission fuel technology for transit vehicles.

SEC. 3037. JOB ACCESS AND REVERSE COMMUTE GRANTS.

(a) FINDINGS.—Congress finds that—

(1) two-thirds of all new jobs are in the suburbs, whereas three-quarters of welfare recipients live in rural areas or central cities;

(2) even in metropolitan areas with excellent public transit systems, less than half of the jobs are accessible by transit;

(3) in 1991, the median price of a new car was equivalent to 25 weeks of salary for the average worker, and considerably more for the low-income worker;

(4) not less than 9,000,000 households and 10,000,000 Americans of driving age, most of whom are low-income workers, do not own cars;

(5) 94 percent of welfare recipients do not own cars;

(6) nearly 40 percent of workers with annual incomes below \$10,000 do not commute by car;

(7) many of the 2,000,000 Americans who will have their Temporary Assistance to Needy Families grants (under the State program funded under part A of title IV of the Social Security Act (42 U.S.C. 601 et seq.)) terminated by the year 2002 will be unable to get to jobs they could otherwise hold;

(8) increasing the transit options for low-income workers, especially those who are receiving or who have recently received welfare benefits, will increase the likelihood of those workers getting and keeping jobs; and

(9) many residents of cities and rural areas would like to take advantage of mass transit to gain access to suburban employment opportunities.

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

(1) ELIGIBLE LOW-INCOME INDIVIDUAL.—The term “eligible low-income individual” means an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2)), including any revision required by that section) for a family of the size involved.

(2) ELIGIBLE PROJECT AND RELATED TERMS.—

(A) IN GENERAL.—The term “eligible project” means an access to jobs project or a reverse commute project.

(B) ACCESS TO JOBS PROJECT.—The term “access to jobs project” means a project relating to the development of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The Secretary may make access to jobs grants for—

(i) capital projects and to finance operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs under this section;

(ii) promoting the use of transit by workers with nontraditional work schedules;

(iii) promoting the use by appropriate agencies of transit vouchers for welfare recipients and eligible

low-income individuals under specific terms and conditions developed by the Secretary; and

(iv) promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986.

(C) **REVERSE COMMUTE PROJECT.**—The term “reverse commute project” means a project related to the development of transportation services designed to transport residents of urban areas, urbanized areas, and areas other than urbanized areas to suburban employment opportunities, including any project to—

(i) subsidize the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urban areas, urbanized areas, and areas other than urbanized areas, to suburban workplaces;

(ii) subsidize the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; or

(iii) otherwise facilitate the provision of mass transportation services to suburban employment opportunities.

(3) **EXISTING TRANSPORTATION SERVICE PROVIDERS.**—The term “existing transportation service providers” means mass transportation operators and governmental agencies and nonprofit organizations that receive assistance from Federal, State, or local sources for nonemergency transportation services.

(4) **QUALIFIED ENTITY.**—The term “qualified entity” means—

(A) with respect to any proposed eligible project in an urbanized area with a population of at least 200,000, the applicant or applicants selected by the appropriate metropolitan planning organization that meets the requirements of this section, including the planning and coordination requirements in subsection (i), from among designated recipients under section 5307(a)(2) of title 49, United States Code, local governmental authorities and agencies, and nonprofit organizations; and

(B) with respect to any proposed eligible project in an urbanized area with a population of less than 200,000, or an area other than an urbanized area, the applicant or applicants selected by the chief executive officer of the State in which the area is located that meets the requirements of this section, including the planning and coordination requirements in subsection (i), from among designated recipients under section 5307(a)(2) of title 49, United States Code, local governmental authorities and agencies, and nonprofit organizations.

(5) **WELFARE RECIPIENT.**—The term “welfare recipient” means an individual who receives or received aid or assistance under a State program funded under part A of title IV of the Social Security Act (whether in effect before or after the effec-

tive date of the amendments made by title I of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (Public Law 104–193; 110 Stat. 2110)) at any time during the 3-year period before the date on which the applicant applies for a grant under this section.

(c) GENERAL AUTHORITY.—

(1) IN GENERAL.—The Secretary may make access to jobs grants and reverse commute grants under this section to assist qualified entities in financing eligible projects.

(2) COORDINATION.—The Secretary shall coordinate activities under this section with related activities under programs of other Federal departments and agencies.

(d) APPLICATIONS.—Each qualified entity seeking to receive a grant under this section for an eligible project shall submit to the Secretary an application in such form and in accordance with such requirements as the Secretary shall establish.

(e) PROHIBITION.—Grants awarded under this section may not be used for planning or coordination activities.

(f) FACTORS FOR CONSIDERATION.—In awarding grants under this section to applicants under subsection (d), the Secretary shall consider—

(1) the percentage of the population in the area to be served by the applicant that are welfare recipients;

(2) in the case of an applicant seeking assistance to finance an access to jobs project, the need for additional services (including bicycling) in the area to be served by the applicant to transport welfare recipients and eligible low-income individuals to and from specified jobs, training, and other employment support services, and the extent to which the proposed services will address those needs;

(3) the extent to which the applicant demonstrates—

(A) coordination with, and the financial commitment of, existing transportation service providers; and

(B) coordination with the State agency that administers the State program funded under part A of title IV of the Social Security Act;

(4) the extent to which the applicant demonstrates maximum utilization of existing transportation service providers and expands transit networks or hours of service, or both;

(5) the extent to which the applicant demonstrates an innovative approach that is responsive to identified service needs;

(6) the extent to which the applicant—

(A) in the case of an applicant seeking assistance to finance an access to jobs project, presents a regional transportation plan for addressing the transportation needs of welfare recipients and eligible low-income individuals; and

(B) identifies long-term financing strategies to support the services under this section;

(7) the extent to which the applicant demonstrates that the community to be served has been consulted in the planning process; and

(8) in the case of an applicant seeking assistance to finance a reverse commute project, the need for additional services

identified in a regional transportation plan to transport individuals to suburban employment opportunities, and the extent to which the proposed services will address those needs.

(g) **COMPETITIVE GRANT SELECTION.**—The Secretary shall conduct a national solicitation for applications for grants under this section. Grantees shall be selected on a competitive basis.

(h) **COST SHARING.**—

(1) **MAXIMUM AMOUNT.**—The amount of a grant under this section may not exceed 50 percent of the total project cost.

(2) **NONGOVERNMENTAL SHARE.**—

(A) **IN GENERAL.**—The portion of the total cost of an eligible project that is not funded under this section—

(i) shall be provided in cash from sources other than revenues from providing mass transportation, but may include amounts received under a service agreement; and

(ii) may be derived from amounts appropriated to or made available to a department or agency of the Federal Government (other than the Department of Transportation) that are eligible to be expended for transportation.

(B) **INAPPLICABILITY.**—For purposes of subparagraph (A)(ii), the prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vi) of the Social Security Act shall not apply to Federal or State funds to be used for transportation services.

(i) **PLANNING REQUIREMENTS.**—

(1) **IN GENERAL.**—The requirements of sections 5303 through 5306 of title 49, United States Code, apply to any grant made under this section.

(2) **COORDINATION.**—Each application for a grant under this section shall reflect coordination with and the approval of affected transit grant recipients. The eligible access to jobs projects financed under this section shall be part of a coordinated public transit-human services transportation planning process.

(j) **GRANT REQUIREMENTS.**—A grant under this section shall be subject to—

(1) all of the terms and conditions to which a grant made under section 5307 of title 49, United States Code, is subject; and

(2) such other terms and conditions as are determined by the Secretary.

(k) **PROGRAM EVALUATION.**—

(1) **COMPTROLLER GENERAL.**—Beginning 6 months after the date of enactment of this Act, and every 6 months thereafter, the Comptroller General of the United States shall—

(A) conduct a study to evaluate the grant program authorized under this section; and

(B) submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report describing the results of each study under subparagraph (A).

(2) DEPARTMENT OF TRANSPORTATION.—Not later than 2 years after the date of enactment of this Act, the Secretary shall—

(A) conduct a study to evaluate the access to jobs grant program authorized under this section; and

(B) submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report describing the results of the study under subparagraph (A).

(1) AUTHORIZATION AND ALLOCATION.—

(1) IN GENERAL.—

(A) FROM THE TRUST FUND.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out this section—

- (i) \$40,000,000 for fiscal year 1999;
- (ii) \$60,000,000 for fiscal year 2000;
- (iii) \$80,000,000 for fiscal year 2001;
- (iv) \$100,000,000 for fiscal year 2002;
- (v) \$120,000,000 for fiscal year 2003; and
- (vi) \$57,989,167 for the period of October 1, 2003, through April 30, 2004.

(B) FROM THE GENERAL FUND.—In addition to amounts made available under subparagraph (A), there are authorized to be appropriated to carry out this section—

- (i) \$10,000,000 for fiscal year 1999;
- (ii) \$15,000,000 for fiscal year 2000;
- (iii) \$20,000,000 for fiscal year 2001;
- (iv) \$25,000,000 for fiscal year 2002;
- (v) \$30,000,000 for fiscal year 2003; and
- (vi) \$14,497,292 for the period of October 1, 2003, through April 30, 2004.

(C) ADDITIONAL AMOUNTS.—In addition to amounts made available under subparagraphs (A) and (B) under the Transportation Discretionary Spending Guarantee for the Mass Transit Category, there are authorized to be appropriated to carry out this section—

- (i) \$100,000,000 for fiscal year 1999;
- (ii) \$75,000,000 for fiscal year 2000;
- (iii) \$50,000,000 for fiscal year 2001; and
- (iv) \$25,000,000 for fiscal year 2002.

(2) SET-ASIDE FOR REVERSE COMMUTE PROJECTS.—Of amounts made available by or appropriated under subparagraphs (A) and (B) of paragraph (1) to carry out this section in each fiscal year, not more than \$10,000,000 shall be used for grants for reverse commute projects; except that in the period of October 1, 2003, through April 30, 2004, \$5,798,917 shall be used for such projects.

(3) ALLOCATION.—The amounts made available by or appropriated under paragraph (1) to carry out this section in each fiscal year shall be allocated as follows:

(A) 60 percent shall be allocated for eligible projects in urbanized areas with populations of at least 200,000.

(B) 20 percent shall be allocated for eligible projects in urbanized areas with populations of less than 200,000.

(C) 20 percent shall be allocated for eligible projects in areas other than urbanized areas.

(4) **TRANSFER IN FISCAL YEAR 2004.**—Of the funds made available or appropriated under paragraph (1) for fiscal year 2004, prior to the allocation under paragraph (3), \$11,597,833 shall be administered under the provisions of section 5309 of title 49, United States Code.

SEC. 3038. RURAL TRANSPORTATION ACCESSIBILITY INCENTIVE PROGRAM.

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

(1) **INTERCITY, FIXED-ROUTE OVER-THE-ROAD BUS SERVICE.**—The term “intercity, fixed-route over-the-road bus service” means regularly scheduled bus service for the general public, using an over-the-road bus, that—

(A) operates with limited stops over fixed routes connecting 2 or more urban areas not in close proximity or connecting 1 or more rural communities with an urban area not in close proximity;

(B) has the capacity for transporting baggage carried by passengers; and

(C) makes meaningful connections with scheduled intercity bus service to more distant points.

(2) **OTHER OVER-THE-ROAD BUS SERVICE.**—The term “other over-the-road bus service” means any other transportation using over-the-road buses including local fixed-route service, commuter service, and charter or tour service (including tour or excursion service that includes features in addition to bus transportation such as meals, lodging, admission to points of interest or special attractions or the services of a tour guide).

(3) **OVER-THE-ROAD BUS.**—The term “over-the-road bus” means a bus characterized by an elevated passenger deck located over a baggage compartment.

(b) **GENERAL AUTHORITY.**—The Secretary shall make grants under this section to operators of over-the-road buses to finance the incremental capital and training costs of complying with the Department of Transportation’s final rule regarding accessibility of over-the-road buses required by section 306(a)(2)(B) of the Americans with Disabilities Act of 1990 (42 U.S.C. 12186(a)(2)(B)).

(c) **GRANT CRITERIA.**—In selecting applicants for grants under this section, the Secretary shall consider—

(1) the identified need for over-the-road bus accessibility for persons with disabilities in the areas served by the applicant;

(2) the extent to which the applicant demonstrates innovative strategies and financial commitment to providing access to over-the-road buses to persons with disabilities;

(3) the extent to which the over-the-road bus operator acquires equipment required by the final rule prior to any required timeframe in the final rule;

(4) the extent to which financing the costs of complying with the Department of Transportation’s final rule regarding

accessibility of over-the-road buses presents a financial hardship for the applicant; and

(5) the impact of accessibility requirements on the continuation of over-the-road bus service, with particular consideration of the impact of the requirements on service to rural areas and for low-income individuals.

