

Senate confirmation is required for each one of them in an open and public process, and it is a critical safeguard against politicization of our prosecutorial system. This safeguard has been severely compromised by the secret change that has been referred to, and this bill restores the safeguards.

□ 1800

I ask my colleagues to fully support this measure on both sides of the aisle.

Mr. SMITH of Texas. Mr. Speaker, this legislation would return the procedures for appointing interim U.S. Attorneys to what it was before Congress reauthorized the PATRIOT Act.

Some have claimed that the PATRIOT Act's reform was used to avoid Senate confirmation of permanent U.S. attorneys. To prevent that alleged abuse, this bill, H.R. 580, was rushed headlong through the Judiciary Committee.

One hearing was held on the bill. But that hearing focused mostly on the current U.S. Attorney controversy, not the bill, itself. It was then pushed immediately to the full committee, without an opportunity for subcommittee markup.

Republicans on the Judiciary Committee would have liked to have worked more with the Democrats in a bipartisan fashion to improve the existing law. We might well have found a better solution.

The majority's own witnesses at the hearing, for example, testified that much of the problem with the interim appointments process is the time it takes to obtain Senate confirmation. This bill, however, does not address that problem.

Given more time, we might have considered some promising ideas from the other side of the Capitol.

Senator KYL, for example, proposed a 120-day interim appointment power for the Executive Branch, and a 120-day clock for the Senate to confirm permanent appointees. This would have addressed the principal problem.

Senator SESSIONS proposed to set qualification standards for judicial appointments of interim appointees. These standards would have helped prevent unsuitable judicial appointees—assuming, for the purposes of argument, that there should be any judicial appointees of Executive Branch prosecutors.

This bill would allow judges to appoint the very Executive Branch prosecutors practicing before them, and would raise legal, ethical and practical concerns. Surely we could have done better than return to a flawed law of the past.

The rush to legislation also led to an under-considered amendment adopted at committee mark-up. That amendment would preclude the use of the full range of tried and true tools in the Vacancy Reform Act to obtain interim U.S. Attorneys.

Specifically, it would preclude the President from reaching out to Senate-confirmed, Presidential appointees serving in other capacities, rather than just career civil servants, to serve in these important posts on an interim basis.

The amendment limits the pool of qualified individuals to serve temporarily as U.S. Attorneys, so it weakens the federal government's ability to fight crime.

In these times of the War on Terror and the continuing, age-old war on crime, the service of U.S. Attorneys—the front line of federal law

enforcement—is more than ever a matter of first importance to the Nation. Their appointment is serious business.

We should not have rushed to judgment in attending to this business, but instead have given the legislative process the time that it deserves.

We have missed an opportunity to improve this bill. The American people have not been well-served.

Mr. CONYERS. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. CONYERS) that the House suspend the rules and pass the bill, H.R. 580, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. CONYERS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this question will be postponed.

SAFETEA-LU TECHNICAL CORRECTIONS ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1195) to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1195

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

TITLE I—HIGHWAY PROVISIONS

SECTION 101. SURFACE TRANSPORTATION TECHNICAL CORRECTIONS.

(a) CORRECTION OF INTERNAL REFERENCES IN DISADVANTAGED BUSINESS ENTERPRISES.—Paragraphs (3)(A) and (5) of section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1156) are amended by striking “paragraph (1)” each place it appears and inserting “paragraph (2)”.

(b) CORRECTION OF DISTRIBUTION OF OBLIGATION AUTHORITY.—Section 1102(c)(5) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1158) is amended by striking “among the States”.

(c) CORRECTION OF FEDERAL LANDS HIGHWAYS.—Section 1119 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1190) is amended by striking subsection (m) and inserting the following:

“(m) FOREST HIGHWAYS.—Of the amounts made available for public lands highways under section 1101—

“(1) not more than \$20,000,000 for each fiscal year may be used for the maintenance of forest highways;

“(2) not more than \$1,000,000 for each fiscal year may be used for signage identifying public hunting and fishing access; and

“(3) not more than \$10,000,000 for each fiscal year shall be used by the Secretary of

Agriculture to pay the costs of facilitating the passage of aquatic species beneath forest roads (as defined in section 101(a) of title 23, United States Code), including the costs of constructing, maintaining, replacing, and removing culverts and bridges, as appropriate.”.

(d) CORRECTION OF DESCRIPTION OF NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROJECT.—Item number 1 of the table contained in section 1302(e) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1205) is amended in the State column by inserting “LA,” after “TX.”.

(e) CORRECTION OF INTERSTATE ROUTE 376 HIGH PRIORITY DESIGNATION.—

(1) IN GENERAL.—Section 1105(c)(79) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 119 Stat. 1213) is amended by striking “and on United States Route 422”.

(2) CONFORMING AMENDMENT.—Section 1105(e)(5)(B)(i)(I) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2033; 119 Stat. 1213) is amended by striking “and United States Route 422”.

(f) CORRECTION OF INFRASTRUCTURE FINANCE SECTION.—Section 1602(d)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1247) is amended by striking “through 189 as sections 601 through 609, respectively” and inserting “through 190 as sections 601 through 610, respectively”.

(g) TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS DEFINED.—Section 101(a) of title 23, United States Code, is amended by adding at the end the following:

“(39) TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS.—

“(A) IN GENERAL.—The term ‘transportation systems management and operations’ means an integrated program to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.

“(B) INCLUSIONS.—The term ‘transportation systems management and operations’ includes—

“(i) regional operations collaboration and coordination activities between transportation and public safety agencies; and

“(ii) improvements to the transportation system, such as traffic detection and surveillance, arterial management, freeway management, demand management, work zone management, emergency management, electronic toll collection, automated enforcement, traffic incident management, roadway weather management, traveler information services, commercial vehicle operations, traffic control, freight management, and coordination of highway, rail, transit, bicycle, and pedestrian operations.”.

(h) CORRECTION OF REFERENCE IN APPORTIONMENT OF HIGHWAY SAFETY IMPROVEMENT PROGRAM FUNDS.—Effective October 1, 2006, section 104(b)(5)(A)(iii) of title 23, United States Code, is amended by striking “the Federal-aid system” each place it appears and inserting “Federal-aid highways”.

(i) CORRECTION OF AMENDMENT TO ADVANCE CONSTRUCTION.—Section 115 of title 23, United States Code, is amended by redesignating subsection (d) as subsection (c).

(j) CORRECTION OF HIGH PRIORITY PROJECTS.—Section 117 of title 23, United States Code, is amended—

(1) by redesignating subsections (d) through (h) as subsections (e) through (i), respectively;

(2) by redesignating the second subsection (c) (relating to Federal share) as subsection (d);

(3) in subsection (a)(2)(A) by inserting “(112 Stat. 257)” after “21st Century”; and

(4) in subsection (a)(2)(B)—

(A) by striking “subsection (b)” and inserting “subsection (c)”; and

(B) by striking “SAFETEA-LU” and inserting “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1256)”.

(k) CORRECTION OF TRANSFER OF UNUSED PROTECTIVE-DEVICE FUNDS TO OTHER HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS.—Section 130(e)(2) of title 23, United States Code, is amended by striking “purposes under this subsection” and inserting “highway safety improvement program purposes”.

(l) METROPOLITAN TRANSPORTATION PLANNING.—

(1) Section 134(j)(3)(D) of title 23, United States Code, is amended—

(A) by inserting “or the identified phase” before “within the time”; and

(B) by inserting “or the identified phase” before the period at the end.

(2) Section 134(k)(2) of such title is amended by striking “a metropolitan planning area serving”.

(m) CORRECTION OF HIGHWAY BRIDGE PROGRAM.—

(1) IN GENERAL.—Section 144 of title 23, United States Code, is amended—

(A) in the section heading by striking “replacement and rehabilitation”;

(B) in subsections (b), (c)(1), and (e) by striking “Federal-aid system” each place it appears and inserting “Federal-aid highway”;

(C) in subsections (c)(2) and (o) by striking “the Federal-aid system” each place it appears and inserting “Federal-aid highways”;

(D) in the heading to paragraph (4) of subsection (d) by inserting “SYSTEMATIC” before “PREVENTIVE”;

(E) in subsection (e) by striking “off-system bridges” each place it appears and inserting “bridges not on Federal-aid highways”;

(F) by striking subsection (f);

(G) by redesignating subsections (g) through (s) as subsections (f) through (r), respectively;

(H) in paragraph (2) of subsection (f) (as redesignated by subparagraph (G)) by striking the paragraph heading and inserting “BRIDGES NOT ON FEDERAL-AID HIGHWAYS”;

(I) in subsection (m) (as redesignated by subparagraph (G)) by striking the subsection heading and inserting “PROGRAM FOR BRIDGES NOT ON FEDERAL-AID HIGHWAYS”; and

(J) in subsection (n)(4)(B) (as redesignated by subparagraph (G)) by striking “State highway agency” and inserting “State transportation department”.

