

“(d) REPORT TO CONGRESS.—

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

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

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

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

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

“162. Rural 2-lane highway safety program.”.

AMENDMENT NO. 1521

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

SECTION . SHORT TITLE.

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

SEC. . SAFETY OF FEDERAL-AID HIGHWAYS.

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

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

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

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

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

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

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

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

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

(2) in subsection (f)—

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

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

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

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

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

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

(3) in subsection (g)(2)(C)—

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

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

THE EXTRADITION TREATIES INTERPRETATION ACT OF 1997

HELMS (AND BIDEN) AMENDMENT NO. 1523

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

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

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

SEC. 2. FINDINGS.

Congress finds that—

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

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

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

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

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

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

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

SEC. 3. INTERPRETATION OF EXTRADITION TREATIES.

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

THE INTERMODAL TRANSPORTATION ACT OF 1997

DOMENICI (AND CHAFEE) AMENDMENT NO. 1522

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

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

At the appropriate place, add the following:

TITLE III—ADDITIONAL FUNDING

SEC. 3001. ADDITIONAL FUNDING.

(a) HIGHWAYS.—

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

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

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

for the current fiscal year.

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

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

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

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

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

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

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

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

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

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

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

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

(4) AUTHORIZATION OF CONTRACT AUTHORITY.—

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

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

(b) MASS TRANSIT.—

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

(2) AMOUNTS.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

except that funds provided to urbanized areas over 200,000 population under section 5307 shall not be available for operating assistance; and

(C) shall remain available for obligation for the same period of time as if the funds were provided under section 5338 of title 49.

(4) AUTHORIZATION OF CONTRACT AUTHORITY.—

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

(B) CONTRACT AUTHORITY.—Funds authorized under this paragraph shall be available for obligation in the same manner as if the funds were apportioned or allocated under sections 5307, 5309, 5310, and 5311 of title 49, United States Code.

(C) POTENTIAL INCREASE FOR TRANSPORTATION SPENDING.—If the fiscal year 1999, 2000, 2001, or 2002 concurrent resolution on the budget assumes higher budget authority and outlay levels for transportation spending than assumed in H. Con. Res. 84 (the fiscal year 1998 budget resolution), the budget resolution shall separately specify the increased budget authority levels for highways and mass transit spending and the outlays flowing from such levels for each fiscal year through fiscal year 2002. If the fiscal year 2003 concurrent resolution on the budget provides additional budget authority and outlays for transportation spending during fiscal year 2003, then that resolution shall separately specify the increased budget authority levels for highway and mass transit spending and the outlays flowing from such levels.

(d) EXPEDITED PROCEDURES.—

(1) DEFINITION OF HIGHWAY AND MASS TRANSIT FUNDING JOINT RESOLUTION.—In this section, the term "highway and mass transit funding joint resolution" means a joint resolution, the matter after the resolving clause of which consists solely of the following:

(A) With respect to section 1 of such joint resolution, each blank space being filled in with a specific dollar amount that does not exceed the budget authority level for highways pursuant to subsection (c).

(B) With respect to section 2 of such joint resolution, each blank space being filled in with a specific dollar amount that does not exceed the budget authority level for mass transit pursuant to subsection (c).

(C) With respect to section 3 of such joint resolution, each blank space being filled in by an amount that does not exceed the outlay level pursuant to subsection (c).

"SECTION 1. ADDITIONAL HIGHWAY FUNDING.

"Section 3001(a)(2) of the Intermodal Surface Transportation Efficiency Act of 1997 is amended—

"(1) in subparagraph (A), by striking '\$0' and inserting '\$ _____';

"(2) in subparagraph (B), by striking '\$0' and inserting '\$ _____';

"(3) in subparagraph (C), by striking '\$0' and inserting '\$ _____';

"(4) in subparagraph (D), by striking '\$0' and inserting '\$ _____'; and

"(5) in subparagraph (E), by striking '\$0' and inserting '\$ _____'.

"SEC. 2. ADDITIONAL MASS TRANSIT FUNDING.

"(a) Section 3001(b)(2)(A) of the Intermodal Surface Transportation Efficiency Act of 1997 is amended—

"(1) in clause (i), by striking '\$0' and inserting '\$ _____';

"(2) in clause (ii), by striking '\$0' and inserting '\$ _____';

"(3) in clause (iii), by striking '\$0' and inserting '\$ _____';

"(4) in clause (iv), by striking '\$0' and inserting '\$ _____'; and

"(5) in clause (v), by striking '\$0' and inserting '\$ _____'.

"(b) Section 3001(b)(2)(B) of the Intermodal Surface Transportation Efficiency Act of 1997 is amended—

"(1) in clause (i), by striking '\$0' and inserting '\$ _____';

"(2) in clause (ii), by striking '\$0' and inserting '\$ _____';

"(3) in clause (iii), by striking '\$0' and inserting '\$ _____';

"(4) in clause (iv), by striking '\$0' and inserting '\$ _____'; and

"(5) in clause (v), by striking '\$0' and inserting '\$ _____'.

"SEC. 3. ADDITIONAL OUTLAYS FOR TRANSPORTATION.