(d) **COMPETITIVE GRANT SELECTION.**—The Secretary shall conduct a national solicitation for applications for grants under this section. Grantees shall be selected on a competitive basis.

(e) **FEDERAL SHARE OF COSTS.**—The Federal share of costs under this section shall be provided from funds made available to carry out this section. The Federal share of the costs for a project shall not exceed 90 percent of the project cost.

(f) **GRANT REQUIREMENTS.**—A grant under this section shall be subject to all of the terms and conditions applicable to subrecipients who provide intercity bus transportation under section 5311(f) of title 49, United States Code, and such other terms and conditions as the Secretary may prescribe.

(g) **FUNDING.**—

(1) **INTERCITY, FIXED-ROUTE OVER-THE-ROAD BUS SERVICE.**—Of amounts made available by or appropriated under section 5338(a)(2) of title 49, United States Code (before allocation under section 5338(a)(2)(C) of that title), the following amounts shall be available for operators of over-the-road buses used substantially or exclusively in intercity, fixed-route over-the-road bus service to finance the incremental capital and training costs of the Department of Transportation's final rule regarding accessibility of over-the-road buses:

(A) \$2,000,000 for fiscal year 1999.

(B) \$2,000,000 for fiscal year 2000.

(C) \$3,000,000 for fiscal year 2001.

(D) \$5,250,000 for fiscal year 2002.

(E) \$5,250,000 for fiscal year 2003.

(F) \$3,044,431 for the period of October 1, 2003, through April 30, 2004.¹

Such sums shall remain available until expended.

(2) **OTHER OVER-THE-ROAD BUS SERVICE.**—Of amounts made available by or appropriated under section 5338(a)(2) of title 49, United States Code (before allocation under section 5338(a)(2)(C) of that title), \$6,800,000 shall be available for fiscal years 2000 through 2003 (and \$985,816 shall be available for the period of October 1, 2003, through April 30, 2004) for operators of other over-the-road bus service to finance the incremental capital and training costs of the Department of Transportation's final rule regarding accessibility of over-the-road buses. Such sums shall remain available until expended.

SEC. 3039. STUDY OF TRANSIT NEEDS IN NATIONAL PARKS AND RELATED PUBLIC LANDS.

(a) **PURPOSES.**—The purposes of this section are to encourage and promote the development of transportation systems for the bet-

¹The amendment made to insert a new subparagraph (F) "at the end of paragraph (1)" by section 8(m)(1) of the Surface Transportation Extension Act of 2003 (P.L. 108-88; 117 Stat. 1125) was carried out by inserting such subparagraph after "subparagraph (E) of paragraph (1)" in order to reflect the probable intent of the Congress.

terment of the national parks and other units of the National Park System, national wildlife refuges, recreational areas, and other public lands in order to conserve natural, historical, and cultural resources and prevent adverse impact, relieve congestion, minimize transportation fuel consumption, reduce pollution (including noise and visual pollution), and enhance visitor mobility and accessibility and the visitor experience.

(b) **STUDY.**—

(1) **IN GENERAL.**—The Secretary, in coordination with the Secretary of the Interior, shall undertake a comprehensive study of alternative transportation needs in national parks and related public lands managed by Federal land management agencies assist in carrying out the purposes described in subsection (a). The study shall be submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate not later than January 1, 2000.

(2) **STUDY ELEMENTS.**—The study required by paragraph (1) shall—

(A) identify transportation strategies that improve the management of the national parks and related public lands;

(B) identify national parks and related public lands with existing and potential problems of adverse impact, high congestion, and pollution, or which can benefit from alternative transportation modes;

(C) assess the feasibility of alternative transportation modes; and

(D) identify and estimate the costs of alternative transportation modes for each of the national parks and related public lands referred to in paragraph (1).

(3) **DEFINITION.**—For purposes of this subsection, the term “Federal land management agencies” means the National Park Service, the United States Fish and Wildlife Service, and the Bureau of Land Management.

SEC. 3040. OBLIGATION CEILING.

Notwithstanding any other provision of law, the total of all obligations from amounts made available from the Mass Transit Account of the Highway Trust Fund by, and amounts appropriated under, subsections (a) through (f) of section 5338 of title 49, United States Code, and subparagraphs (A) and (B) of section 3037(l)(1) of this Act, shall not exceed—

- (1) \$5,315,000,000 in fiscal year 1999;
- (2) \$5,797,000,000 in fiscal year 2000;
- (3) \$6,271,000,000 in fiscal year 2001;
- (4) \$6,747,000,000 in fiscal year 2002;
- (5) \$7,226,000,000 in fiscal year 2003; and
- (6) \$4,238,428,192 for the period of October 1, 2003, through April 30, 2004.

SEC. 3041. ADJUSTMENTS FOR THE SURFACE TRANSPORTATION EXTENSION ACT OF 1997.

(a) **IN GENERAL.**—Notwithstanding any other provision of law, the Secretary shall ensure that the total apportionments and allo-

cations made to a designated grant recipient under section 5338 of title 49, United States Code, for fiscal year 1998 shall be reduced by the amount apportioned to such designated recipient pursuant to section 8 of the Surface Transportation Extension Act of 1997 (111 Stat. 2559).

(b) **FIXED GUIDEWAY MODERNIZATION ADJUSTMENT.**—In making the apportionments described in subsection (a), the Secretary shall adjust the amount apportioned to each urbanized area for fixed guideway modernization for fiscal year 1998 to reflect the method for apportioning funds in section 5337(a) of title 49, United States Code.

SEC. 3042. UTAH TRANSPORTATION PROJECTS.

(a) **COORDINATION.**—FTA and FHWA are directed to work with the Utah Transit Authority and the Utah Department of Transportation to coordinate the development regional commuter rail and the northern segment of I–15 reconstruction located in the Wasatch Front corridor extending from Brigham City to Payson, Utah. Coordination includes integration of preliminary engineering and design, a simplified method for allocating project costs among eligible FTA and FHWA funding sources, and a unified accounting and audit process.

(b) **GOVERNMENTAL FUNDING.**—For purposes of determining and allocating the nongovernmental and governmental share of costs, the following projects comprise a related program of projects: regional commuter rail, the TRAX light rail system, TRAX extensions to the Medical Center and to the Gateway Intermodal Center, and the northern segment of I–15 reconstruction. The governmental share of project costs appropriated from the section 5309 New Start program shall conform to the share specified in the extension or reauthorization of TEA21.

TITLE IV—MOTOR CARRIER SAFETY

SEC. 4001. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the reference shall be considered to be made to a section or other provision of title 49, United States Code.

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SEC. 4003. STATE GRANTS.

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(h) **SAVINGS CLAUSE.**—Amendments made by this section shall not affect any funds made available before the date of enactment of this Act.

(i) **INCREASED AUTHORIZATIONS FOR MOTOR CARRIER SAFETY GRANTS.**—The amount made available to incur obligations to carry out section 31102 of title 49, United States Code, by section 31104(a) of such title for each of fiscal years 2001 through 2003 shall be increased by \$65,000,000.

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SEC. 4007. WAIVERS, EXEMPTIONS, AND PILOT PROGRAMS.

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(d) **PROTECTION OF EXISTING EXEMPTIONS.**—The amendments made by this section shall not apply to or otherwise affect a waiver, exemption, or pilot program in effect on the day before the date of enactment of this Act under chapter 313 or section 31136(e) of title 49, United States Code.

SEC. 4008. SAFETY REGULATION.

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(b) **APPLICATION OF REGULATIONS TO CERTAIN COMMERCIAL MOTOR VEHICLES.**—Effective on the last day of the 1-year period beginning on the date of enactment of this Act, regulations prescribed under section 31136 of title 49, United States Code, shall apply to operators of commercial motor vehicles described in section 31132(1)(B) of such title (as amended by subsection (a)) to the extent that those regulations did not apply to those operators on the day before such effective date, except to the extent that the Secretary determines, through a rulemaking proceeding, that it is appropriate to exempt such operators of commercial motor vehicles from the application of those regulations.

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SEC. 4010. REPEAL OF CERTAIN OBSOLETE MISCELLANEOUS AUTHORITIES.

Subchapter IV of chapter 311 (including sections 31161 and 31162), and the items relating to such subchapter and sections in the analysis for chapter 311, are repealed.

SEC. 4011. COMMERCIAL VEHICLE OPERATORS.

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(c) **UNIQUE IDENTIFIERS IN CDLS.**—

(1) **IN GENERAL.**—Section 31308(2) is amended by inserting before the semicolon “and each license issued after January 1, 2001, include unique identifiers (which may include biometric identifiers) to minimize fraud and duplication”.

(2) **DEADLINE FOR ISSUANCE OF REGULATIONS.**—Not later than 180 days after the date of enactment of this Act, the Secretary shall issue regulations to carry out the amendment made by paragraph (1).

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SEC. 4012. EXEMPTION FROM CERTAIN REGULATIONS FOR UTILITY SERVICE COMMERCIAL MOTOR VEHICLE DRIVERS.

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(b) **CONTINUED APPLICATION OF SAFETY AND MAINTENANCE REQUIREMENTS.**—

(1) **IN GENERAL.**—The amendment made by subsection (a) may not be construed—

(A) to exempt any utility service vehicle from compliance with any applicable provision of law relating to vehicle mechanical safety, maintenance requirements, or inspections; or

(B) to exempt any driver of a utility service vehicle from any applicable provision of law (including any regulation) established for the issuance, maintenance, or periodic renewal of a commercial driver’s license for that driver.

(2) DEFINITIONS.—In this subsection, the following definitions apply:

(A) COMMERCIAL DRIVER’S LICENSE.—The term “commercial driver’s license” has the meaning that term has under section 31301 of title 49, United States Code.

(B) DRIVER OF A UTILITY SERVICE VEHICLE.—The term “driver of a utility service vehicle” has the meaning that term has under section 31502(e)(2) of such title.

(C) REGULATION.—The term “regulation” has the meaning that term has under section 31132 of such title.

(D) UTILITY SERVICE VEHICLE.—The term “utility service vehicle” has the meaning that term has under section 345(e)(6) of the National Highway System Designation Act of 1995 (49 U.S.C. 31136 note; 109 Stat. 614–615).

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SEC. 4014. SAFETY PERFORMANCE HISTORY OF NEW DRIVERS; LIMITATION ON LIABILITY.

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(c) SAFETY PERFORMANCE HISTORY OF NEW DRIVERS.—

(1) MATTERS TO BE INCLUDED.—As part of the rulemaking that the Secretary is conducting under section 114 of the Hazardous Materials Transportation Authorization Act of 1994 (108 Stat. 1677–1678) to amend section 391.23 of title 49, Code of Federal Regulations (or successor regulations thereto), the Secretary shall amend such section 391.23 (in addition to the matters set forth in such section 114) to provide protection for driver privacy and to establish procedures for review, correction, and rebuttal of the safety performance records of a commercial motor vehicle driver.

(2) COMPLETION.—The rulemaking and the amendments referred to in paragraph (1) shall be completed by January 31, 1999.

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SEC. 4017. TELEPHONE HOTLINE FOR REPORTING SAFETY VIOLATIONS.

(a) IN GENERAL.—For a period of not less than 2 years beginning on or before the 90th day following the date of enactment of this Act, the Secretary shall establish, maintain, and promote the use of a nationwide toll-free telephone system to be used by drivers of commercial motor vehicles and others to report potential violations of Federal motor carrier safety regulations.

(b) MONITORING.—The Secretary shall monitor reports received by the telephone system and may consider nonfrivolous information provided by such reports in setting priorities for motor carrier safety audits and other enforcement activities.

(c) STAFFING.—The toll-free telephone system shall be staffed 24 hours a day 7 days a week by individuals knowledgeable about Federal motor carrier safety regulations and procedures.

(d) PROTECTION OF PERSONS REPORTING VIOLATIONS.—

(1) PROHIBITION.—A person reporting a potential violation to the telephone system while acting in good faith may not be discharged, disciplined, or discriminated against regarding pay, terms, or privileges of employment because of the reporting of such violation.

(2) APPLICABILITY OF SECTION 31105 OF TITLE 49.—For purposes of section 31105 of title 49, United States Code, a violation or alleged violation of paragraph (1) shall be treated as a violation of section 31105(a) of such title.