(2) CONFORMING AMENDMENTS.—

(A) METROPOLITAN PLANNING.—Section 104(f)(1) of such title is amended by striking “replacement and rehabilitation”.

(B) EQUITY BONUS PROGRAM.—Subsections (a)(2)(C) and (b)(2)(C) of section 105 of such title are amended by striking “replacement and rehabilitation” each place it appears.

(C) ANALYSIS.—The analysis for chapter 1 of such title is amended in the item relating to section 144 by striking “replacement and rehabilitation”.

(n) CORRECTION OF NATIONAL SCENIC BYWAYS PROGRAM COVERAGE.—Section 162 of title 23, United States Code, is amended—

(1) in subsection (a)(3)(B) by striking “a National Scenic Byway under subparagraph (A)” and inserting “a National Scenic Byway, an All-American Road, or one of America’s Byways under paragraph (1)”;

(2) in subsection (c)(3) by striking “or All-American Road” each place it appears and

inserting “All-American Road, or one of America’s Byways”.

(o) CORRECTION OF REFERENCE IN TOLL PROVISION.—Section 166(b)(5)(C) of title 23, United States Code, is amended by striking “paragraph (3)” and inserting “paragraph (4)”.

(p) CORRECTION OF RECREATIONAL TRAILS PROGRAM APPORTIONMENT EXCEPTIONS.—Section 206(d)(3)(A) of title 23, United States Code, is amended by striking “(B), (C), and (D)” and inserting “(B) and (C)”.

(q) CONSOLIDATION OF GRANT APPLICATIONS.—Section 402(m) of title 23, United States Code, is amended in the first sentence—

(1) by striking “through” and inserting “for which”; and

(2) by inserting “is appropriate” before the period at the end.

(r) CORRECTION OF INFRASTRUCTURE FINANCE.—Section 601(a)(3) of title 23, United States Code, is amended by inserting “bbb minus, BBB (low),” after “Baa3.”.

(s) CORRECTION OF MISCELLANEOUS TYPOGRAPHICAL ERRORS.—

(1) Section 1401 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1226) is amended by redesignating subsections (d) and (e) as subsections (c) and (d), respectively.

(2) Section 1404(e) of such Act (119 Stat. 1229) is amended by inserting “tribal,” after “local.”.

(3) Section 10211(b)(2) of such Act (119 Stat. 1937) is amended by striking “plan administer” and inserting “plan and administer”.

(4) Section 10212(a) of such Act (119 Stat. 1937) is amended—

(A) by inserting “equity bonus,” after “minimum guarantee,”;

(B) by striking “freight intermodal connectors” and inserting “railway-highway crossings”;

(C) by striking “high risk rural road.”;

(D) by inserting after “highway safety improvement programs” the following: “(and separately the set aside for the high risk rural road program)”.

SEC. 102. MAGLEV.

(a) FUNDING.—Section 1101(a)(18) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1155) is amended by striking subparagraphs (A) and (B) and inserting the following:

“(A) \$20,000,000 for fiscal year 2007; and

“(B) \$35,000,000 for each of fiscal years 2008 and 2009.”.

(b) CONTRACT AUTHORITY.—Section 1307 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1217) is amended by adding at the end the following:

“(e) CONTRACT AUTHORITY.—Funds authorized under section 1101(a)(18) 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 not be transferable and shall remain available until expended, and the Federal share of the cost of a project to be carried out with such funds shall be 80 percent.”.

SEC. 103. PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE AND NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROJECTS.

(a) PROJECT OF NATIONAL AND REGIONAL SIGNIFICANCE.—The table contained in section 1301(m) of the Safe, Accountable, Flexible, Efficient Transportation Equity: A Legacy for Users (119 Stat. 1203) is amended in item number 4 by striking the project description and inserting “\$7,400,000 for planning, design, and construction of a new American border plaza at the Blue Water

Bridge in or near Port Huron; \$12,600,000 for integrated highway realignment and grade separations at Port Huron to eliminate road blockages from NAFTA rail traffic”.

(b) NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROJECT.—The table contained in section 1302(e) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1205) is amended in item number 23 by striking the project description and inserting “Improvements to State Road 312, Hammond”.

SEC. 104. IDLING REDUCTION FACILITIES.

Section 111(d) of title 23, United States Code, is repealed.

SEC. 105. PROJECT AUTHORIZATIONS.

(a) IN GENERAL.—The table contained in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1256) is amended—

(1) in item number 34 by striking the project description and inserting “Removal and Reconfiguration of Interstate ramps, I-40, Memphis”;

(2) by striking item number 61;

(3) in item number 87 by striking the project description and inserting “M-291 highway outer road improvement project”;

(4) in item number 128 by striking “\$2,400,000” and inserting “\$4,800,000”;

(5) in item number 154 by striking “Virginia” and inserting “Eveleth”;

(6) in item number 193 by striking the project description and inserting “Improvements to or access to Route 108 to enhance access to the business park near Rumford”;

(7) in item number 240 by striking “\$800,000” and inserting “\$2,400,000”;

(8) by striking item number 248;

(9) in item number 274 by striking the project description and inserting “Intersection improvements at Belleville and Ecorse Roads and approach roadways, and widen Belleville Road from Ecorse to Tyler, Van Buren Township, Michigan”;

(10) in item number 277 by striking the project description and inserting “Construct connector road from Rushing Drive North to Grand Ave., Williamson County”;

(11) in item number 395 by striking the project description and inserting “Plan and construct interchange at I-65, from existing SR-109 to I-65”;

(12) in item number 463 by striking “Cookeville” and inserting “Putnam County”;

(13) in item number 576 by striking the project description and inserting “Design, right-of-way, and construction of Nebraska Highway 35 between Norfolk and South Sioux City, including an interchange at Milepost 1 on I-129”;

(14) in item number 595 by striking “Street Closure at” and inserting “Transportation improvement project near”;

(15) in item number 649 by striking the project description and inserting “Construction and enhancement of the Fillmore Avenue Corridor, Buffalo”;

(16) in item number 655 by inserting “, safety improvement construction,” after “Environmental studies”;

(17) in item number 676 by striking the project description and inserting “St. Croix River crossing project, Wisconsin State Highway 64, St. Croix County, Wisconsin, to Minnesota State Highway 36, Washington County”;

(18) in item number 770 by striking the project description and inserting “Improve existing Horns Hill Road in North Newark, Ohio, from Waterworks Road to Licking Springs Road”;

(19) in item number 777 by striking the project description and inserting “Akutan Airport access”;

(20) in item number 829 by striking the project description and inserting “\$400,000 to conduct New Bedford/Fairhaven Bridge modernization study; \$1,000,000 to design and build New Bedford Business Park access road”;

(21) in item number 881 by striking the project description and inserting “Pedestrian safety improvements near North Atlantic Boulevard, Monterey Park”;

(22) in item number 923 by striking the project description and inserting “Improve safety of a horizontal curve on Clarksville St. 0.25 miles north of 275th Rd. in Grandview Township, Edgar County”;

(23) in item number 947 by striking the project description and inserting “Third East/West River Crossing, St. Lucie River”;

(24) in item numbers 959 and 3327 by striking “Northern Section,” each place it appears;

(25) in item number 963 by striking the project description and inserting “For engineering, right-of-way acquisition, and reconstruction of 2 existing lanes on Manhattan Road from Baseline Road to Route 53”;

(26) in item number 983 by striking the project description and inserting “Land acquisition for highway mitigation in Cecil, Kent, Queen Annes, and Worcester Counties”;

(27) in item number 1039 by striking the project description and inserting “Widen State Route 98, including storm drain developments, from D. Navarro Avenue to State Route 111”;

(28) in item number 1047 by striking the project description and inserting “Bridge and road work at Little Susitna River Access road in Matanuska-Susitna Borough”;

(29) in item number 1124 by striking “bridge over Stillwater River, Orono” and by inserting “routes”;

(30) in item number 1206 by striking “Pleasantville” and inserting “Briarcliff Manor”;

(31) in item number 1281 by striking the project description and inserting “Upgrade roads in Attala County District 4 (Roads 4211 and 4204), Kosciusko, Ward 2, and Ethel, Attala County”;

(32) in item number 1487 by striking “\$800,000” and inserting “\$1,600,000”;

