

105TH CONGRESS
1ST SESSION

H. CON. RES. 43

Expressing the sense of Congress that the Intermodal Surface Transportation Efficiency Act of 1991 should not be radically overhauled, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MARCH 11, 1997

Mr. FRANKS of New Jersey (for himself, Mr. BORSKI, Mr. GILCHREST, Mr. LAHOOD, Mr. QUINN, Mr. NADLER, Mr. LoBIONDO, Mr. MCGOVERN, Mr. PASCRELL, Mr. SHAYS, Mr. FRELINGHUYSEN, Mrs. MORELLA, Mrs. KENNELLY of Connecticut, Mrs. KELLY, Mr. MARKEY, Mr. CARDIN, Mr. KENNEDY of Massachusetts, Mr. MCHUGH, Mr. CASTLE, Ms. DELAURO, Mr. MCHALE, Mr. KENNEDY of Rhode Island, Mr. CUMMINGS, Mr. HOLDEN, and Mr. ROTHMAN) submitted the following concurrent resolution; which was referred to the Committee on Transportation and Infrastructure.

CONCURRENT RESOLUTION

Expressing the sense of Congress that the Intermodal Surface Transportation Efficiency Act of 1991 should not be radically overhauled, and for other purposes.

1 *Resolved by the House of Representatives (the Senate*
2 *concurring),*

3 **SECTION 1. SENSE OF CONGRESS REGARDING PRESERVA-**
4 **TION OF A NATIONAL TRANSPORTATION PRO-**
5 **GRAM.**

6 It is the sense of Congress that—

1 (1) the Intermodal Surface Transportation Effi-
2 ciency Act of 1991 represented a revolutionary
3 change from past transportation legislation and its
4 fundamental structure should be preserved, not radi-
5 cally overhauled;

6 (2) transportation funds should be allocated to
7 States primarily based on needs; except that adjust-
8 ments to reflect system usage, system extent, level of
9 effort, each State's overall balance of Federal pay-
10 ments, and historic distribution patterns should also
11 be considered;

12 (3) census data predating the 1990 census
13 should not be used to apportion Federal transpor-
14 tation funds;

15 (4) the Congestion Mitigation and Air Quality
16 Improvement Program and the Bridge Program are
17 important national programs that should not be sub-
18 stantially changed;

19 (5) programs which support mass transpor-
20 tation should remain a national priority supported
21 by Federal funds;

22 (6) the level of Federal investment in transpor-
23 tation programs should be set at the highest level
24 possible in order to maintain America's ability to
25 compete globally;

1 (7) prescriptive Federal regulations should be
2 minimized to allow for more efficient and effective
3 transportation programs and to eliminate Federal
4 and State duplication;

5 (8) a dedicated source of funding for Amtrak,
6 and legislation to substantially reform Amtrak,
7 should be included in the law to reauthorize the
8 Intermodal Surface Transportation Act of 1991;

9 (9) the program providing reimbursements for
10 segments of the Interstate System constructed with-
11 out Federal assistance should be extended;

12 (10) transportation enhancement activities
13 should remain a mandatory part of the surface
14 transportation program; and

15 (11) transportation safety programs should not
16 be diminished.

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