(e) FUNDING.—From amounts set aside under section 104(a)(1)(B) of title 23, United States Code, the Secretary may use not more than \$250,000 for fiscal year 1999 and \$375,000 for each of fiscal years 2000 through 2003 to carry out this section.

SEC. 4018. INSULIN TREATED DIABETES MELLITUS.

(a) DETERMINATION.—Not later than 18 months after the date of enactment of this Act, the Secretary shall determine whether a practicable and cost-effective screening, operating, and monitoring protocol could likely be developed for insulin treated diabetes mellitus individuals who want to operate commercial motor vehicles in interstate commerce that would ensure a level of safety equal to or greater than that achieved with the current prohibition on individuals with insulin treated diabetes mellitus driving such vehicles.

(b) COMPILATION AND EVALUATION.—Prior to making the determination in subsection (a), the Secretary shall compile and evaluate research and other information on the effects of insulin treated diabetes mellitus on driving performance. In preparing the compilation and evaluation, the Secretary shall, at a minimum—

(1) consult with States that have developed and are implementing a screening process to identify individuals with insulin treated diabetes mellitus who may obtain waivers to drive commercial motor vehicles in intrastate commerce;

(2) evaluate the Department's policy and actions to permit certain insulin treated diabetes mellitus individuals who meet selection criteria and who successfully comply with the approved monitoring protocol to operate in other modes of transportation;

(3) assess the possible legal consequences of permitting insulin treated diabetes mellitus individuals to drive commercial motor vehicles in interstate commerce;

(4) analyze available data on the safety performance of diabetic drivers of motor vehicles;

(5) assess the relevance of intrastate driving and experiences of other modes of transportation to interstate commercial motor vehicle operations; and

(6) consult with interested groups knowledgeable about diabetes and related issues.

(c) REPORT TO CONGRESS.—If the Secretary determines that no protocol described in subsection (a) could likely be developed, the Secretary shall report to Congress the basis for such determination.

(d) INITIATION OF RULEMAKING.—If the Secretary determines that a protocol described in subsection (a) could likely be developed,

the Secretary shall report to Congress a description of the elements of such protocol and shall promptly initiate a rulemaking proceeding to implement such protocol.

SEC. 4019. PERFORMANCE-BASED CDL TESTING.

(a) **REVIEW.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall complete a review of the procedures established and implemented by States under section 31305 of title 49, United States Code, to determine if the current system for testing is an accurate measure and reflection of an individual's knowledge and skills as an operator of a commercial motor vehicle and to identify methods to improve testing and licensing standards, including identifying the benefits and costs of a graduated licensing system.

(b) **REGULATIONS.**—The Secretary may issue regulations under section 31305 of title 49, United States Code, reflecting the results of the review.

SEC. 4020. POST-ACCIDENT ALCOHOL TESTING.

(a) **STUDY.**—The Secretary shall conduct a study of the feasibility of utilizing law enforcement officers for conducting post-accident alcohol testing of commercial motor vehicle operators under section 31306 of title 49, United States Code, as a method of obtaining more timely information. The study shall also assess the impact of the current post-accident alcohol testing requirements on motor carrier employers, including any burden that employers may encounter in meeting the testing requirements of such section 31306.

(b) **REPORT.**—Not later than 18 months after the date of enactment of this Act, the Secretary shall transmit to Congress a report on the study, together with such recommendations as the Secretary determines appropriate.

SEC. 4021. DRIVER FATIGUE.

(a) **TECHNOLOGIES TO REDUCE FATIGUE OF COMMERCIAL MOTOR VEHICLE OPERATORS.**—

(1) **DEVELOPMENT OF TECHNOLOGIES.**—As part of the activities of the Secretary relating to the fatigue of commercial motor vehicle operators, the Secretary shall encourage the research, development, and demonstration of technologies that may aid in reducing such fatigue.

(2) **MATTERS TO BE TAKEN INTO ACCOUNT.**—In carrying out paragraph (1), the Secretary shall take into account—

(A) the degree to which the technology will be cost efficient;

(B) the degree to which the technology can be effectively used in diverse climatic regions of the Nation; and

(C) the degree to which the application of the technology will further emissions reductions, energy conservation, and other transportation goals.

(3) **FUNDING.**—The Secretary may use amounts made available under section 5001(a)(2) of this Act.

(b) **NONSEDATING MEDICATIONS.**—The Secretary shall review available information on the effects of medications (including antihistamines) on driver fatigue, awareness, and performance and shall consider encouraging, if appropriate, the use of nonsedating

medications (including nonsedating antihistamines) as a means of reducing the adverse effects of the use of other medications by drivers.

SEC. 4022. IMPROVED FLOW OF DRIVER HISTORY PILOT PROGRAM.

(a) **PILOT PROGRAM.**—

(1) **IN GENERAL.**—The Secretary shall carry out a pilot program in cooperation with 1 or more States to improve upon the timely exchange of pertinent driver performance and safety records data to motor carriers.

(2) **PURPOSE.**—The purpose of the program shall be to—

(A) determine to what extent driver performance records data, including relevant fines, penalties, and failures to appear for a hearing or trial, should be included as part of any information systems under the Department of Transportation's oversight;

(B) assess the feasibility, costs, safety impact, pricing impact, and benefits of record exchanges; and

(C) assess methods for the efficient exchange of driver safety data available from existing State information systems and sources.

(3) **COMPLETION DATE.**—The pilot program shall end on the last day of the 18-month period beginning on the date of initiation of the pilot program.

(b) **RULEMAKING.**—After completion of the pilot program, the Secretary shall initiate, if appropriate, a rulemaking to revise the information system under section 31309 of title 49, United States Code, to take into account the results of the pilot program.

SEC. 4023. EMPLOYEE PROTECTIONS.

Not later than 2 years after the date of enactment of this Act, the Secretary, in conjunction with the Secretary of Labor, shall report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives on the effectiveness of existing statutory employee protections provided for under section 31105 of title 49, United States Code. The report shall include recommendations to address any statutory changes necessary to strengthen the enforcement of such employee protection provisions.

SEC. 4024. IMPROVED INTERSTATE SCHOOL BUS SAFETY.

Not later than 6 months after the date of enactment of this Act, the Secretary shall initiate a rulemaking proceeding to determine whether or not relevant commercial motor carrier safety regulations issued under section 31136 of title 49, United States Code, should apply to all interstate school transportation operations by local educational agencies (as defined in section 9101 of the Elementary and Secondary Education Act of 1965).

SEC. 4025. TRUCK TRAILER CONSPICUITY.

(a) **ISSUANCE OF FINAL RULE.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall issue a final rule regarding the conspicuity of trailers manufactured before December 1, 1993.

(b) CONSIDERATIONS.—In conducting the rulemaking under subsection (a), the Secretary shall consider, at a minimum, the following:

- (1) The cost-effectiveness of any requirement to retrofit trailers manufactured before December 1, 1993.
- (2) The extent to which motor carriers have voluntarily taken steps to increase equipment visibility.
- (3) Regulatory flexibility to accommodate differing trailer designs and configurations, such as tank trucks.

SEC. 4026. DOT IMPLEMENTATION PLAN.

(a) ASSESSMENT.—Not later than 18 months after the date of enactment of this section, the Secretary shall assess the scope of the problem of shippers, freight forwarders, brokers, consignees, or other persons (other than rail carriers, motor carriers, motor carriers of migrant workers, or motor private carriers) encouraging violations of chapter 5 of title 49, United States Code, or a regulation or order issued by the Secretary under such chapter.

(b) SUBMISSION OF IMPLEMENTATION PLAN.—After completion of the assessment under subsection (a), the Secretary may submit to the Congress a plan for implementing authority (if subsequently provided by law) to investigate and bring civil actions to enforce chapter 5 of title 49, United States Code, or regulations or orders issued by the Secretary under such chapter with respect to persons described in subsection (a).

(c) CONTENTS OF IMPLEMENTATION PLAN.—In developing the implementation plan under subsection (b), the Secretary shall consider, as appropriate—

- (1) in what circumstances the Secretary would exercise the new authority;
- (2) how the Secretary would determine that shippers, freight forwarders, brokers, consignees, or other persons committed violations described in subsection (a), including what types of evidence would be conclusive;
- (3) what procedures would be necessary during investigations to ensure the confidentiality of shipper contract terms prior to the Secretary's findings of violations;
- (4) what impact the exercise of the new authority would have on the Secretary's resources, including whether additional investigative or legal resources would be necessary and whether the staff would need specialized education or training to exercise properly such authority;
- (5) to what extent the Secretary would conduct educational activities for persons who would be subject to the new authority; and
- (6) any other information that would assist the Congress in determining whether to provide the Secretary the new authority.

SEC. 4027. STUDY OF ADEQUACY OF PARKING FACILITIES.

(a) STUDY.—The Secretary shall conduct a study to determine the location and quantity of parking facilities at commercial truck stops and travel plazas and public rest areas that could be used by motor carriers to comply with Federal hours of service rules. The study shall include an inventory of current facilities serving the

National Highway System, analyze where shortages exist or are projected to exist, and propose a plan to reduce the shortages. The study may be carried out in cooperation with research entities representing motor carriers, the travel plaza industry, and commercial motor vehicle drivers.

(b) **REPORT.**—Not later than the 3 years after the date of the enactment of this Act, the Secretary shall transmit to Congress a report on the results of the study with any recommendations the Secretary determines appropriate as a result of the study.

(c) **FUNDING.**—From amounts set aside under section 104(a) of title 23, United States Code, for each of fiscal years 1999, 2000, and 2001, the Secretary may use not to exceed \$500,000 per fiscal year to carry out this section.

SEC. 4028. QUALIFICATIONS OF FOREIGN MOTOR CARRIERS.

(a) **REVIEW.**—Not later than 90 days after the date of enactment of this Act, the Secretary shall review—

(1) the qualifications of any foreign motor carrier, the application for which has not been processed due to the moratorium on the granting of authority to foreign carriers to operate in the United States, to operate as a motor carrier in the United States; and

(2) the carrier's likely ability to comply with applicable laws and regulations of the United States.

(b) **USE OF REVIEW.**—The review conducted under subsection (a) shall not constitute a finding by the Secretary under section 13902 of title 49, United States Code, that a motor carrier is willing and able to comply with requirements of such section. The results of the review may be used by the Secretary as the Secretary determines appropriate.

(c) **REPORT.**—Not later than 120 days after the date of enactment this Act, the Secretary shall submit a report on the results of the review to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives. The report shall include—

(1) any findings made by the Secretary under subsection (a);

(2) information on which carriers have applied to the Department of Transportation under that section; and

(3) a description of the process utilized to respond to such applications and to review the safety fitness of those carriers.

SEC. 4029. FEDERAL MOTOR CARRIER SAFETY INSPECTORS.

The Department of Transportation shall maintain at least the number of Federal motor carrier safety inspectors for international border commercial vehicle inspections as in effect on September 30, 1997, or provide for alternative resources and mechanisms to ensure at least an equivalent level of commercial motor vehicle safety inspections. Such funds as are necessary to carry out this section shall be made available within the limitation on general operating expenses of the Department of Transportation.

SEC. 4030. SCHOOL TRANSPORTATION SAFETY.

(a) **STUDY.**—Not later than 3 months after the date of enactment of this Act, the Secretary shall offer to enter into an agree-

ment with the Transportation Research Board of the National Academy of Sciences to conduct, subject to the availability of appropriations, a study of the safety issues attendant to the transportation of school children to and from school and school-related activities by various transportation modes.

(b) **TERMS OF AGREEMENT.**—The agreement under subsection (a) shall provide that—

(1) the Transportation Research Board, in conducting the study, shall consider—

(A) in consultation with the National Transportation Safety Board, the Bureau of Transportation Statistics, and other relevant entities, available crash injury data;

(B) vehicle design and driver training requirements, routing, and operational factors that affect safety; and

(C) other factors that the Secretary considers to be appropriate;

(2) if the data referred to in paragraph (1)(A) is unavailable or insufficient, the Transportation Research Board shall recommend a new data collection regimen and implementation guidelines; and

(3) a panel shall conduct the study and shall include—

(A) representatives of—

(i) highway safety organizations;

(ii) school transportation;

(iii) mass transportation operators;

(iv) employee organizations; and

(v) bicycling organizations;

(B) academic and policy analysts; and

(C) other interested parties.

(c) **REPORT.**—Not later than 12 months after the Secretary enters into an agreement under subsection (a), the Secretary shall transmit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that contains the results of the study.

(d) **AUTHORIZATION.**—There are authorized to be appropriated to the Department of Transportation to carry out this section \$200,000 for fiscal year 2000 and \$200,000 for fiscal year 2001. Such sums shall remain available until expended.