(33) in item number 1575 by striking the project description and inserting “Highway and road signage, and traffic signal synchronization and upgrades, in Shippensburg Boro, Shippensburg Township, and surrounding municipalities”;

(34) in item number 1661 by striking the project description and inserting “Sheldon West Extension in Matanuska-Susitna Borough”;

(35) in item number 1810 by striking the project description and inserting “Design, engineering, ROW acquisition, construction, and construction engineering for the reconstruction of TH 95, from 12th Avenue to CSAH 13, including bridge and approaches, ramps, intersecting roadways, signals, turn lanes, and multiuse trail, North Branch”;

(36) in item number 1852 by striking “Milepost 9.3” and inserting “Milepost 24.3”;

(37) in item numbers 1926 and 2893 by striking the project descriptions and inserting “Grading, paving roads, and the transfer of rail-to-truck for the intermodal facility at Rickenbacker Airport, Columbus, Ohio”;

(38) in item number 1933 by striking the project description and inserting “Enhance Byzantine Latino Quarter transit plazas at Normandie and Pico, and Hoover and Pico, Los Angeles, by improving streetscapes, including expanding concrete and paving”;

(39) in item number 1975 by striking the project description and inserting “Point MacKenzie Access Road improvements in Matanuska-Susitna Borough”;

(40) in item number 2015 by striking the project description and inserting “Heidelberg Borough/Scott Township/Carnegie Borough for design, engineering, acquisition, and construction of streetscaping enhancements, paving, lighting and safety upgrades, and parking improvements”;

(41) in item number 2087 by striking the project description and inserting “Railroad crossing improvement on Illinois Route 82 in Geneseo”;

(42) in item number 2211 by striking the project description and inserting “Construct road projects and transportation enhancements as part of or connected to RiverScape Phase III, Montgomery County, Ohio”;

(43) in item number 2234 by striking the project description and amount and inserting “North Atherton Signal Coordination Project in Centre County” and “\$400,000”, respectively;

(44) in item number 2316 by striking the project description and inserting “Construct a new bridge at Indian Street, Martin County”;

(45) in item number 2420 by striking the project description and inserting “Preconstruction and construction activities of U.S. 51 between the Assumption Bypass and Vandalia”;

(46) in item number 2482 by striking “County” and inserting “County”;

(47) in item number 2663 by striking the project description and inserting “Rosemead Boulevard safety enhancement and beautification, Temple City”;

(48) in item number 2671 by striking “from 2 to 5 lanes and improve alignment within rights-of-way in St. George” and inserting “, St. George”;

(49) in item number 2743 by striking the project description and inserting “Improve safety of culvert replacement on 250th Rd. between 460th St. and Cty Hwy 20 in Grandview Township, Edgar County”;

(50) by striking item number 2800;

(51) in item number 2826 by striking “State Street and Cajon Boulevard” and inserting “Palm Avenue”;

(52) in item number 2931 by striking “Frazho Road” and inserting “Martin Road”;

(53) in item number 3047 by inserting “and roadway improvements” after “safety project”;

(54) in item number 3078 by striking the project description and inserting “U.S. 2/Sulton Basin Road improvements in Sultan”;

(55) in item number 3174 by striking the project description and inserting “Improving Outer Harbor access through planning, design, construction, and relocations of Southtowns Connector-NY Route 5, Fuhrmann Boulevard, and a bridge connecting the Outer Harbor to downtown Buffalo at the Inner Harbor”;

(56) in item number 3219 by striking “Forrest” and inserting “Warren”;

(57) in item number 3254 by striking the project description and inserting “Reconstruct PA Route 274/34 Corridor, Perry County”;

(58) in item number 3260 by striking “Lake Shore Drive” and inserting “Lakeshore Drive and parking facility/entrance improvements serving the Museum of Science and Industry”;

(59) in item number 3368 by striking the project description and inserting “Plan, design, and engineering, Ludlam Trail, Miami”;

(60) in item number 3410 by striking the project description and inserting “Design, purchase land, and construct sound walls along the west side of I-65 from approximately 950 feet south of the Harding Place interchange south to Hogan Road”;

(61) in item number 3537 by inserting “and the study of alternatives along the North South Corridor,” after “Valley”;

(62) in item number 3582 by striking the project description and inserting “Improving Outer Harbor access through planning, design, construction, and relocations of Southtowns Connector-NY Route 5, Fuhrmann Boulevard, and a bridge connecting the Outer Harbor to downtown Buffalo at the Inner Harbor”;

(63) in item number 3604 by inserting “Kane Creek Boulevard” after “500 West”;

(64) in item number 3632 by striking the State, project description, and amount and inserting “FL”, “Pine Island Road pedestrian overpass, city of Tamarac”, and “\$610,000”, respectively;

(65) in item number 3634 by striking the matters in the State, project description, and amount columns and inserting “FL”, “West Avenue Bridge, city of Miami Beach”, and “\$620,000”, respectively;

(66) in item number 3673 by striking the project description and inserting “Improve marine dry-dock and facilities in Ketchikan”;

(67) in item number 2942 by striking the project description and inserting “Redesigning the intersection of Business U.S. 322/High Street and Rosedale Avenue and constructing a new East Campus Drive between High Street (U.S. 322) and Matlock Street at West Chester University, West Chester, Pennsylvania”;

(68) in item number 2781 by striking the project description and inserting “Highway and road signage, road construction, and other transportation improvement and enhancement projects on or near Highway 26, in Riverton and surrounding areas”;

(69) in item number 2430 by striking “200 South Interchange” and inserting “400 South Interchange”;

(70) by striking item number 20;

(71) in item number 424 by striking “\$264,000” and inserting “\$644,000”;

(72) in item number 1210 by striking the project description and inserting “Town of New Windsor—Riley Road, Shore Drive, and area road improvements”;

(73) by striking item numbers 68, 905, and 1742;

(74) in item number 1059 by striking “\$240,000” and inserting “\$420,000”;

(75) in item number 2974 by striking “\$120,000” and inserting “\$220,000”;

(76) by striking item numbers 841, 960, and 2030;

(77) in item number 1278 by striking “\$740,000” and inserting “\$989,600”;

(78) in item number 207 by striking “\$13,600,000” and inserting “\$13,200,000”;

(79) in item number 2656 by striking “\$12,228,000” and inserting “\$8,970,000”;

(80) in item number 1983 by striking “\$1,600,000” and inserting “\$1,000,000”;

(81) in item number 753 by striking “\$2,700,000” and inserting “\$3,200,000”;

(82) in item number 64 by striking “\$6,560,000” and inserting “\$8,480,000”;

(83) in item number 2338 by striking “\$1,600,000” and inserting “\$1,800,000”;

(84) in item number 1533 by striking “\$392,000” and inserting “\$490,000”;

(85) in item number 1354 by striking “\$40,000” and inserting “\$50,000”;

(86) in item number 3106 by striking “\$400,000” and inserting “\$500,000”;

(87) in item number 799 by striking “\$1,600,000” and inserting “\$2,000,000”;

(88) in item number 159—

(A) by striking “Construct interchange for 146th St. and I-69” and inserting “Upgrade 146th St. to I-69 Access”; and

(B) by striking “\$2,400,000” and inserting “\$3,200,000”;

(89) by striking item number 2936;

(90) in item number 3138 by striking the project description and inserting “Elimination of highway-railway crossing along the KO railroad from Salina to Osborne to increase safety and reduce congestion”;

(91) in item number 2274 by striking “between Farmington and Merriman” and inserting “between Hines Drive and Inkster, Flamingo Street between Ann Arbor Trail and Joy Road, and the intersection of Warren Road and Newburgh Road”;

(92) in item number 52 by striking the project description and inserting “Pontiac Trail between E. Liberty and McHattie Street”;

(93) in item number 1544 by striking “connector”;

(94) in item number 2573 by striking the project description and inserting “Rehabilitation of Sugar Hill Road in North Salem, NY”;

(95) in item number 1450 by striking “III-VI” and inserting “III-VII”;

(96) in item number 2637 by striking the project description and inserting “Construction, road and safety improvements in Geauga County, OH”;

(97) in item number 2342 by inserting “and to Heisley Road” after “Interchange”;

(98) in item number 161 by striking the project description and inserting “Construct False Pass causeway and road to the terminus of the south arm breakwater project”;

(99) in item number 2002 by striking the project description and inserting “Providence Hospital public access road and enhancements, including access connections between the proposed Providence Regional Administration Building and Piper Street, to improve access and circulation in the Providence Southwest Campus”;

(100) in item number 2023 by striking the project description and inserting “Biking and pedestrian trail construction, Kentland”;