"The discretionary spending limits set forth in section 251(c) of the Balanced Budget and Emergency Deficit Control Act of 1985 as adjusted pursuant to that Act are increased by the following amounts:

"(1) With respect to fiscal year 1999, _____ for nondefense outlays.

"(2) With respect to fiscal year 2000, _____ for discretionary outlays.

"(3) With respect to fiscal year 2001, _____ for discretionary outlays.

"(4) With respect to fiscal year 2002, _____ for discretionary outlays."

(2) IN THE SENATE.—

(A) INTRODUCTION AND REFERRAL.—

(i) IN GENERAL.—A highway and mass transit funding resolution introduced in the Senate shall be referred (for a period not to exceed 5 days of session, following the date of introduction) first to the Committee on Environment and Public Works and then to the Committee on Banking, Housing, and Urban Affairs. If either committee fails to report the joint resolution within that period, that committee shall be automatically discharged from consideration of the resolution. In the case of the Committee on Environment and Public Works being discharged, the resolution shall then be referred to the Committee on Banking, Housing, and Urban Affairs. In the case of the Committee on Banking, Housing, and Urban Affairs being discharged, the resolution shall be placed on the Calendar.

(ii) MEASURE FROM THE HOUSE.—When the Senate receives from the House of Representatives a highway and mass transit funding joint resolution, such resolution shall not be referred to committee and shall be placed on the Calendar.

(B) LIMITATION ON AMENDMENTS.—Amendments to a highway and mass transit funding joint resolution considered under this section shall be limited to those amendments which either increase or decrease dollar amounts specified in the resolution; but in no case shall such an amendment exceed the levels set out in subsection (c). No motion to suspend the application of this subsection shall be in order, nor shall it be in order in either House for the presiding officer to entertain a request to suspend the application of this subsection by unanimous consent.

(C) FLOOR CONSIDERATION.—

(i) MOTION TO PROCEED.—A motion to proceed to the consideration of a highway and mass transit funding joint resolution under this subsection shall not be debatable. It shall not be in order to move to reconsider the vote by which the motion to proceed was adopted or rejected, although subsequent motions to proceed may be made under this paragraph.

(ii) TIME FOR CONSIDERATION.—After no more than 10 hours of consideration of a highway and mass transit funding joint resolution, the Senate shall proceed, without intervening action or debate to vote on the final disposition thereof to the exclusion of all motions, except a motion to reconsider or to table. The time for consideration shall be equally divided and controlled by the Majority Leader and the Minority Leader or their designees. A motion to recommit a highway

and mass transit funding joint resolution shall not be in order.

(iii) POINTS OF ORDER WAIVED.—All points of order against the highway and mass transit funding joint resolution are waived.

(D) JOINT RESOLUTION FROM THE HOUSE OF REPRESENTATIVES.—If prior to the conclusion of consideration pursuant to subparagraph (C)(ii) of a highway and mass transit funding joint resolution originated in the Senate, the Senate receives from the House of Representatives a highway and mass transit funding joint resolution, it shall be in order at the conclusion of consideration of the Senate measure, without any intervening action or debate to proceed to the consideration of the House of Representatives measure, read it for the third time and vote on final disposition thereof to the exclusion of all motions, except a motion to reconsider or to table.

(E) SENATE MEASURE TO CALENDAR.—In the Senate, if a highway and mass transit funding joint resolution received from the House of Representatives is considered pursuant to subparagraph (D) then the Senate measure shall be returned to the Calendar.

(3) IN THE HOUSE OF REPRESENTATIVES.—

(4) APPLICATION OF EXPEDITED PROCEDURES.—The provisions of this subsection (including the waiver of all points of order under paragraph (2)(C)(iii)) shall only apply to a resolution that meets the definition of paragraph (1).

(5) SUNSET.—This subsection shall expire on September 30, 2003.

NOTICE OF HEARING

COMMITTEE ON RULES AND ADMINISTRATION

Mr. WARNER. Mr. President, I wish to announce that the Committee on Rules and Administration will conduct a hearing in SR-301, Russell Senate Office Building, on Thursday, October 30, 1997, at 9 a.m. on the Senate Strategic Planning Process for Infrastructure Support. A business meeting to consider pending legislative and administrative matters will immediately follow.

For further information concerning this hearing, please contact Ed Edens of the Rules Committee staff at 224-6678.

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON ARMED SERVICES

Mr. LOTT. Mr. President, I ask unanimous consent that the Committee on Armed Services be authorized to meet on Thursday, October 23, 1997, at 4:15 p.m. in executive session, to consider pending nominations.

The PRESIDING OFFICE. Without objection, it is so ordered.

COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS

Mr. LOTT. Mr. President, I ask unanimous consent that the Committee on Banking, Housing, and Urban Affairs be authorized to meet at 2:30 p.m. During the session of the Senate on Thursday, October 23, 1997, to conduct a hearing of the following nominees: Kevin E. Marchman, of Colorado, to be Assistant Secretary of HUD for Public and Indian Housing; Saul N. Ramirez, of Texas, to be Assistant Secretary of HUD for Community Planning and Development; Richard F. Keevey, of Virginia,