SEC. 4031. DESIGNATION OF NEW MEXICO COMMERCIAL ZONE.

(a) **GENERAL RULE.**—Notwithstanding the provisions of section 13902(c)(4)(A) of title 49, United States Code, the New Mexico Commercial Zone shall be a commercial zone for purposes of transportation of property only under section 13506(b) of such title.

(b) **CONSULTATION.**—In carrying out this section, the Secretary shall consult with other Federal agencies that have responsibilities over traffic between the United States and Mexico.

(c) **SUBMISSION OF PLAN.**—Not later than 3 months after the date of enactment of this Act, the State of New Mexico shall submit to the Secretary a plan describing how the State will monitor commercial motor vehicle traffic and enforce safety regulations.

(d) SAVINGS PROVISION.—Nothing in this section shall affect any action commenced or pending before the Secretary or Surface Transportation Board before the date of enactment of this Act.

(e) NEW MEXICO COMMERCIAL ZONE DEFINED.—In this section, the term “New Mexico Commercial Zone” means the area that is comprised of Dona Ana County and Luna County in New Mexico.

(f) DESIGNATION.—The designation and operation of the New Mexico Commercial Zone shall become effective upon the date of enactment of this Act.

SEC. 4032. EFFECTS OF MCSAP GRANT REDUCTIONS.

(a) STUDY.—The Secretary shall conduct a study on the effects of reductions of grants under section 31102 of title 49, United States Code, due to nonconformity of State intrastate motor carrier, commercial motor vehicle, and driver requirements with Federal interstate requirements. In conducting the study, the Secretary shall consider, at a minimum—

(1) national uniformity and the purposes of the motor carrier safety assistance program;

(2) State motor carrier, commercial motor vehicle, and driver safety oversight and enforcement capabilities; and

(3) the safety impacts, costs, and benefits of full participation in the program.

(b) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall submit to Congress a report on the results of the study.

(c) ADJUSTMENT OF STATE ALLOCATIONS.—The Secretary is authorized to adjust State allocations under section 31103 of title 49, United States Code, to reflect the results of the study.

TITLE V—TRANSPORTATION RESEARCH

Subtitle A—Funding

SEC. 5001. AUTHORIZATION OF APPROPRIATIONS.

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

(1) SURFACE TRANSPORTATION RESEARCH.—For carrying out sections 502, 506, 507, and 508 of title 23, United States Code, and section 5112 of this Act \$96,000,000 for fiscal year 1998, \$97,000,000 for fiscal year 1999, \$97,000,000 for fiscal year 2000, \$98,000,000 for fiscal year 2001, \$101,000,000 for fiscal year 2002, \$103,000,000 for fiscal year 2003, and \$61,250,000 for the period of October 1, 2003, through April 30, 2004.

(2) TECHNOLOGY DEPLOYMENT PROGRAM.—To carry out section 503 of title 23, United States Code, \$35,000,000 for fiscal year 1998, \$35,000,000 for fiscal year 1999, \$40,000,000 for fiscal year 2000, \$45,000,000 for fiscal year 2001, \$45,000,000 for fiscal year 2002, \$50,000,000 for fiscal year 2003, and \$32,083,334 for the period of October 1, 2003, through April 30, 2004.

(3) TRAINING AND EDUCATION.—For carrying out section 504 of title 23, United States Code, \$14,000,000 for fiscal year 1998, \$15,000,000 for fiscal year 1999, \$16,000,000 for fiscal year 2000, \$18,000,000 for fiscal year 2001, \$19,000,000 for fiscal year 2002, \$20,000,000 for fiscal year 2003, and \$12,250,000 for the period of October 1, 2003, through April 30, 2004.

(4) BUREAU OF TRANSPORTATION STATISTICS.—For the Bureau of Transportation Statistics to carry out section 111 of title 49, United States Code, \$31,000,000 for each of fiscal years 1998 through 2003, and \$18,083,333 for the period of October 1, 2003, through April 30, 2004.

(5) ITS STANDARDS, RESEARCH, OPERATIONAL TESTS, AND DEVELOPMENT.—For carrying out sections 5204, 5205, 5206, and 5207 of this Act \$95,000,000 for fiscal year 1998, \$95,000,000 for fiscal year 1999, \$98,200,000 for fiscal year 2000, \$100,000,000 for fiscal year 2001, \$105,000,000 for fiscal year 2002, \$110,000,000 for fiscal year 2003, and \$67,083,334 for the period of October 1, 2003, through April 30, 2004.

(6) ITS DEPLOYMENT.—For carrying out sections 5208 and 5209 of this Act \$101,000,000 for fiscal year 1998, \$105,000,000 for fiscal year 1999, \$113,000,000 for fiscal year 2000, \$118,000,000 for fiscal year 2001, \$120,000,000 for fiscal year 2002, \$122,000,000 for fiscal year 2003, and \$72,333,334 for the period of October 1, 2003, through April 30, 2004.

(7) UNIVERSITY TRANSPORTATION RESEARCH.—For carrying out section 5505 of title 49, United States Code, \$25,650,000 for fiscal year 1998, \$25,650,000 for fiscal year 1999, \$27,250,000 for fiscal year 2000, \$27,250,000 for fiscal year 2001, \$26,500,000 for fiscal year 2002, \$26,500,000 for fiscal year 2003, and \$15,750,000 for the period of October 1, 2003, through April 30, 2004.

(b) APPLICABILITY OF TITLE 23, UNITED STATES CODE.—Funds authorized to be appropriated by subsection (a) shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of a project or activity carried out using such funds shall be 80 percent (unless otherwise expressly provided by this subtitle or otherwise determined by the Secretary with respect to a project of activity) and such funds shall remain available until expended.

(c) ALLOCATIONS.—

(1) SURFACE TRANSPORTATION RESEARCH.—Of the amounts made available under subsection (a)(1)—

(A) \$10,000,000 for each of fiscal years 1998 through 2003 shall be available to carry out section 502(e) of title 23, United States Code (relating to long-term pavement performance);

(B) not to exceed \$2,000,000 for each of fiscal years 1998 through 2003 shall be available to carry out section 502(f) of such title (relating to seismic research), of which not to exceed \$2,500,000 may be used to upgrade earthquake simulation facilities as required to carry out the program;

(C) \$500,000 for each of fiscal years 1998 through 2003 shall be available to carry out section 506 of such title (relating to international outreach); and

(D) \$5,000,000 for each of fiscal years 1998 through 2003 to carry out research on improved methods of using concrete pavement in the construction, reconstruction, and repair of Federal-aid highways.

(2) TECHNOLOGY DEPLOYMENT.—Of the amounts made available under subsection (a)(2)—

(A) \$1,000,000 for each of fiscal years 1998 through 2003 shall be available to carry out section 503(b)(3)(A)(i) of title 23, United States Code (relating to research development technology transfer activities); and

(B) \$10,000,000 for fiscal year 1998, \$15,000,000 for fiscal year 1999, \$17,000,000 for fiscal year 2000, and \$20,000,000 for each of fiscal years 2001 through 2003 shall be available to carry out section 503(b)(3)(A)(ii) of such title (relating to repair, rehabilitation, and construction).

(3) TRAINING AND EDUCATION.—Of the amounts made available under subsection (a)(3)—

(A) \$5,000,000 for fiscal year 1998, \$6,000,000 for fiscal year 1999, \$6,000,000 for fiscal year 2000, \$7,000,000 for fiscal year 2001, \$7,000,000 for fiscal year 2002, and \$8,000,000 for fiscal year 2003 shall be available to carry out section 504(a) of title 23, United States Code (relating to the National Highway Institute);

(B) \$7,000,000 for fiscal year 1998, \$7,000,000 for fiscal year 1999, \$8,000,000 for fiscal year 2000, \$9,000,000 for fiscal year 2001, \$10,000,000 for fiscal year 2002, and \$10,000,000 for fiscal year 2003 shall be available to carry out section 504(b) of such title (relating to local technical assistance); and

(C) \$2,000,000 for each of fiscal years 1998 through 2003 shall be available to carry out section 504(c)(2) of such title (relating to the Eisenhower Transportation Fellowship Program).

(4) ITS DEPLOYMENT.—Of the amounts made available under subsection (a)(6)—

(A) \$74,000,000 for fiscal year 1998, \$75,000,000 for fiscal year 1999, \$80,000,000 for fiscal year 2000, \$83,000,000 for fiscal year 2001, \$85,000,000 for fiscal year 2002, and \$85,000,000 for fiscal year 2003 shall be available to carry out section 5208 of this Act (relating to Intelligent Transportation Systems integration); and

(B) \$25,500,000 for fiscal year 1998, \$27,200,000 for fiscal year 1999, \$30,200,000 for fiscal year 2000, \$32,200,000 for fiscal year 2001, \$33,500,000 for fiscal year 2002, and \$35,500,000 for fiscal year 2003 shall be available to carry out section 5209 of this Act (relating to commercial vehicle infrastructure).

(d) TRANSFERS OF FUNDS.—The Secretary may transfer not to exceed 10 percent of the amounts allocated in a fiscal year under a subparagraph in each of paragraphs (1) through (4) of subsection

(c) to the amounts allocated under any other subparagraph in the paragraph.

SEC. 5002. OBLIGATION CEILING.

Notwithstanding any other provision of law, the total of all obligations from amounts made available from the Highway Trust Fund (other than the Mass Transit Account) by section 5001(a) of this Act shall not exceed \$397,650,000 for fiscal year 1998, \$403,650,000 for fiscal year 1999, \$422,450,000 for fiscal year 2000, \$437,250,000 for fiscal year 2001, \$447,500,000 for fiscal year 2002, and \$462,500,000 for fiscal year 2003.

SEC. 5003. NOTICE.

(a) NOTICE OF REPROGRAMMING.—If any funds authorized for carrying out this title or the amendments made by this title are subject to a reprogramming action that requires notice to be provided to the Committees on Appropriations of the House of Representatives and the Senate, notice of such action shall concurrently be provided to the Committee on Transportation and Infrastructure and the Committee on Science of the House of Representatives and the Committee on Environment and Public Works of the Senate.

(b) NOTICE OF REORGANIZATION.—On or before the 15th day preceding the date of any major reorganization of a program, project, or activity of the Department of Transportation for which funds are authorized by this title or the amendments made by this title, the Secretary shall provide notice of such reorganization to the Committee on Transportation and Infrastructure and the Committee on Science of the House of Representatives and the Committee on Environment and Public Works of the Senate.

Subtitle B—Research and Technology

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SEC. 5112. STUDY OF FUTURE STRATEGIC HIGHWAY RESEARCH PROGRAM.

(a) STUDY.—Not later than 120 days after the date of enactment of this Act, the Secretary shall make a grant to, or enter into a cooperative agreement or contract with, the Transportation Research Board of the National Academy of Sciences (in this section referred to as the “Board”) to conduct a study to determine the goals, purposes, research agenda and projects, administrative structure, and fiscal needs for a new strategic highway research program to replace the program established under section 307(d) (as in effect on the day before the date of enactment of this Act), or a similar effort.

(b) CONSULTATION.—In conducting the study, the Board shall consult with the American Association of State Highway and Transportation Officials and such other entities as the Board determines appropriate to the conduct of the study.

(c) REPORT.—Not later than 5 years after making a grant or entering into a cooperative agreement or contract under subsection (a), the Board shall submit a final report on the results of the study to the Secretary, the Committee on Environment and Public

Works of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives.

SEC. 5113. COMMERCIAL REMOTE SENSING PRODUCTS AND SPATIAL INFORMATION TECHNOLOGIES.

(a) **IN GENERAL.**—The Secretary shall establish and carry out a program to validate commercial remote sensing products and spatial information technologies for application to national transportation infrastructure development and construction.

(b) **PROGRAM STAGES.**—

(1) **FIRST STAGE.**—Not later than 18 months after the date of enactment of this Act, the Secretary shall establish a national policy for the use of commercial remote sensing products and spatial information technologies in national transportation infrastructure development and construction.

(2) **SECOND STAGE.**—After establishment of the national policy under paragraph (1), the Secretary shall develop new applications of commercial remote sensing products and spatial information technologies for the implementation of the national policy.

(c) **COOPERATION.**—The Secretary shall carry out this section in cooperation with the Commercial Remote Sensing Program of the National Aeronautics and Space Administration and a consortium of university research centers.

(d) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated to carry out this section \$10,000,000 for each of fiscal years 1999 through 2004.

SEC. 5114. SENSE OF THE CONGRESS ON THE YEAR 2000 PROBLEM.