(101) in item number 2035 by striking “Replace” and inserting “Repair”;

(102) in item number 2511 by striking “Replace” and inserting “Rehabilitate”;

(103) in item number 2981 by striking the project description and inserting “Roadway improvements on Highway 262 on the Navajo Nation in Aneth”;

(104) in item number 2068 by inserting “and approaches” after “capacity”;

(105) in item number 98 by striking the project description and inserting “Right-of-way and construction for the 77th Street reconstruction project, including the Lyndale Avenue Bridge over I-494, Richfield”;

(106) in item number 1783 by striking the project description and inserting “Clark Road access improvements, Jacksonville”;

(107) in item number 2711 by striking the project description and inserting “Main Street Road Improvements through Springfield, Jacksonville”;

(108) in item number 3485 by striking the project description and inserting “Improve SR 105 (Hecksher Drive) from Drummond Point to August Road, including bridges across the Broward River and Dunn's Creek, Jacksonville”;

(109) in item number 3486 by striking the project description and inserting “Construct improvements to NE 19th Street/NE 19th Terrace from NE 3rd Avenue to NE 8th Avenue, Gainesville”;

(110) in item number 3487 by striking the project description and inserting “Construct improvements to NE 25th Street from SR 26 (University Blvd.) to NE 8th Avenue, Gainesville”;

(111) in item number 803 by striking “St. Clair County” and inserting “city of Madison”;

(112) in item number 615 by striking the project description and inserting “Roadway improvements to Jackson Avenue between Jericho Turnpike and Teibrook Avenue”;

(113) in item number 889 by striking the project description and inserting “U.S. 160, State Highway 3 to east of the Florida River”;

(114) in item number 324 by striking the project description and inserting “Paving a portion of H-58 from Buck Hill to 4,000 feet east of Hurricane River”;

(115) in item number 301 by striking the project description and inserting “Improvements for St. Georges Avenue between East Baltimore Avenue on the southwest and Chandler Avenue on the northeast”;

(116) in item number 1519 by inserting “at the intersection of Quincy/West Drinker/Electric Streets near the Dunmore School complex” after “roadway redesign”;

(117) in item number 2604 by inserting “on Coolidge, Bridge (from Main to Monroe), Skytop (from Gedding to Skytop), Atwell (from Bear Creek Rd. to Pittston Township), Wood (to Bear Creek Rd.), Pine, Oak (from Penn Avenue to Lackawanna Avenue), McLean, Second, and Lolli Lane” after “roadway redesign”;

(118) in item number 1157 by inserting “on Mill Street from Prince Street to Roberts Street, John Street from Roberts Street to end, Thomas Street from Roberts Street to end, Williams Street from Roberts Street to end, Charles Street from Roberts Street to end, Fair Street from Roberts Street to end, Newport Avenue from East Kirmar Avenue to end” after “roadway redesign”;

(119) in item number 805 by inserting “on Oak Street from Stark Street to the township line at Mayock Street and on East Mountain Boulevard” after “roadway redesign”;

(120) in item number 2704 by inserting “on West Cemetery Street and Frederick Courts” after “roadway redesign”;

(121) in item number 3136 by inserting “on Walden Drive and Greenwood Hills Drive” after “roadway redesign”;

(122) in item number 1363 by striking the project description and inserting “Design, engineering, right-of-way acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, handicap access ramps, parking, and roadway redesign on Bilbow Street from Church Street to Pugh Street, on Pugh Street from Swallow Street to Main Street, Jones Lane from Main Street to Hoblak Street, Cherry Street from Green Street to Church Street, Main Street from Jackson Street to end, Short Street from Cherry Street to Main Street, and Hillside Avenue in Edwardsville Borough, Luzerne County”;

(123) in item number 883 by striking the project description and inserting “Design, engineering, right-of-way acquisition, and construction of streetscaping enhancements, paving, lighting, parking, roadway redesign, and safety improvements (including curbing, stop signs, crosswalks, and pedestrian sidewalks) at and around the 3-way intersection involving Susquehanna Avenue, Erie Street, and Second Street in West Pittston, Luzerne County”;

(124) in item number 625 by striking the project description and inserting “Design, engineering, right-of-way acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign on Sampson Street, Dunn Avenue, Powell Street, Josephine Street, Pittston Avenue, Railroad Street, McClure Avenue, and Baker Street in Old Forge Borough, Lackawanna County”;

(125) in item number 372 by inserting “, replacement of the Nesbitt Street Bridge, and placement of a guard rail adjacent to St.

Vladimir's Cemetery on Mountain Road (S.R. 1007)” after “roadway redesign”;

(126) in item number 2308 by striking the project description and inserting “Design, engineering, right-of-way acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign, including a project to establish emergency access to Catherino Drive from South Valley Avenue in Troop Borough, Lackawanna County”;

(127) in item number 967 by striking the project description and inserting “Design, engineering, right-of-way acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, roadway redesign, and catch basin restoration and replacement on Cherry Street, Willow Street, Eno Street, Flat Road, Krispin Street, Parrish Street, Carver Street, Church Street, Franklin Street, Carolina Street, East Main Street, and Rear Shawnee Avenue in Plymouth Borough, Luzerne County”;

(128) in item number 989 by inserting “on Old Ashley Road, Ashley Street, Phillips Street, First Street, Ferry Road, and Division Street” after “roadway redesign”;

(129) in item number 342 by striking the project description and inserting “Design, engineering, right-of-way acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, roadway redesign, and cross pipe and catch basin restoration and replacement on Northgate, Mandy Court, Vine Street, and 36th Street in Milnesville West, and on Hillside Drive (including the widening of the bridge on Hillside Drive), Club 40 Road, Sunburst and Venisa Drives, and Stockton #7 Road in Hazle Township, Luzerne County”;

(130) in item number 2332 by striking “Monroe County” and inserting “Carbon, Monroe, Pike, and Wayne Counties”;

(131) in item number 2436 by striking the project description and amount and inserting “For Wilkes-Barre to design, acquire land, and construct a parking garage or parkade, streetscaping enhancements, paving, lighting, safety improvements, and roadway redesign at and around the Sterling Hotel in Wilkes-Barre, including on River Street, Market Street, or Franklin Street (or any combination thereof) to the vicinity of the Irem Temple” and “\$3,000,000”, respectively;

(132) in item number 2723 by striking “\$4,000,000” and by inserting “\$3,150,000”;

(133) in item number 61 by striking the matters in the State, project description, and amount columns and inserting “AL”, “Grade crossing improvements along Wiregrass Central RR at Boil Weevil Bypass in Enterprise, AL”, and “\$250,000”, respectively;

(134) in item number 314 by striking the project description and amount and inserting “Streetscape enhancements to the transit and pedestrian corridor, Fort Lauderdale, Downtown Development Authority” and “\$610,000”, respectively;

(135) in item number 1639 by striking the project description and inserting “Operational and highway safety improvements on Hwy 94 between the 20 mile marker post in Jamul and Hwy 188 in Tecate”;

(136) in item number 2860 by striking the project description and inserting “Roadway improvements from Halchita to Mexican Hat on the Navajo Nation”;

(137) in item number 2549 by striking “on Navy Pier”;

(138) in item number 2804 by striking “on Navy Pier”;

(139) in item number 1328 by striking the project description and inserting “Construct public access roadways and pedestrian safety improvements in and around Montclair State University in Clifton”;

(140) in item number 2559 by striking the project description and inserting "Construct sound walls on Route 164 at and near the Maersk interchange";

(141) in item number 1849 by striking the project description and inserting "Highway, traffic-flow, pedestrian facility, and streetscape improvements, Pittsburgh";

(142) in item number 697 by striking the project description and inserting "Highway, traffic-flow, pedestrian facility, and streetscape improvements, Pittsburgh";

(143) in item number 3597 by striking the project description and inserting "Road Alignment from IL Route 159 to Sullivan Drive, Swansea";

(144) in item number 2352 by striking the project description and inserting "Streetscaping and transportation enhancements on 7th Street in Calexico, traffic signalization on Highway 78, construction of the Renewable Energy and Transportation Learning Center, improve and enlarge parking lot, and create bus stop, Brawley";

(145) in item number 3482 by striking the project description and inserting "Conduct a study to examine multi-modal improvements to the I-5 corridor between the Main Street Interchange and State Route 54";

(146) in item number 1275 by striking the project description and inserting "Scoping, permitting, engineering, construction management, and construction of Riverbank Park Bike Trail, Kearny";