With the year 2000 fast approaching, it is the sense of the Congress that the Secretary should—

(1) give high priority to correcting all 2-digit date-related problems in computer systems of the Department of Transportation to ensure that the systems continue to operate effectively in the year 2000 and thereafter;

(2) assess immediately the extent of the risk to the operations of the Department of Transportation posed by the problems referred to in paragraph (1), and plan and budget for achieving year 2000 compliance for all mission-critical systems of the Department; and

(3) develop contingency plans for those systems that the Secretary of Transportation is unable to correct in time.

SEC. 5115. INTERNATIONAL TRADE TRAFFIC.

(a) **STUDY.**—The Director of the Bureau of Transportation Statistics shall carry out a study—

(1) to measure the ton-miles and value-miles of international trade traffic carried by highway for each State;

(2) to evaluate the accuracy and reliability of such measures for use in the formula for highway apportionments;

(3) to evaluate the accuracy and reliability of the use of diesel fuel data as a measure of international trade traffic by State; and

(4) to identify needed improvements in long-term data collection programs to provide accurate and reliable measures of

international traffic for use in the formula for highway apportionments.

(b) BASIS FOR EVALUATIONS.—The study shall evaluate the accuracy and reliability of measures for use as formula factors based on statistical quality standards developed by the Bureau of Transportation Statistics, in consultation with the Committee on National Statistics of the National Academy of Sciences.

(c) REPORT.—Not later than 3 years after the date of enactment of this Act, the Director shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the results of the study carried out under subsection (a), including recommendations for changes in law necessary to implement the identified needs for improvements in long-term data collection programs.

SEC. 5116. UNIVERSITY GRANTS.

(a) SEISMIC RESEARCH, UNIVERSITY OF CALIFORNIA AT SAN DIEGO.—

(1) GRANTS.—The Secretary shall make grants to the University of California at San Diego to upgrade earthquake simulation facilities at the University.

(2) FUNDING.—Of the amounts made available under section 5001(a)(1) of this Act, \$1,000,000 for each of fiscal years 1999 through 2002 shall be available to carry out this subsection.

(b) GLOBAL CLIMATE RESEARCH, UNIVERSITY OF ALABAMA AT HUNTSVILLE.—

(1) GRANTS.—The Secretary shall make grants to the University of Alabama at Huntsville for global climate research.

(2) FUNDING.—Of the amounts made available under section 5001(a)(1) of this Act, \$200,000 for each of fiscal years 1999 through 2003 shall be available to carry out this subsection.

(c) ASPHALT RESEARCH, AUBURN UNIVERSITY.—

(1) GRANTS.—The Secretary shall make grants to Auburn University for asphalt research.

(2) FUNDING.—Of the amounts made available under section 5001(a)(1) of this Act, \$250,000 for each of fiscal years 1999 and 2000 shall be available to carry out this subsection.

(d) ADVANCED VEHICLE RESEARCH, UNIVERSITY OF ALABAMA AT TUSCALOOSA.—

(1) GRANTS.—The Secretary shall make grants to the University of Alabama at Tuscaloosa for advanced vehicle research, including the study of fuel cell and electric vehicle technology.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act, \$400,000 for each of fiscal years 1999 through 2003 shall be available to carry out this subsection.

(e) GEOTHERMAL HEAT PUMP SMART BRIDGE PROGRAM, OKLAHOMA STATE UNIVERSITY.—

(1) GRANTS.—The Secretary shall make grants to Oklahoma State University for the purposes of research, develop-

ment, and field testing of the Geothermal Heat Pump Smart Bridge Program.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act, \$1,000,000 for fiscal year 1999, \$1,000,000 for fiscal year 2000, \$1,000,000 for fiscal year 2001, and \$500,000 for fiscal year 2002 shall be available to carry out this subsection.

(f) INTELLIGENT STIFFENER FOR BRIDGE STRESS REDUCTION, UNIVERSITY OF OKLAHOMA.—

(1) GRANTS.—The Secretary shall make grants to the University of Oklahoma, College of Engineering, Center for Structural Control, for the purposes of research, development, and field testing of the Intelligent Stiffener for Bridge Stress Reduction.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act, \$1,000,000 for fiscal year 1999, \$1,000,000 for fiscal year 2000, and \$500,000 for fiscal year 2001 shall be available to carry out this subsection.

(g) STUDY OF ADVANCED TRAUMA CARE, UNIVERSITY OF ALABAMA AT BIRMINGHAM.—

(1) GRANTS.—The Secretary shall make grants to the University of Alabama at Birmingham for the study of advanced trauma care.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act, \$750,000 for each of fiscal years 1999 through 2003 shall be available to carry out this subsection.

(h) CENTER FOR TRANSPORTATION INJURY RESEARCH.—

(1) GRANTS.—The Secretary shall make grants to establish and maintain a center for transportation injury research at the Calspan University of Buffalo Research Center affiliated with the State University of New York at Buffalo.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act, \$2,000,000 for each of fiscal years 1998 through 2003 shall be available to carry out this subsection.

(i) HEAD AND SPINAL CORD INJURY RESEARCH.—

(1) GRANTS.—The Secretary shall make grants to the Neuroscience Center for Excellence at Louisiana State University and the Virginia Transportation Research Institute at George Washington University for research and technology development for preventing and minimizing head and spinal cord injuries relating to automobile accidents.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act, \$500,000 for each of fiscal years 1999 through 2003 shall be available to carry out this subsection.

SEC. 5117. TRANSPORTATION TECHNOLOGY INNOVATION AND DEMONSTRATION PROGRAM.

(a) IN GENERAL.—The Secretary shall carry out a transportation technology innovation and demonstration program in accordance with the requirements of this section.

(b) CONTENTS OF PROGRAM.—

(1) MOTOR VEHICLE SAFETY WARNING SYSTEM.—

(A) IN GENERAL.—The Secretary shall expand and continue the study authorized by section 358(c) of the National Highway System Designation Act of 1995 (23 U.S.C. 401 note; 109 Stat. 625) relating to the development of a motor vehicle safety warning system and shall conduct tests of such system.

(B) GRANTS.—In carrying out this paragraph, the Secretary may make grants to State and local governments.

(C) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2000 by section 5001(a)(2) of this Act, \$700,000 per fiscal year shall be available to carry out this paragraph.

(2) MOTOR CARRIER ADVANCED SENSOR CONTROL SYSTEM.—

(A) IN GENERAL.—The Secretary shall conduct research on the deployment of a system of advanced sensors and signal processors in trucks and tractor trailers to determine axle and wheel alignment, monitor collision alarm, check tire pressure and tire balance conditions, measure and detect load distribution in the vehicle, and monitor and adjust automatic braking systems.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(2) of this Act, \$700,000 per fiscal year shall be available to carry out this paragraph.

(3) INTELLIGENT TRANSPORTATION INFRASTRUCTURE.—

(A) IN GENERAL.—The Secretary shall carry out a program to advance the deployment of an operational intelligent transportation infrastructure system for the measurement of various transportation system activities to aid in the transportation planning and analysis while making a significant contribution to the ITS program under this title. This program shall be initiated in the 2 largest metropolitan areas in the Commonwealth of Pennsylvania. The program may locate its database at the facility authorized under paragraph (6).

(B) DESCRIPTION.—The program under this section shall meet the following objectives:

(i) Build an infrastructure of the measurement of various transportation system metrics to aid in planning, analysis, and maintenance of the Department of Transportation, including the buildout, maintenance, and operation of greater than 40 metropolitan area systems with a cost not to exceed \$2,000,000 per metropolitan area. For the purposes of this demonstration initiative, a metropolitan area is defined as any area that has a population exceeding 300,000 and that meets several of the criteria established by the Secretary in conjunction with the intelligent vehicle highway systems corridors program.

(ii) Provide private technology commercialization initiatives to generate revenues which will be shared with the Department of Transportation.

(iii) Collect data primarily through wireless transmission along with some shared wide area networks.

(iv) Aggregate data into reports for multipoint data distribution techniques.

(v) Utilize an advanced information system designed and monitored by an entity with experience with the Department of Transportation in the design and monitoring of high reliability, mission critical voice and data systems.

(C) FOLLOW-ON DEPLOYMENT.—(i) After an intelligent transportation infrastructure system deployed in an initial deployment area pursuant to a contract entered into under the program under this paragraph has received system acceptance, the Department of Transportation has the authority to extend the original contract that was competitively awarded for the deployment of the system in the follow-on deployment areas under the contract, using the same asset ownership, maintenance, fixed price contract, and revenue sharing model, and the same competitively selected consortium leader, as were used for the deployment in that initial deployment area under the program.

(ii) If any one of the follow-on deployment areas does not commit, by July 1, 2002, to participate in the deployment of the system under the contract, then, upon application by any of the other follow-on deployment areas that have committed by that date to participate in the deployment of the system, the Secretary shall supplement the funds made available for any of the follow-on deployment areas submitting the applications by using for that purpose the funds not used for deployment of the system in the nonparticipating area. Costs paid out of funds provided in such a supplementation shall not be counted for the purpose of the limitation on maximum cost set forth in subparagraph (B).

(D) ELIGIBILITY.—In addition to the amounts made available under subparagraph (F), the program authorized under this paragraph shall be eligible for funding under sections 5207 and 5208 of this Act.

(E) DEFINITIONS.—In this paragraph:

(i) The term “initial deployment area” means a metropolitan area referred to in the second sentence of subparagraph (A).

(ii) The term “follow-on deployment areas” means the metropolitan areas of Baltimore, Birmingham, Boston, Chicago, Cleveland, Dallas/Ft. Worth, Denver, Detroit, Houston, Indianapolis, Las Vegas, Los Angeles, Miami, New York/Northern New Jersey, Northern Kentucky/Cincinnati, Oklahoma City, Orlando, Philadelphia, Phoenix, Pittsburgh, Portland, Providence, Salt Lake, San Diego, San Francisco, St. Louis, Seattle, Tampa, and Washington, District of Columbia.

(F) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(2) of this Act, \$1,700,000 per fiscal year shall be available to carry out this paragraph.

(G) FEDERAL SHARE.—The Federal share of the cost of a program carried out under this paragraph shall be 80 percent of the cost of such program.

(4) CORROSION CONTROL AND PREVENTION.—

(A) IN GENERAL.—The Secretary shall make a grant to conduct a study on the costs and benefits of corrosion control and prevention. The study shall be conducted in conjunction with an interdisciplinary team of experts from the fields of metallurgy, chemistry, economics, and others, as appropriate. Not later than September 30, 2001, the Secretary shall submit to Congress a report on the study results, together with any recommendations.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1999 and 2000 by section 5001(a)(1) of this Act, \$500,000 per fiscal year shall be available to carry out this paragraph.

(5) FUNDAMENTAL PROPERTIES OF ASPHALTS AND MODIFIED ASPHALTS.—

(A) IN GENERAL.—The Secretary shall continue to carry out section 6016 of the Intermodal Surface Transportation Efficiency Act of 1991. Additional areas of the program under such section shall be asphalt-water interaction studies and asphalt-aggregate thin film behavior studies.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(1) of this Act, \$1,000,000 for fiscal year 1998 and \$3,000,000 for each of fiscal years 1999 through 2003 shall be available to carry out this paragraph.

(6) ADVANCED TRAFFIC MONITORING AND RESPONSE CENTER.—

(A) IN GENERAL.—The Secretary shall make grants to the Commonwealth of Pennsylvania, in conjunction with the Pennsylvania Turnpike Commission, to establish an advanced traffic monitoring and emergency response center at Letterkenny Army Depot in Chambersburg, Pennsylvania. The center shall help develop and coordinate traffic monitoring and ITS systems on portions of the Pennsylvania Turnpike system and I-81, coordinate emergency response with State and local governments in the Central Pennsylvania Region and conduct research on emergency response and prototype trauma response.

(B) FUNDING.—

(i) ELIGIBILITY UNDER SECTION 5208.—The center established under this paragraph shall be eligible for funding under section 5208 of this Act.

(ii) ALLOCATION.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(2) of this Act, \$1,667,000 per fiscal year shall be available to carry out this paragraph.

(7) TRANSPORTATION ECONOMIC AND LAND USE SYSTEM.—

(A) IN GENERAL.—The Secretary shall continue development and deployment through the New Jersey Institute of Technology to metropolitan planning organizations of the Transportation Economic and Land Use System.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(2) of this Act, \$1,000,000 per fiscal year shall be available to carry out this paragraph.

(8) RECYCLED MATERIALS RESOURCE CENTER.—

(A) ESTABLISHMENT.—The Secretary shall establish at the University of New Hampshire a research program to be known as the “Recycled Materials Resource Center” (referred to in this paragraph as the “Center”).

(B) ACTIVITIES.—

(i) IN GENERAL.—The Center shall—

(I) systematically test, evaluate, develop appropriate guidelines for, and demonstrate environmentally acceptable and occupationally safe technologies and techniques for the increased use of traditional and nontraditional recycled and secondary materials in transportation infrastructure construction and maintenance;

(II) make information available to State transportation departments, the Federal Highway Administration, the construction industry, and other interested parties to assist in evaluating proposals to use traditional and nontraditional recycled and secondary materials in transportation infrastructure construction;

(III) encourage the increased use of traditional and nontraditional recycled and secondary materials by using sound science to analyze thoroughly all potential long-term considerations that affect the physical and environmental performance of the materials; and

(IV) work cooperatively with Federal and State officials to reduce the institutional barriers that limit widespread use of traditional and nontraditional recycled and secondary materials and to ensure that such increased use is consistent with the sustained environmental and physical integrity of the infrastructure in which the materials are used.

(ii) SITES AND PROJECTS UNDER ACTUAL FIELD CONDITIONS.—In carrying out clause (i)(III), the Secretary may authorize the Center to—

(I) use test sites and demonstration projects under actual field conditions to develop appropriate performance data; and

(II) develop appropriate tests and guidelines to ensure correct use of recycled and secondary materials in transportation infrastructure construction.

(C) REVIEW AND EVALUATION.—

(i) IN GENERAL.—Not less often than every 2 years, the Secretary shall review and evaluate the program carried out by the Center.

(ii) NOTIFICATION OF DEFICIENCIES.—In carrying out clause (i), if the Secretary determines that the Center is deficient in carrying out subparagraph (B), the Secretary shall notify the Center of each deficiency and recommend specific measures to address the deficiency.

(iii) DISQUALIFICATION.—If, after the end of the 180-day period that begins on the date of notification to the Center under clause (ii), the Secretary determines that the Center has not corrected each deficiency identified under clause (ii), the Secretary may, after notifying the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives of the determination, disqualify the Center from further participation under this section.

(D) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(1) of this Act, \$1,500,000 per fiscal year shall be available to carry out this paragraph.

SEC. 5118. DREXEL UNIVERSITY INTELLIGENT INFRASTRUCTURE INSTITUTE.

(a) IN GENERAL.—The Secretary, in cooperation with the Commonwealth of Pennsylvania, shall establish the Intelligent Infrastructure Institute at Drexel University, Pennsylvania. The Institute shall conduct research, training, technology transfer, construction, maintenance, and other activities to advance infrastructure research.

(b) FUNDING.—The amounts made available by the item numbered 315 in the table contained in section 1602 of this Act shall be available to carry out this section.

(c) AUTHORIZATION.—There is authorized to be appropriated \$10,000,000 to carry out subsection (a).

(d) FACILITY.—Funds made available to carry out this section may be used to construct a building to house the Institute.

* * * * *

Subtitle C—Intelligent Transportation Systems

SEC. 5201. SHORT TITLE.

This subtitle may be cited as the “Intelligent Transportation Systems Act of 1998”.

SEC. 5202. FINDINGS.

Congress finds that—

(1) investments authorized by the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 1914 et seq.) have demonstrated that intelligent transportation systems can mitigate surface transportation problems in a cost-effective manner; and

(2) continued investment in architecture and standards development, research, and systems integration is needed to ac-

celerate the rate at which intelligent transportation systems are incorporated into the national surface transportation network, thereby improving transportation safety and efficiency and reducing costs and negative impacts on communities and the environment.

SEC. 5203. GOALS AND PURPOSES.

(a) GOALS.—The goals of the intelligent transportation system program include—

(1) enhancement of surface transportation efficiency and facilitation of intermodalism and international trade to enable existing facilities to meet a significant portion of future transportation needs, including public access to employment, goods, and services, and to reduce regulatory, financial, and other transaction costs to public agencies and system users;

(2) achievement of national transportation safety goals, including the enhancement of safe operation of motor vehicles and nonmotorized vehicles, with particular emphasis on decreasing the number and severity of collisions;

(3) protection and enhancement of the natural environment and communities affected by surface transportation, with particular emphasis on assisting State and local governments to achieve national environmental goals;

(4) accommodation of the needs of all users of surface transportation systems, including operators of commercial vehicles, passenger vehicles, and motorcycles, and including individuals with disabilities; and

(5) improvement of the Nation's ability to respond to emergencies and natural disasters and enhancement of national defense mobility.

(b) PURPOSES.—The Secretary shall implement activities under the intelligent system transportation program to, at a minimum—

(1) expedite, in both metropolitan and rural areas, deployment and integration of intelligent transportation systems for consumers of passenger and freight transportation;

(2) ensure that Federal, State, and local transportation officials have adequate knowledge of intelligent transportation systems for full consideration in the transportation planning process;

(3) improve regional cooperation and operations planning for effective intelligent transportation system deployment;

(4) promote the innovative use of private resources;

(5) develop a workforce capable of developing, operating, and maintaining intelligent transportation systems; and

(6) complete deployment of Commercial Vehicle Information Systems and Networks in a majority of States by September 30, 2003.

SEC. 5204. GENERAL AUTHORITIES AND REQUIREMENTS.

(a) SCOPE.—Subject to the provisions of this subtitle, the Secretary shall conduct an ongoing intelligent transportation system program to research, develop, and operationally test intelligent transportation systems and advance nationwide deployment of such systems as a component of the surface transportation systems of the United States.

(b) **POLICY.**—Intelligent transportation system operational tests and deployment projects funded pursuant to this subtitle shall encourage and not displace public-private partnerships or private sector investment in such tests and projects.

(c) **COOPERATION WITH GOVERNMENTAL, PRIVATE, AND EDUCATIONAL ENTITIES.**—The Secretary shall carry out the intelligent transportation system program in cooperation with State and local governments and other public entities, the United States private sector, the Federal laboratories, and colleges and universities, including historically black colleges and universities and other minority institutions of higher education.

(d) **CONSULTATION WITH FEDERAL OFFICIALS.**—In carrying out the intelligent transportation system program, the Secretary, as appropriate, shall consult with the Secretary of Commerce, the Secretary of the Treasury, the Administrator of the Environmental Protection Agency, the Director of the National Science Foundation, and the heads of other Federal departments and agencies.

(e) **TECHNICAL ASSISTANCE, TRAINING, AND INFORMATION.**—The Secretary may provide technical assistance, training, and information to State and local governments seeking to implement, operate, maintain, or evaluate intelligent transportation system technologies and services.

(f) **TRANSPORTATION PLANNING.**—The Secretary may provide funding to support adequate consideration of transportation system management and operations, including intelligent transportation systems, within metropolitan and statewide transportation planning processes.

(g) **INFORMATION CLEARINGHOUSE.**—

(1) **IN GENERAL.**—The Secretary shall—

(A) maintain a repository for technical and safety data collected as a result of federally sponsored projects carried out under this subtitle; and

(B) on request, make that information (except for proprietary information and data) readily available to all users of the repository at an appropriate cost.

(2) **DELEGATION OF AUTHORITY.**—

(A) **IN GENERAL.**—The Secretary may delegate the responsibility of the Secretary under this subsection, with continuing oversight by the Secretary, to an appropriate entity not within the Department of Transportation.

(B) **FEDERAL ASSISTANCE.**—If the Secretary delegates the responsibility, the entity to which the responsibility is delegated shall be eligible for Federal assistance under this section.

(h) **ADVISORY COMMITTEES.**—

(1) **IN GENERAL.**—In carrying out this subtitle, the Secretary may use 1 or more advisory committees.

(2) **APPLICABILITY OF FEDERAL ADVISORY COMMITTEE ACT.**—Any advisory committee so used shall be subject to the Federal Advisory Committee Act (5 U.S.C. App.).

(i) **PROCUREMENT METHODS.**—

(1) **TECHNICAL ASSISTANCE.**—The Secretary shall develop appropriate technical assistance and guidance to assist State and local agencies in evaluating and selecting appropriate

methods of procurement for intelligent transportation system projects carried out using funds made available from the Highway Trust Fund, including innovative and nontraditional methods such as the Information Technology Omnibus Procurement.

(2) **INTELLIGENT TRANSPORTATION SYSTEM SOFTWARE.**—To the maximum extent practicable, contracting officials shall use as a critical evaluation criterion the Software Engineering Institute’s Capability Maturity Model, or another similar recognized standard risk assessment methodology, to reduce the cost, schedule, and performance risks associated with the development, management, and integration of intelligent transportation system software.

(j) **EVALUATIONS.**—

(1) **GUIDELINES AND REQUIREMENTS.**—

(A) **IN GENERAL.**—The Secretary shall issue guidelines and requirements for the evaluation of operational tests and deployment projects carried out under this subtitle.

(B) **OBJECTIVITY AND INDEPENDENCE.**—The guidelines and requirements issued under subparagraph (A) shall include provisions to ensure the objectivity and independence of the evaluator so as to avoid any real or apparent conflict of interest or potential influence on the outcome by parties to any such test or deployment project or by any other formal evaluation carried out under this subtitle.

(C) **FUNDING.**—The guidelines and requirements issued under subparagraph (A) shall establish evaluation funding levels based on the size and scope of each test or project that ensure adequate evaluation of the results of the test or project.

(2) **SPECIAL RULE.**—Any survey, questionnaire, or interview that the Secretary considers necessary to carry out the evaluation of any test, deployment project, or program assessment activity under this subtitle shall not be subject to chapter 35 of title 44.

(k) **USE OF RIGHTS-OF-WAY.**—Intelligent transportation system projects specified in section 5117(b)(3) and 5117(b)(6) and involving privately owned intelligent transportation system components that is carried out using funds made available from the Highway Trust Fund shall not be subject to any law or regulation of a State or political subdivision of a State prohibiting or regulating commercial activities in the rights-of-way of a highway for which Federal-aid highway funds have been utilized for planning, design, construction, or maintenance, if the Secretary of Transportation determines that such use is in the public interest. Nothing in this subsection shall affect the authority of a State or political subdivision of a State to regulate highway safety.

SEC. 5205. NATIONAL ITS PROGRAM PLAN.

(a) **IN GENERAL.**—

(1) **UPDATES.**—The Secretary shall maintain and update, as necessary, the National ITS Program Plan developed by the Department of Transportation and the Intelligent Transportation Society of America.

(2) SCOPE.—The National ITS Program Plan shall—

(A) specify the goals, objectives, and milestones for the research and deployment of intelligent transportation systems in the context of major metropolitan areas, smaller metropolitan and rural areas, and commercial vehicle operations;

(B) specify how specific programs and projects will achieve the goals, objectives, and milestones referred to in subparagraph (A), including consideration of the 5- and 10-year timeframes for the goals and objectives;

(C) identify activities that provide for the dynamic development of standards and protocols to promote and ensure interoperability in the implementation of intelligent transportation system technologies, including actions taken to establish critical standards; and

(D) establish a cooperative process with State and local governments for determining desired surface transportation system performance levels and developing plans for incorporation of specific intelligent transportation system capabilities into surface transportation systems.

(b) REPORTING.—The plan described in subsection (a) shall be transmitted and updated as part of the Surface Transportation Research and Development Strategic Plan developed under section 508 of title 23, United States Code.

SEC. 5206. NATIONAL ARCHITECTURE AND STANDARDS.

(a) IN GENERAL.—

(1) DEVELOPMENT, IMPLEMENTATION, AND MAINTENANCE.—Consistent with section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note; 110 Stat. 783), the Secretary shall develop, implement, and maintain a national architecture and supporting standards and protocols to promote the widespread use and evaluation of intelligent transportation system technology as a component of the surface transportation systems of the United States.

(2) INTEROPERABILITY AND EFFICIENCY.—To the maximum extent practicable, the national architecture shall promote interoperability among, and efficiency of, intelligent transportation system technologies implemented throughout the United States.

(3) USE OF STANDARDS DEVELOPMENT ORGANIZATIONS.—In carrying out this section, the Secretary may use the services of such standards development organizations as the Secretary determines to be appropriate.

(b) REPORT ON CRITICAL STANDARDS.—Not later than June 1, 1999, the Secretary shall submit a report to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure and the Committee on Science of the House of Representatives identifying which standards are critical to ensuring national interoperability or critical to the development of other standards and specifying the status of the development of each standard identified.