(147) in item number 726 by striking the project description and inserting "Grade Separation at Vanowen and Clybourn, Burnbank";

(148) in item number 1579 by striking the project description and inserting "San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel";

(149) in item number 2690 by striking the project description and inserting "San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel";

(150) in item number 2811 by striking the project description and inserting "San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel";

(151) in item number 259 by striking the project description and inserting "Design and construction of the Clair Nelson Intermodal Center in Finland, Lake County";

(152) in item number 3456 by striking the project description and by inserting "Completion of Phase II/Part I of a project on Elizabeth Avenue in Coleraine to west of Itasca County State Aid Highway 15 in Itasca County";

(153) in item number 2429 by striking the project description and inserting "Upgrade streets, undertake streetscaping, and implement traffic and pedestrian safety signalization improvements and highway-rail crossing safety improvements, Oak Lawn";

(154) in item number 766 by striking the project description and inserting "Design and construction of the walking path at Ellis Pond, Norwood";

(155) in item number 3474 by striking the project description and inserting "Yellow River Trail, Newton County";

(156) in item number 3291 by striking the amount and inserting "\$200,000";

(157) in item number 3635 by striking the matters in the State, project description, and amount columns and inserting "GA", "Access Road in Montezuma", and "\$200,000", respectively;

(158) in item number 716 by striking the project description and inserting "Conduct a project study report for new Highway 99 Interchange between SR 165 and Bradbury Road, and safety improvements/realignment of SR 165, serving Turlock/Hilmar region";

(159) in item number 1386 by striking the project description and amount and inserting

"Pedestrian and bicycle facilities, and street lighting in Haddon Heights" and "\$300,000", respectively;

(160) in item number 2720 by striking the project description and amount and inserting "Pedestrian and bicycle facilities and street lighting in Barrington and streetscape improvements to Clements Bridge Road from the circle at the White Horse Pike to NJ Turnpike overpass in Barrington" and "\$700,000", respectively;

(161) in item number 2523 by striking the project description and inserting "Penobscot Riverfront Development for bicycle trails, amenities, traffic circulation improvements, and waterfront access and stabilization, Bangor and Brewer";

(162) in item number 545 by striking the project description and inserting "Planning, design, and construction of improvements to the highway systems connecting to Lewiston and Auburn downtowns";

(163) in item number 2168 by striking the project description and amount and inserting "Study and design, engineering, right-of-way acquisition, and construction of street improvements, streetscaping enhancements, paving, lighting, safety improvements, along the Rt. 315 corridor from Dupont to Wilkes-Barre" and "\$1,000,000", respectively;

(164) in item number 170 by striking the project description and amount and inserting "Study of a Maglev train route from Northeast Pennsylvania through New Jersey and New York" and "\$1,600,000", respectively;

(165) in item number 2366 by striking the project description and inserting "Design, engineering, right-of-way acquisition, and paving of the parking lot at the Casey Plaza in Wilkes-Barre Township";

(166) in item number 826 by striking "and Interstate 81" and inserting "and exit 168 on Interstate 81 or the intersection of the connector road with Northampton St.;"

(167) in item number 2144 by striking the project description and inserting "Design, engineering, right-of-way acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign on Third Street from Pittston Avenue to Packer Street; Swift Street from Packer Street to Railroad Street; Clark Street from Main Street to South Street; School Street from Main Street to South Street; Plane Street from Grove Street to William Street; John Street from 4 John Street to William Street; Grove Street from Plane Street to Duryea Borough line; Wood Street from Cherry Street to Hawthorne Street in Avoca Borough, Luzerne County";

(168) in item number 1765 by striking the project description and amount and inserting "Design, engineering, right-of-way acquisition, and construction of street improvements, streetscaping enhancements, paving, lighting, safety improvements, parking, roadway redesign in Pittston, including right-of-way acquisition, structure demolition, and intersection safety improvements in the vicinity and including the intersection of Main and William Streets in Pittston" and "\$1,600,000", respectively;

(169) in item number 2957 by striking the project description and amount and inserting "Design, engineering, land acquisition, right-of-way acquisition, and construction of a parking garage, streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in the city of Wilkes-Barre" and "\$2,800,000", respectively;

(170) in item number 3283 by striking the project description and amount and inserting "Pedestrian access improvements, including installation of infrastructure and equipment for security and surveillance purposes at

subway stations in Astoria, New York" and "\$1,300,000", respectively;

(171) in item number 3556 by striking the project description and amount and inserting "Design and rehabilitate staircases used as streets due to the steep grade of terrain in Bronx County" and "\$1,100,000", respectively;

(172) by striking item number 203;

(173) by striking item number 552;

(174) by striking item number 590;

(175) by striking item number 759;

(176) by striking item number 879;

(177) by striking item number 1071;

(178) by striking item number 1382;

(179) by striking item number 1897;

(180) by striking item number 2553;

(181) in item number 3014 by striking the project description and amount and inserting "Design and Construct school safety projects in New York City" and "\$2,500,000", respectively;

(182) in item number 2375 by striking the project description and amount and inserting "Subsurface environmental study to measure presence of methane and benzene gasses in vicinity of Greenpoint, Brooklyn, and the Kosciusko Bridge, resulting from the Newtown Creek oil spill" and "\$100,000";

(183) in item number 221 by striking the project description and inserting "Study and implement transportation improvements in the Breezy Point neighborhood of Queens County";

(184) in item number 2732 striking the project description and inserting "Pedestrian safety improvements in the vicinity of LIRR stations";

(185) by striking item number 99;

(186) in item number 398 by striking the project description and inserting "Construct a new 2-lane road extending north from University Park Drive and improvements to University Park Drive";

(187) in item number 446 by striking the project description and inserting "Transportation improvements for development of the Williamsport-Pile Bay Road corridor";

(188) in item number 671 by striking "and Pedestrian Trail Expansion" and inserting "including parking facilities and Pedestrian Trail Expansion";

(189) in item number 674 by striking the matters in the State, project description, and amount columns and inserting "AL", "Grade crossing improvements along Conecuh Valley RR at Henderson Highway (CR-21) in Troy, AL", and "\$300,000", respectively;

(190) in item number 739 by striking the matters in the State, project description, and amount columns and inserting "AL", "Grade crossing improvements along Luxapalila Valley RR in Lamar and Fayette Counties, AL (Crossings at CR-6, CR-20, SH-7, James Street, and College Drive)", and "\$300,000", respectively;

(191) in item number 746 by striking "Planning and construction of a bicycle trail adjacent to the I-90 and SR 615 Interchange in" and inserting "Planning, construction, and extension of bicycle trails adjacent to the I-90 and SR 615 Interchange, along the Greenwich Corridor and throughout";

(192) in item number 749 by striking the matters in the State, project description, and amount columns and inserting "PA", "UPMC Heliport in Bedford", and "\$750,000", respectively;

(193) in item number 813 by striking the project description and inserting "Preliminary design and study of long-term roadway approach alternatives to TH 36/SH 64 St. Croix River Crossing Project";

(194) in item number 816 by striking "\$800,000" and inserting "\$880,000";

(195) in item number 852 by striking "Acquire Right-of-Way for Ludlam Trail, Miami,

Florida" and inserting "Planning, design, and engineering, Ludlam Trail, Miami";

(196) in item number 994 by striking the matters in the State, project description, and amount columns and inserting "PA", "Construct 2 flyover ramps and S. Linden Street exit for access to industrial sites in the cities of McKeesport and Duquesne", and "\$500,000", respectively;

(197) in item number 1015 by striking the project description and inserting "Mississippi River Crossing connecting I-94 and US 10 between US 160 and TH 101, MN";

(198) in item number 1101 by striking the project description and inserting "I-285 underpass/tunnel assessment and engineering and interchange improvements in Sandy Springs";

(199) in item number 1211 by striking the matters in the State, project description, and amount columns and inserting "PA", "Road improvements and upgrades related to the Pennsylvania State Baseball Stadium", and "\$500,000", respectively;

(200) in item number 1345 by striking "to Stony Creek Park, 25 Mile Road in Shelby Township" and inserting "south to the city of Utica";

(201) in item number 1501 by striking the project description and inserting "Construction and right-of-way acquisition of TH 241, CSAH 35 and associated streets in the city of St. Michael";

(202) in item number 1525 by striking "north of CSX RR Bridge" and inserting "US Highway 90";

(203) in item number 1847 by striking "Ferry" and inserting "Dock";

(204) in item number 2031 by striking the project description and inserting "Construct and improve Westside Parkway in Fulton County";

(205) in item number 2103 by striking "\$2,000,000" and inserting "\$3,000,000";