(c) PROVISIONAL STANDARDS.—

(1) **IN GENERAL.**—If the Secretary finds that the development or balloting of an intelligent transportation system standard jeopardizes the timely achievement of the objectives identified in subsection (a), the Secretary may establish a provisional standard after consultation with affected parties, and using, to the extent practicable, the work product of appropriate standards development organizations.

(2) **CRITICAL STANDARDS.**—If a standard identified as critical in the report under subsection (b) is not adopted and published by the appropriate standards development organization by January 1, 2001, the Secretary shall establish a provisional standard after consultation with affected parties, and using, to the extent practicable, the work product of appropriate standards development organizations.

(3) **PERIOD OF EFFECTIVENESS.**—A provisional standard established under paragraph (1) or (2) shall be published in the Federal Register and remain in effect until the appropriate standards development organization adopts and publishes a standard.

(d) **WAIVER OF REQUIREMENT TO ESTABLISH PROVISIONAL STANDARD.**—

(1) **IN GENERAL.**—The Secretary may waive the requirement under subsection (c)(2) to establish a provisional standard if the Secretary determines that additional time would be productive or that establishment of a provisional standard would be counterproductive to achieving the timely achievement of the objectives identified in subsection (a).

(2) **NOTICE.**—The Secretary shall publish in the Federal Register a notice describing each standard for which a waiver of the provisional standard requirement has been granted, the reasons for and effects of granting the waiver, and an estimate as to when the standard is expected to be adopted through a process consistent with section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note; 110 Stat. 783).

(3) **WITHDRAWAL OF WAIVER.**—At any time the Secretary may withdraw a waiver granted under paragraph (1). Upon such withdrawal, the Secretary shall publish in the Federal Register a notice describing each standard for which a waiver has been withdrawn and the reasons for withdrawing the waiver.

(e) **CONFORMITY WITH NATIONAL ARCHITECTURE.**—

(1) **IN GENERAL.**—Except as provided in paragraphs (2) and (3), the Secretary shall ensure that intelligent transportation system projects carried out using funds made available from the Highway Trust Fund, including funds made available under this subtitle to deploy intelligent transportation system technologies, conform to the national architecture, applicable standards or provisional standards, and protocols developed under subsection (a).

(2) **SECRETARY'S DISCRETION.**—The Secretary may authorize exceptions to paragraph (1) for—

(A) projects designed to achieve specific research objectives outlined in the National ITS Program Plan under

section 5205 or the Surface Transportation Research and Development Strategic Plan developed under section 508 of title 23, United States Code; or

(B) the upgrade or expansion of an intelligent transportation system in existence on the date of enactment of this subtitle, if the Secretary determines that the upgrade or expansion—

(i) would not adversely affect the goals or purposes of this subtitle;

(ii) is carried out before the end of the useful life of such system; and

(iii) is cost-effective as compared to alternatives that would meet the conformity requirement of paragraph (1).

(3) EXCEPTIONS.—Paragraph (1) shall not apply to funds used for operation or maintenance of an intelligent transportation system in existence on the date of enactment of this subtitle.

(f) SPECTRUM.—The Federal Communications Commission shall consider, in consultation with the Secretary, spectrum needs for the operation of intelligent transportation systems, including spectrum for the dedicated short-range vehicle-to-wayside wireless standard. Not later than January 1, 2000, the Federal Communications Commission shall have completed a rulemaking considering the allocation of spectrum for intelligent transportation systems.

SEC. 5207. RESEARCH AND DEVELOPMENT.

(a) IN GENERAL.—The Secretary shall carry out a comprehensive program of intelligent transportation system research, development and operational tests of intelligent vehicles and intelligent infrastructure systems, and other similar activities that are necessary to carry out this subtitle.

(b) PRIORITY AREAS.—Under the program, the Secretary shall give higher priority to funding projects that—

(1) address traffic management, incident management, transit management, toll collection, traveler information, or highway operations systems;

(2) focus on crash-avoidance and integration of in-vehicle crash protection technologies with other on-board safety systems, including the interaction of air bags and safety belts;

(3) incorporate human factors research, including the science of the driving process;

(4) facilitate the integration of intelligent infrastructure, vehicle, and control technologies, including magnetic guidance control systems or other materials or magnetics research; or

(5) incorporate research on the impact of environmental, weather, and natural conditions on intelligent transportation systems, including the effects of cold climates.

(c) OPERATIONAL TESTS.—Operational tests conducted under this section shall be designed for the collection of data to permit objective evaluation of the results of the tests, derivation of cost-benefit information that is useful to others contemplating deployment of similar systems, and development and implementation of standards.

(d) **FEDERAL SHARE.**—The Federal share of the cost of operational tests and demonstrations under subsection (a) shall not exceed 80 percent.

SEC. 5208. INTELLIGENT TRANSPORTATION SYSTEM INTEGRATION PROGRAM.

(a) **IN GENERAL.**—The Secretary shall conduct a comprehensive program to accelerate the integration and interoperability of intelligent transportation systems in metropolitan and rural areas. Under the program, the Secretary shall select for funding, through competitive solicitation, projects that will serve as models to improve transportation efficiency, promote safety (including safe freight movement), increase traffic flow (including the flow of intermodal travel at ports of entry), reduce emissions of air pollutants, improve traveler information, enhance alternative transportation modes, build on existing intelligent transportation system projects, or promote tourism.

(b) **SELECTION OF PROJECTS.**—Under the program, the Secretary shall give priority to funding projects that—

(1) contribute to national deployment goals and objectives outlined in the National ITS Program Plan under section 5205;

(2) demonstrate a strong commitment to cooperation among agencies, jurisdictions, and the private sector, as evidenced by signed memoranda of understanding that clearly define the responsibilities and relations of all parties to a partnership arrangement, including institutional relationships and financial agreements needed to support deployment;

(3) encourage private sector involvement and financial commitment, to the maximum extent practicable, through innovative financial arrangements, especially public-private partnerships, including arrangements that generate revenue to offset public investment costs;

(4) demonstrate commitment to a comprehensive plan of fully integrated intelligent transportation system deployment in accordance with the national architecture and standards and protocols established under section 5206;

(5) are part of approved plans and programs developed under applicable statewide and metropolitan transportation planning processes and applicable State air quality implementation plans, as appropriate, at the time at which Federal funds are sought;

(6) minimize the relative percentage and amount of Federal contributions under this section to total project costs;

(7) ensure continued, long-term operations and maintenance without continued reliance on Federal funding under this subtitle, as evidenced by documented evidence of fiscal capacity and commitment from anticipated public and private sources;

(8) demonstrate technical capacity for effective operations and maintenance or commitment to acquiring necessary skills;

(9) mitigate any adverse impacts on bicycle and pedestrian transportation and safety; or

(10) in the case of a rural area, meet other safety, mobility, geographic and regional diversity, or economic development criteria as determined by the Secretary.

(c) FISCAL YEAR LIMITATIONS.—Of the amounts made available to carry out this section for a fiscal year—

(1) not more than \$15,000,000 may be used for projects in a single metropolitan area;

(2) not more than \$2,000,000 may be used for projects in a single rural area; and

(3) not more than \$35,000,000 may be used for projects in a State.

(d) FUNDING LIMITATIONS.—

(1) PROJECTS IN METROPOLITAN AREAS.—Funding under this section for intelligent transportation infrastructure projects in metropolitan areas shall be used primarily for activities necessary to integrate intelligent transportation infrastructure elements that are either deployed or to be deployed with other sources of funds.

(2) OTHER PROJECTS.—For projects outside metropolitan areas, funding provided under this subtitle may also be used for installation of intelligent transportation infrastructure elements.

(e) FUNDING FOR RURAL AREAS.—The Secretary shall allocate not less than 10 percent of funds authorized by section 5001(c)(4)(A) in rural areas for intelligent transportation infrastructure deployment activities funded under this section to carry out intelligent transportation infrastructure deployment activities in rural areas.

(f) FEDERAL SHARE.—

(1) FUNDS MADE AVAILABLE UNDER THIS SECTION.—The Federal share of the cost of a project payable from funds made available under this section shall not exceed 50 percent.

(2) FUNDS MADE AVAILABLE FROM ALL FEDERAL SOURCES.—The total Federal share of the cost of a project payable from all eligible sources (including this section) shall not exceed 80 percent.

(g) CORRIDOR DEVELOPMENT AND COORDINATION.—

(1) IN GENERAL.—The Secretary shall encourage multistate cooperative agreements, coalitions, or other arrangements intended to promote regional cooperation, planning, and shared project implementation for intelligent transportation system projects.

(2) GREAT LAKES ITS IMPLEMENTATION.—

(A) IN GENERAL.—The Secretary shall make grants under this subsection to the State of Wisconsin to continue ITS activities in the corridor serving the Greater Milwaukee, Wisconsin, Chicago, Illinois, and Gary, Indiana, areas initiated under the Intermodal Surface Transportation Efficiency Act of 1991 and other areas of the State.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 under section 5001(c)(4)(A) of this Act, \$2,000,000 per fiscal year shall be available to carry out this paragraph.

(3) NORTHEAST ITS IMPLEMENTATION.—

(A) IN GENERAL.—The Secretary shall make grants under this subsection to the States to continue ITS activities in the Interstate Route I-95 corridor in the north-

eastern United States initiated under the Intermodal Surface Transportation Efficiency Act of 1991.

(B) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 under section 5001(c)(4)(A) of this Act, \$5,000,000 per fiscal year shall be available to carry out this paragraph.

SEC. 5209. COMMERCIAL VEHICLE INTELLIGENT TRANSPORTATION SYSTEM INFRASTRUCTURE DEPLOYMENT.

(a) IN GENERAL.—The Secretary shall carry out a comprehensive program to deploy intelligent transportation systems that—

(1) improve the safety and productivity of commercial vehicles and drivers; and

(2) reduce costs associated with commercial vehicle operations and Federal and State commercial vehicle regulatory requirements.

(b) PURPOSE.—The program shall advance the technological capability and promote the deployment of intelligent transportation system applications to commercial vehicle operations, including commercial vehicle, commercial driver, and carrier-specific information systems and networks.

(c) PRIORITY AREAS.—In carrying out the program, the Secretary shall give priority to projects that—

(1) encourage multistate cooperation and corridor development;

(2)(A) improve the safety of commercial vehicle operations; and

(B) increase the efficiency of regulatory inspection processes to reduce administrative burdens by advancing technology to facilitate inspections and generally increase the effectiveness of enforcement efforts;

(3)(A) advance electronic processing of registration information, driver licensing information, fuel tax information, inspection and crash data, and other safety information; and

(B) promote communication of the information among the States; or

(4) enhance the safe passage of commercial vehicles across the United States and across international borders.

(d) LEVERAGING OF FEDERAL FUNDS.—Federal funds used to carry out the program shall, to the maximum extent practicable—

(1) be leveraged with non-Federal funds; and

(2) be used for activities not carried out through the use of private funds.

(e) FEDERAL SHARE.—The Federal share of the cost of the project payable from funds made available to carry out this section shall not exceed 50 percent. The total Federal share of the cost of the project payable from all eligible sources shall not exceed 80 percent.

SEC. 5210. USE OF FUNDS.

(a) OUTREACH AND PUBLIC RELATIONS LIMITATION.—

(1) IN GENERAL.—For each fiscal year, not more than \$5,000,000 of the funds made available to carry out this subtitle shall be used for intelligent transportation system out-

reach, public relations, displays, scholarships, tours, and brochures.

(2) **APPLICABILITY.**—Paragraph (1) shall not apply to intelligent transportation system training or the publication or distribution of research findings, technical guidance, or similar documents.

(b) **INFRASTRUCTURE DEVELOPMENT.**—Funds made available to carry out this subtitle for operational tests and deployment projects—

(1) shall be used primarily for the development of intelligent transportation system infrastructure; and

(2) to the maximum extent practicable, shall not be used for the construction of physical highway and transit infrastructure unless the construction is incidental and critically necessary to the implementation of an intelligent transportation system project.

(c) **LIFE CYCLE COST ANALYSIS AND FINANCING AND OPERATIONS PLAN.**—The Secretary shall require an applicant for funds made available under sections 5208 and 5209 to submit to the Secretary—

(1) an analysis of the life-cycle costs of operation and maintenance of intelligent transportation system elements, if the total initial capital costs of the elements exceed \$3,000,000; and

(2) a multiyear financing and operations plan that describes how the project will be cost-effectively operated and maintained.

(d) **USE OF INNOVATIVE FINANCING.**—

(1) **IN GENERAL.**—The Secretary may use up to 25 percent of the funds made available to carry out this subtitle to make available loans, lines of credit, and loan guarantees for projects that are eligible for assistance under this subtitle and that have significant intelligent transportation system elements.