(206) in item number 2219 by striking "SR 91 in City of Twinsburg, OH" and inserting "Center Valley Parkway in Twinsburg, OH";

(207) in item number 2302 by inserting "and other road improvements to Safford Street" after "crossings";

(208) in item number 2560 by striking the project description and inserting "I-285 underpass/tunnel assessment and engineering and interchange improvements in Sandy Springs";

(209) in item number 2563 by striking the project description and amount and inserting "Construct hike and bike path as part of Bridgeview Bridge replacement in Macomb County" and "\$486,400", respectively;

(210) in item number 2698 by striking the project description and inserting "Interchanges at I-95/Ellis Road and between Grant Road and Micco Road, Brevard County";

(211) in item number 3141 by striking "\$2,800,000" and inserting "\$1,800,000";

(212) by striking item number 3160;

(213) in item number 3353 by inserting "and construction" after "mitigation";

(214) in item number 996 by striking "\$2,000,000" and inserting "\$687,000";

(215) in item number 2166 by striking the project description and inserting "Design, right-of-way acquisition, and construction for I-35 and CSAH2 interchange and CSAH2 corridor to TH61 in Forest Lake";

(216) in item number 3251 by striking the project description and inserting "I-94 and Radio Drive Interchange and frontage road project, design, right-of-way, and construction, Woodbury";

(217) in item number 1488 by striking the project description and inserting "Construct a 4-lane highway between Maverick Junction and the Nebraska border";

(218) in item number 3240 by striking the project description and inserting "Railroad-highway crossings in Pierre";

(219) in item number 1738 by striking "Paving" and inserting "Planning, design, and construction";

(220) in item number 3672 by striking the project description and inserting "Pave remaining stretch of BIA Route 4 from the junction of the BIA Route 4 and N8031 in Pinon, AZ, to the Navajo and Hopi border";

(221) in item number 2424 by striking "Construction" and inserting "preconstruction (including survey and archeological clearances) and construction";

(222) in item number 1216 by striking the matters in the State, project description, and amount columns and inserting "PA", "For roadway construction improvements to Route 222 relocation, Lehigh County", and "\$1,313,000", respectively;

(223) in item number 2956 by striking "\$1,360,000" and inserting "\$2,080,000";

(224) in item number 1256 by striking the matters in the State, project description, and amount columns and inserting "PA", "Construction of a bridge over Brandywine Creek as part of the Boot Road extension project, Downingtown Borough", and "\$700,000", respectively;

(225) in item number 1291 by striking the matters in the State, project description, and amount columns and inserting "PA", "Enhance parking facilities in Chester Springs, Historic Yellow Springs", and "\$20,000", respectively;

(226) in item number 1304 by striking the matters in the State, project description, and amount columns and inserting "PA", "Improve the intersection at SR 100/SR 4003 (Kernsville Road), Lehigh County", and "\$250,000", respectively;

(227) in item number 1357 by striking the matters in the State, project description, and amount columns and inserting "PA", "Intersection signalization at SR 3020 (Newburg Road/Country Club Road, Northampton County)", and "\$250,000", respectively;

(228) in item number 1395 by striking the matters in the State, project description, and amount columns and inserting "PA", "Improve the intersection at SR 100/SR 29, Lehigh County", and "\$220,000", respectively;

(229) in item number 80 by striking "\$4,544,000" and inserting "\$4,731,200";

(230) in item number 2096 by striking "\$4,800,000" and inserting "\$5,217,600";

(231) in item number 1496 by striking the matters in the State, project description, and amount columns and inserting "PA", "Study future needs of East-West road infrastructure in Adams County", and "\$115,200", respectively;

(232) in item number 2193 by striking the project description and inserting "710 Freeway Study to comprehensively evaluate the technical feasibility of a tunnel alternative to close the 710 Freeway gap, considering all practicable routes, in addition to any potential route previously considered, and with no funds to be used for preliminary engineering or environmental review except to the extent necessary to determine feasibility";

(233) in item number 2445 by striking the project description and by inserting "\$600,000 for road and pedestrian safety improvements on Main Street in the Village of Patchogue; \$900,000 for road and pedestrian safety improvements on Montauk Highway, between NYS Route 112 and Suffolk County Road 101 in Suffolk County";

(234) in item number 346 by striking the project description and by inserting "Hansen Dam Recreation Area access improvements, including hillside stabilization and parking lot rehabilitation along Osborne Street between Glenoaks Boulevard and Dronfield Avenue"; and

(235) in item number 449 by striking the project description and inserting "Route 30

and Mount Pleasant Road Interchange Safety Improvements, Westmoreland County, install light installations at intersection and consolidate entrances and exits to Route 30".

(b) UNUSED OBLIGATION AUTHORITY.—Notwithstanding any other provision of law, unused obligation authority made available for an item in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1256) that is repealed, or authorized funding for such an item that is reduced, by this section shall be made available—

(1) for an item in section 1702 of that Act that is added or increased by this section and that is in the same State as the item for which obligation authority or funding is repealed or reduced;

(2) in an amount proportional to the amount of obligation authority or funding that is so repealed or reduced; and

(3) individually for projects numbered 1 through 3676 pursuant to section 1102(c)(4)(A) of that Act (119 Stat. 1158).

(c) ADDITIONAL DISCRETIONARY USE OF SURFACE TRANSPORTATION PROGRAM FUNDS.—Of the funds apportioned to each State under section 104(b)(3) of title 23, United States Code, a State may expend for each of fiscal years 2007 through 2009 not more than \$1,000,000 for the following activities:

(1) Participation in the Joint Operation Center for Fuel Compliance established under section 143(b)(4)(H) of title 23, United States Code, within the Department of the Treasury, including the funding of additional positions for motor fuel tax enforcement officers and other staff dedicated on a full-time basis to participation in the activities of the Center.

(2) Development, operation, and maintenance of electronic filing systems to coordinate data exchange with the Internal Revenue Service by States that impose a tax on the removal of taxable fuel from any refinery and on the removal of taxable fuel from any terminal.

(3) Development, operation, and maintenance of electronic single point of filing in conjunction with the Internal Revenue Service by States that impose a tax on the removal of taxable fuel from any refinery and on the removal of taxable fuel from any terminal.

(4) Development, operation, and maintenance of a certification system by a State of any fuel sold to a State or local government (as defined in section 4221(d)(4) of the Internal Revenue Code of 1986) for the exclusive use of the State or local government or sold to a qualified volunteer fire department (as defined in section 150(e)(2) of such Code) for its exclusive use.

(5) Development, operation, and maintenance of a certification system by a State of any fuel sold to a nonprofit educational organization (as defined in section 4221(d)(5) of such Code) that includes verification of the good standing of the organization in the State in which the organization is providing educational services.

(d) PROJECT FEDERAL SHARE.—Section 1964 of the Safe, Accountable, Flexible, Efficient Transportation Equity: A Legacy for Users (119 Stat. 1519) is amended by adding at the end the following:

"(c) SPECIAL RULE.—Notwithstanding any other provision of law, the Federal share of the cost of the projects described in item numbers 1284 and 3093 in the table contained in section 1702 of this Act shall be 100 percent."

SEC. 106. NONMOTORIZED TRANSPORTATION PILOT PROGRAM.

Section 1807(a)(3) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1460) is amended by striking "Minneapolis-St. Paul,

Minnesota" and inserting "Minneapolis, Minnesota".

SEC. 107. CORRECTION OF INTERSTATE DESIGNATION.

Section 1908(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1469) is amended by striking paragraph (3).

SEC. 108. FUTURE OF SURFACE TRANSPORTATION SYSTEM.

Section 1909(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1471) is amended—

(1) in the matter preceding subparagraph (A) of paragraph (9) by striking "July 1, 2007" and inserting "December 31, 2007";

(2) in paragraph (11)(C) by striking "the Administrator of the Federal Highway Administration" and inserting "the Secretary";

(3) in paragraph (11)(D)(i) by striking ", on a reimbursable basis";

(4) in paragraph (15) by striking "\$1,400,000 for each of fiscal years 2006 and 2007" and inserting "\$1,400,000 for fiscal year 2006 and \$3,400,000 for fiscal year 2007";

(5) by redesignating paragraphs (14), (15), (16), and (17) as paragraphs (15), (16), (17), and (18), respectively; and

(6) by inserting after paragraph (13) the following:

"(14) LIMITATIONS.—Funds made available to carry out this section may be expended only to support the activities of the Commission. No data, analyses, reports, or any other documents prepared for the Commission to fulfill its duties may be provided to or shared with other commissions or task forces until such data, analyses, reports, or documents have been made available to the public."