(2) **CONSISTENCY WITH OTHER LAW.**—Credit assistance described in paragraph (1) shall be made available in a manner consistent with the Transportation Infrastructure Finance and Innovation Act of 1998.

SEC. 5211. DEFINITIONS.

In this subtitle, the following definitions apply:

(1) **COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS.**—The term “Commercial Vehicle Information Systems and Networks” means the information systems and communications networks that support commercial vehicle operations.

(2) **COMMERCIAL VEHICLE OPERATIONS.**—The term “commercial vehicle operations”—

(A) means motor carrier operations and motor vehicle regulatory activities associated with the commercial movement of goods, including hazardous materials, and passengers; and

(B) with respect to the public sector, includes the issuance of operating credentials, the administration of motor vehicle and fuel taxes, and roadside safety and bor-

der crossing inspection and regulatory compliance operations.

(3) CORRIDOR.—The term “corridor” means any major transportation route that includes parallel limited access highways, major arterials, or transit lines.

(4) INTELLIGENT TRANSPORTATION INFRASTRUCTURE.—The term “intelligent transportation infrastructure” means fully integrated public sector intelligent transportation system components, as defined by the Secretary.

(5) INTELLIGENT TRANSPORTATION SYSTEM.—The term “intelligent transportation system” means electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

(6) NATIONAL ARCHITECTURE.—The term “national architecture” means the common framework for interoperability adopted by the Secretary that defines—

(A) the functions associated with intelligent transportation system user services;

(B) the physical entities or subsystems within which the functions reside;

(C) the data interfaces and information flows between physical subsystems; and

(D) the communications requirements associated with the information flows.

(7) STANDARD.—The term “standard” means a document that—

(A) contains technical specifications or other precise criteria for intelligent transportation systems that are to be used consistently as rules, guidelines, or definitions of characteristics so as to ensure that materials, products, processes, and services are fit for their purposes; and

(B) may support the national architecture and promote—

(i) the widespread use and adoption of intelligent transportation system technology as a component of the surface transportation systems of the United States; and

(ii) interoperability among intelligent transportation system technologies implemented throughout the States.

(8) STATE.—The term “State” has the meaning given the term under section 101 of title 23, United States Code.

SEC. 5212. PROJECT FUNDING.

(a) USE OF HAZARDOUS MATERIALS MONITORING SYSTEMS.—

(1) IN GENERAL.—The Secretary shall conduct research on improved methods of deploying and integrating existing ITS projects to include hazardous materials monitoring systems across various modes of transportation.

(2) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(6) of this Act, \$1,500,000 per fiscal year shall be available to carry out this paragraph.

(b) OUTREACH AND TECHNOLOGY TRANSFER ACTIVITIES.—

(1) IN GENERAL.—The Secretary shall continue to support the Urban Consortium’s ITS outreach and technology transfer activities.

(2) FUNDING.—Of the amounts made available for each of fiscal years 1998 through 2003 by section 5001(a)(5) of this Act, \$500,000 per fiscal year shall be available to carry out this paragraph.

(c) TRANSLINK.—

(1) IN GENERAL.—The Secretary shall make grants to the Texas Transportation Institute to continue the Translink Research program.

(2) FUNDING.—Of the amounts allocated for each of fiscal years 1999 through 2001 by section 5001(a)(6) of this Act, \$1,300,000 per fiscal year shall be available to carry out this paragraph.

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TITLE VI—OZONE AND PARTICULATE MATTER STANDARDS

SEC. 6101. FINDINGS AND PURPOSE.

(a) The Congress finds that—

(1) there is a lack of air quality monitoring data for fine particle levels, measured as PM_{2.5}, in the United States and the States should receive full funding for the monitoring efforts;

(2) such data would provide a basis for designating areas as attainment or nonattainment for any PM_{2.5} national ambient air quality standards pursuant to the standards promulgated in July 1997;

(3) the President of the United States directed the Administrator of the Environmental Protection Agency (referred to in this title as the “Administrator”) in a memorandum dated July 16, 1997, to complete the next periodic review of the particulate matter national ambient air quality standards by July 2002 in order to determine “whether to revise or maintain the standards”;

(4) the Administrator has stated that 3 years of air quality monitoring data for fine particle levels, measured as PM_{2.5} and performed in accordance with any applicable Federal reference methods, is appropriate for designating areas as attainment or nonattainment pursuant to the July 1997 promulgated standards; and

(5) the Administrator has acknowledged that in drawing boundaries for attainment and nonattainment areas for the July 1997 ozone national air quality standards, Governors would benefit from considering implementation guidance from EPA on drawing area boundaries.

(b) The purposes of this title are—

(1) to ensure that 3 years of air quality monitoring data regarding fine particle levels are gathered for use in the deter-

mination of area attainment or nonattainment designations respecting any PM_{2.5} national ambient air quality standards;

(2) to ensure that the Governors have adequate time to consider implementation guidance from EPA on drawing area boundaries prior to submitting area designations respecting the July 1997 ozone national ambient air quality standards;

(3) to ensure that the schedule for implementation of the July 1997 revisions of the ambient air quality standards for particulate matter and the schedule for the Environmental Protection Agency's visibility regulations related to regional haze are consistent with the timetable for implementation of such particulate matter standards as set forth in the President's Implementation Memorandum dated July 16, 1997.

SEC. 6102. PARTICULATE MATTER MONITORING PROGRAM.

(a) Through grants under section 103 of the Clean Air Act the Administrator of the Environmental Protection Agency shall use appropriated funds no later than fiscal year 2000 to fund 100 percent of the cost of the establishment, purchase, operation and maintenance of a PM_{2.5} monitoring network necessary to implement the national ambient air quality standards for PM_{2.5} under section 109 of the Clean Air Act. This implementation shall not result in a diversion or reprogramming of funds from other Federal, State or local Clean Air Act activities. Any funds previously diverted or reprogrammed from section 105 Clean Air Act grants for PM_{2.5} monitors must be restored to State or local air programs in fiscal year 1999.

(b) EPA and the States, consistent with their respective authorities under the Clean Air Act, shall ensure that the national network (designated in subsection (a)) which consists of the PM_{2.5} monitors necessary to implement the national ambient air quality standards is established by December 31, 1999.

(c)(1) The Governors shall be required to submit designations referred to in section 107(d)(1) of the Clean Air Act for each area following promulgation of the July 1997 PM_{2.5} national ambient air quality standard within 1 year after receipt of 3 years of air quality monitoring data performed in accordance with any applicable Federal reference methods for the relevant areas. Only data from the monitoring network designated in subsection (a) and other Federal reference method PM_{2.5} monitors shall be considered for such designations. Nothing in the previous sentence shall be construed as affecting the Governor's authority to designate an area initially as nonattainment, and the Administrator's authority to promulgate the designation of an area as nonattainment, under section 107(d)(1) of the Clean Air Act, based on its contribution to ambient air quality in a nearby nonattainment area.

(2) For any area designated as nonattainment for the July 1997 PM_{2.5} national ambient air quality standard in accordance with the schedule set forth in this section, notwithstanding the time limit prescribed in paragraph (2) of section 169B(e) of the Clean Air Act, the Administrator shall require State implementation plan revisions referred to in such paragraph (2) to be submitted at the same time as State implementation plan revisions referred to in section 172 of the Clean Air Act implementing the re-

vised national ambient air quality standard for fine particulate matter are required to be submitted. For any area designated as attainment or unclassifiable for such standard, the Administrator shall require the State implementation plan revisions referred to in such paragraph (2) to be submitted 1 year after the area has been so designated. The preceding provisions of this paragraph shall not preclude the implementation of the agreements and recommendations set forth in the Grand Canyon Visibility Transport Commission Report dated June 1996.

(d) The Administrator shall promulgate the designations referred to in section 107(d)(1) of the Clean Air Act for each area following promulgation of the July 1997 PM_{2.5} national ambient air quality standard by the earlier of 1 year after the initial designations required under subsection (c)(1) are required to be submitted or December 31, 2005.

(e) The Administrator shall conduct a field study of the ability of the PM_{2.5} Federal Reference Method to differentiate those particles that are larger than 2.5 micrograms in diameter. This study shall be completed and provided to the Committee on Commerce of the House of Representatives and the Committee on Environment and Public Works of the United States Senate no later than 2 years from the date of enactment of this Act.

SEC. 6103. OZONE DESIGNATION REQUIREMENTS.

(a) The Governors shall be required to submit the designations referred to in section 107(d)(1) of the Clean Air Act within 2 years following the promulgation of the July 1997 ozone national ambient air quality standards.

(b) The Administrator shall promulgate final designations no later than 1 year after the designations required under subsection (a) are required to be submitted.

SEC. 6104. ADDITIONAL PROVISIONS.

Nothing in sections 6101 through 6103 shall be construed by the Administrator of Environmental Protection Agency or any court, State, or person to affect any pending litigation or to be a ratification of the ozone or PM_{2.5} standards.

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TITLE VII—MISCELLANEOUS ¹

TITLE VIII—TRANSPORTATION DISCRETIONARY SPENDING GUARANTEE AND BUDGET OFFSETS

Subtitle A—Transportation Discretionary Spending Guarantee

SEC. 8101. DISCRETIONARY SPENDING CATEGORIES.

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(b) OFFSETTING ADJUSTMENT IN DISCRETIONARY SPENDING LIMITS.—

(1) ADJUSTMENT OF NONDEFENSE CATEGORY FOR FY1999.—
The discretionary spending limit set forth in section 251(c)(3)(B) of the Balanced Budget and Emergency Deficit Control Act of 1985, as adjusted in conformance with section 251(b) of that Act, is reduced by \$859,000,000 in new budget authority and \$25,144,000,000 in outlays.

(2) ADJUSTMENT OF DISCRETIONARY CATEGORY FOR FY2000.—The discretionary spending limit set forth in section 251(c)(4)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as adjusted in conformance with section 251(b) of that Act, is reduced by \$859,000,000 in new budget authority and \$26,009,000,000 in outlays.

(3) ADJUSTMENT OF DISCRETIONARY SPENDING LIMIT FOR FY2001.—The discretionary spending limit set forth in section 251(c)(5)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as adjusted in conformance with section 251(b) of that Act, is reduced by \$859,000,000 in new budget authority and \$26,329,000,000 in outlays.

(4) ADJUSTMENT OF DISCRETIONARY SPENDING LIMIT FOR FY2002.—The discretionary spending limit set forth in section 251(c)(6)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as adjusted in conformance with section 251(b) of that Act, is reduced by \$859,000,000 in new budget authority and \$26,675,000,000 in outlays.

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SEC. 8102. CONFORMING THE PAYGO SCORECARD WITH THIS ACT.

Upon the enactment of this Act, the Director of the Office of Management and Budget shall not make any estimates under section 252(d) of the Balanced Budget and Emergency Deficit Control Act of 1985 of changes in direct spending outlays and receipts for any fiscal year resulting from this title or from section 1102 of this Act.

¹ All amendatory, per HDM title VII is not included in the comp

SEC. 8103. LEVEL OF OBLIGATION LIMITATIONS.

(a) **HIGHWAY CATEGORY.**—For the purposes of section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985, the level of obligation limitations for the highway category is—

- (1) for fiscal year 1999, \$25,883,000,000;
- (2) for fiscal year 2000, \$26,629,000,000;
- (3) for fiscal year 2001, \$27,158,000,000;
- (4) for fiscal year 2002, \$27,767,000,000;
- (5) for fiscal year 2003, \$28,233,000,000; and
- (6) for fiscal year 2004, \$34,498,000,000.

(b) **MASS TRANSIT CATEGORY.**—For the purposes of section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985, the level of obligation limitations for the mass transit category is—

- (1) for fiscal year 1999, \$5,365,000,000;
- (2) for fiscal year 2000, \$5,797,000,000;
- (3) for fiscal year 2001, \$6,271,000,000;
- (4) for fiscal year 2002, \$6,747,000,000;
- (5) for fiscal year 2003, \$7,226,000,000; and
- (6) for fiscal year 2004, \$7,303,000,000.¹

For purposes of this subsection, the term “obligation limitations” means the sum of budget authority and obligation limitations.

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TITLE IX—AMENDMENTS OF INTERNAL REVENUE CODE OF 1986¹

¹The amendment made to insert a new paragraph (6) “at the end” of section 8103(b) by section 11(b)(3) of the Surface Transportation Extension Act of 2003 (P.L. 108–88; 117 Stat. 1128) was carried out by inserting such paragraph after paragraph (5) in order to reflect the probable intent of the Congress.