SEC. 109. BUDGET JUSTIFICATION; BUY AMERICA.

(a) BUDGET JUSTIFICATION.—Section 1926 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1483) is amended by striking "The Department" and inserting "Notwithstanding any other provision of law, the Department".

(b) BUY AMERICA.—Section 1928 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1484) is amended—

(1) by redesignating paragraphs (2) through (5) as paragraphs (3) through (6), respectively; and

(2) by inserting after paragraph (1) the following:

"(2) the current application by the Federal Highway Administration of the Buy America test is only applied to components or parts of a bridge project and not the entire bridge project and this is inconsistent with this sense of Congress;".

SEC. 110. TRANSPORTATION IMPROVEMENTS.

The table contained in section 1934(c) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1486) is amended—

(1) in item number 436 by inserting ", Saole," after "Sua";

(2) in item number 448 by inserting "by removing asphalt and concrete and reinstalling blue cobblestones" after "streets";

(3) by striking item number 451; and

(4) in item number 452 by striking "\$2,000,000" and inserting "\$3,000,000".

SEC. 111. BIA INDIAN ROAD PROGRAM.

Section 1939(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1511) is amended—

(1) by striking "For the villages" and inserting the following:

"(1) IN GENERAL.—For the villages";

(2) by striking ", and the Secretary" and inserting a period and the following:

"(2) FISCAL YEAR 2006.—The Secretary"; and (3) by adding at the end the following:

"(3) FISCAL YEAR 2007.—The Secretary shall pay, from amounts made available to carry out section 202(d) of title 23, United States Code, for fiscal year 2007, the tribal organizations listed in paragraphs (1) and (2) of subsection (a) the difference between the Federal share of the costs of the projects listed in such paragraphs and the amounts paid to the respective tribal organizations for such projects under this section in fiscal year 2006."

SEC. 112. I-95/CONTEE ROAD INTERCHANGE DESIGN.

Section 1961 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1518) is amended—

(1) in the section heading by striking "study" and inserting "design";

(2) by striking subsections (a), (b), and (c) and inserting the following:

"(a) DESIGN.—The Secretary shall make available the funds authorized to be appropriated by this section for the design of the I-95/Contee Road interchange in Prince George's County, Maryland.";

(3) by redesignating subsection (d) as subsection (b); and

(4) in subsection (b)(1) (as so redesignated) by striking "2006" and inserting "2007".

SEC. 113. HIGHWAY RESEARCH FUNDING.

(a) F-SHRP FUNDING.—Notwithstanding any other provision of law, for each of fiscal years 2007 through 2009, at any time at which an apportionment is made of the sums authorized to be appropriated for the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the bridge program, or the highway safety improvement program, the Secretary of Transportation shall—

(1) deduct from each apportionment an amount not to exceed 0.205 percent of the apportionment; and

(2) transfer or otherwise make that amount available to carry out section 510 of title 23, United States Code.

(b) CONFORMING AMENDMENTS.—

(1) FUNDING.—Section 5101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1779) is amended—

(A) in subsection (a)(1) by striking "509, and 510" and inserting "and 509";

(B) in subsection (a)(4) by striking "\$69,700,000" and all that follows through "2009" and inserting "\$40,400,000 for fiscal year 2005, \$69,700,000 for fiscal year 2006, \$76,400,000 for each of fiscal years 2007 and 2008, and \$78,900,000 for fiscal year 2009"; and

(C) in subsection (b) by inserting after "50 percent" the following "or, in the case of funds appropriated by subsection (a) to carry out section 5201, 5202, or 5203 of this Act, 80 percent".

(2) FUTURE STRATEGIC HIGHWAY RESEARCH PROGRAM.—Section 5210 of such Act (119 Stat. 1804) is amended—

(A) by striking subsection (c); and

(B) by redesignating subsection (d) as subsection (c).

(c) CONTRACT AUTHORITY.—Funds made available under this section 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 shall be determined under section 510(f) of that title.

(d) APPLICABILITY OF OBLIGATION LIMITATION.—Funds made available under this section shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs under sec-

tion 1102 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (23 U.S.C. 104 note; 119 Stat. 1157) or any other Act.

(e) EQUITY BONUS FORMULA.—Notwithstanding any other provision of law, in allocating funds for the equity bonus program under section 105 of title 23, United States Code, for each of fiscal years 2007 through 2009, the Secretary of Transportation shall make the required calculations under that section as if this section had not been enacted.

(f) FUNDING FOR RESEARCH ACTIVITIES.—Of the amount made available by section 5101(a)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1779)—

(1) at least \$1,000,000 shall be made available for each of fiscal years 2007 through 2009 to carry out section 502(h) of title 23, United States Code; and

(2) at least \$4,900,000 shall be made available for each of fiscal years 2007 through 2009 to carry out section 502(i) of that title.

(g) TECHNICAL AMENDMENTS.—

(1) SURFACE TRANSPORTATION RESEARCH.—Section 502 of title 23, United States Code, is amended by striking the first subsection (h), relating to infrastructure investment needs reports beginning with the report for January 31, 1999.

(2) ADVANCED TRAVEL FORECASTING PROCEDURES PROGRAM.—Section 5512(a)(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1829) is amended by striking "PROGRAM APPRECIATION—" and inserting "PROGRAM APPLICATION—".

(3) UNIVERSITY TRANSPORTATION RESEARCH.—Section 5506 of title 49, United States Code, is amended—

(A) in subsection (i)—

(i) by striking "In order to" and inserting the following:

"(1) IN GENERAL.—In order to"; and (ii) by adding at the end the following:

"(2) SPECIAL RULE.—Nothing in paragraph (1) requires a nonprofit institution of higher learning designated as a Tier II university transportation center to maintain total expenditures as described in paragraph (1) in excess of the amount of the grant awarded to the institution.;" and

(B) in subsection (k)(3) by striking "The Secretary" and all that follows through "to carry out this section" and inserting "For each of fiscal years 2007 through 2009, the Secretary shall expend not more than 1.5 percent of amounts made available to carry out this section".

SEC. 114. RESCISSON.

Section 10212 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (as amended by section 1302 of the Pension Protection Act of 2006 (Public Law 109-280)) (119 Stat. 1937; 120 Stat. 780) is amended by striking "\$8,593,000,000" each place it appears and inserting "\$8,710,000,000".

SEC. 115. TEA-21 TECHNICAL CORRECTIONS.

(a) SURFACE TRANSPORTATION PROGRAM.—Section 1108(f)(1) of the Transportation Equity Act for the 21st Century (23 U.S.C. 133 note; 112 Stat. 141) is amended by striking "2003" and inserting "2009".

(b) PROJECT AUTHORIZATIONS.—The table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 257) is amended in item number 1096 (as amended by section 1703(a)(11) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1454)) by inserting ", and planning and construction to Heisley Road," before "in Mentor, Ohio".

SEC. 116. DEFINITION OF REPEAT INTOXICATED DRIVER LAW.

Section 164(a)(5) of title 23, United States Code, is amended by striking subparagraphs (A) and (B) and inserting the following:

“(A) receive—

“(i) a driver’s license suspension for not less than 1 year; or

“(ii) a combination of suspension of all driving privileges for the first 45 days of the suspension period followed by a reinstatement of limited driving privileges for the purpose of getting to and from work, school, or an alcohol treatment program if an ignition interlock device is installed on each of the motor vehicles owned or operated, or both, by the individual;

“(B) be subject to the impoundment or immobilization of, or the installation of an ignition interlock system on, each motor vehicle owned or operated, or both, by the individual;”.

SEC. 117. RESEARCH TECHNICAL CORRECTION.

Section 5506(e)(5)(C) of title 49, United States Code, is amended by striking “\$2,225,000” and inserting “\$2,250,000”.

SEC. 118. BUY AMERICA.

Section 313 of title 23, United States Code, is amended by adding at the end the following:

“(g) WAIVERS.—

“(1) WRITTEN JUSTIFICATIONS.—If the Secretary determines that it is necessary to waive the application of subsection (a) in accordance with subsection (b), the Secretary shall, before the waiver becomes effective—

“(A) publish in the Federal Register a detailed written justification as to why the waiver is needed; and

“(B) provide the public with a reasonable period of time for notice and comment.

“(2) ANNUAL REPORT.—Not later than one year after the date of enactment of this subsection, and annually thereafter, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on the Environment and Public Works of the Senate a report on any waivers granted under subsection (b).”.

SEC. 119. EFFICIENT USE OF EXISTING HIGHWAY CAPACITY.

(a) STUDY.—The Secretary of Transportation shall conduct a study on the impacts of converting left and right highway safety shoulders to travel lanes.

(b) CONTENTS.—In conducting the study, the Secretary shall—

(1) analyze instances in which safety shoulders are used for general purpose vehicle traffic, high occupancy vehicles, and public transportation vehicles;

(2) analyze instances in which safety shoulders are not part of the roadway design;

(3) evaluate whether or not conversion of safety shoulders or the lack of a safety shoulder in the original roadway design has a significant impact on the number of accidents or has any other impact on highway safety; and

(4) compile relevant statistics.

(c) REPORT.—Not later than one year after the date of enactment of this Act, the Secretary shall transmit to Congress a report on the results of the study.

SEC. 120. EFFECTIVE DATE.

(a) IN GENERAL.—Except as otherwise provided in this Act (including subsection (b)), this Act and the amendments made by this Act take effect on the date of enactment of this Act.

(b) EXCEPTION.—

(1) IN GENERAL.—The amendments made by this Act (other than the amendments made by sections 103, 105, 110, and 201(o)) to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; 119 Stat. 1144) shall—

(A) take effect as of the date of enactment of that Act; and

(B) be treated as being included in that Act as of that date.

(2) EFFECT OF AMENDMENTS.—Each provision of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; 119 Stat. 1144) (including the amendments made by that Act) (as in effect on the day before the date of enactment of this Act) that is amended by this Act (other than sections 103, 105, 110, and 201(o)) shall be treated as not being enacted.

TITLE II—TRANSIT PROVISIONS**SEC. 201. TRANSIT TECHNICAL CORRECTIONS.**

(a) SECTION 5302.—Section 5302(a)(10) of title 49, United States Code, is amended by striking “charter,” and inserting “charter, sightseeing”.

(b) SECTION 5303.—

(1) Section 5303(j)(3)(D) of such title is amended—

(A) by inserting “or the identified phase” before “within the time”; and

(B) by inserting “or the identified phase” before the period at the end.

(2) Section 5303(k)(2) of such title is amended by striking “a metropolitan planning area serving”.

(c) SECTION 5307.—Section 5307(b) of such title is amended—

(1) in paragraph (2)(A) by striking “mass transportation” and inserting “public transportation”; and

(2) in paragraph (3) by striking “section 5305(a)” and inserting “section 5303(k)”.

(d) SECTION 5309.—Section 5309(m) of such title is amended—

(1) in the heading for paragraph (2)(A) by striking “MAJOR CAPITAL” and inserting “CAPITAL”; and

(2) in paragraph (7)(B) by striking “section 3039” and inserting “section 3045”.

(e) SECTION 5311.—Section 5311 of such title is amended—

(1) in subsection (g)(1)(A) by striking “for any purpose other than operating assistance” and inserting “for a capital project or project administrative expenses”;

(2) in subsections (g)(1)(A) and (g)(1)(B) by striking “capital” after “net”; and

(3) in subsection (i)(1) by striking “Sections 5323(a)(1)(D) and 5333(b) of this title apply” and inserting “Section 5333(b) applies”.

(f) SECTION 5312.—The heading for section 5312(c) of such title is amended by striking “MASS TRANSPORTATION” and inserting “PUBLIC TRANSPORTATION”.

(g) SECTION 5314.—Section 5314(a)(3) is amended by striking “section 5323(a)(1)(D)” and inserting “section 5333(b)”.

(h) SECTION 5319.—Section 5319 of such title is amended by striking “section 5307(k)” and inserting “section 5307(d)(1)(K)”.

(i) SECTION 5320.—Section 5320 of such title is amended—

(1) in subsection (a)(1)(A) by striking “intra-agency” and inserting “intraagency”;

(2) in subsection (b)(5)(A) by striking “5302(a)(1)(A)” and inserting “5302(a)(1)”;

(3) in subsection (d)(1) by inserting “to administer this section and” after “5338(b)(2)(J)”;

(4) by adding at the end of subsection (d) the following:

“(4) TRANSFERS TO LAND MANAGEMENT AGENCIES.—The Secretary may transfer amounts available under paragraph (1) to the appropriate Federal land management agency to pay necessary costs of the agency for such activities described in paragraph (1) in connection with activities being carried out under this section.”.

(j) SECTION 5323.—Section 5323(n) of such title is amended by striking “section 5336(e)(2)” and inserting “section 5336(d)(2)”.

(k) SECTION 5325.—Section 5325(b) of such title is amended—

(1) in paragraph (1) by inserting before the period at the end “adopted before August 10, 2005”;

(2) by striking paragraph (2); and

(3) by redesignating paragraph (3) as paragraph (2).

(1) SECTION 5336.—

(1) APPORTIONMENTS OF FORMULA GRANTS.—Section 5336 of such title is amended—

(A) in subsection (a) by striking “Of the amount” and all that follows before paragraph (1) and inserting “Of the amount apportioned under subsection (i)(2) to carry out section 5307”;;

(B) in subsection (d)(1) by striking “subsections (a) and (h)(2) of section 5338” and inserting “subsections (a)(1)(C)(vi) and (b)(2)(B) of section 5338”; and

(C) by redesignating subsection (c), as added by section 3034(c) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1628), as subsection (k).

(2) TECHNICAL AMENDMENTS.—Section 3034(d)(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1629), is amended by striking “paragraph (2)” and inserting “subsection (a)(2)”.

(m) SECTION 5337.—Section 5337(a) of title 49, United States Code, is amended by striking “for each of fiscal years 1998 through 2003” and inserting “for each of fiscal years 2005 through 2009”.

(n) SECTION 5338.—Section 5338(d)(1)(B) of such title is amended by striking “section 5315(a)(16)” and inserting “section 5315(b)(2)(P)”.

(o) SAFETEA-LU.—

(1) SECTION 3037.—Section 3037(c)(3) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1636) is amended by striking “Phase II”.

(2) SECTION 3040.—Section 3040(4) of such Act (119 Stat. 1639) is amended by striking “\$7,871,895,000” and inserting “\$7,872,893,000”.

(3) SECTION 3043.—

(A) PORTLAND, OREGON.—Section 3043(b)(27) of such Act (119 Stat. 1642) is amended by inserting “Milwaukie” after “Mall”.

(B) SAN DIEGO.—Section 3043(c)(105) of such Act (119 Stat. 1645) is amended by striking “LOSSAN Del Mar-San Diego—Rail Corridor Improvements” and inserting “LOSSAN Rail Corridor Improvements”.

(C) SAN DIEGO.—Section 3043(c)(217) of such Act (119 Stat. 1648) is amended by striking “San Diego” and inserting “San Diego Transit”.

(D) LIVERMORE.—Section 3043(c) of such Act (119 Stat. 1645) is amended by inserting after paragraph (102) the following:

“(102A) Livermore, California—Livermore Amador Valley Transit Authority BRT.”.

(E) SACRAMENTO.—Section 3043(c)(204) of such Act (119 Stat. 1647) is amended by striking “Downtown”.

(4) SECTION 3044.—

(A) PROJECTS.—The table contained in section 3044(a) of such Act (119 Stat. 1652) is amended—

(i) in item 25—

(I) by striking “\$217,360” and inserting “\$167,360”; and

(II) by striking “\$225,720” and inserting “\$175,720”;

(ii) in item number 36 by striking the project description and inserting “Los Angeles County Metropolitan Transportation Authority (LACMTA) for bus and bus-related facilities in the LACMTA’s service area”;

(iii) in item number 71 by inserting “Metropolitan Bus Authority” after “Puerto Rico”;

(iv) in item number 84 by striking the project description and inserting “Improvements to the existing Sacramento Intermodal Facility (Sacramento Valley Station)”;

(v) in item number 94 by striking the project description and inserting “Pacific Transit, WA Vehicle Replacement”;

(vi) in item number 120 by striking “Dayton Airport Intermodal Rail Feasibility Study” and inserting “Greater Dayton Regional Transit Authority bus facilities”;

(vii) in item number 152 by inserting “Metropolitan Bus Authority” after “Puerto Rico”;

(viii) in item number 416 by striking “Improve marine intermodal” and inserting “Improve marine dry-dock and”;

(ix) by adding at the end—

(I) in the project description column “666, New York City, NY, rehabilitation of subway stations to include passenger access improvements including escalators or installation of infrastructure for security and surveillance purposes”; and

(II) in each of the FY08 and FY09 columns by inserting “\$50,000”;

(x) in item number 457—

(I) by striking “\$65,000” and inserting “\$0”; and

(II) by striking “\$67,500” and inserting “\$0”; and

(xi) in item number 458—

(I) by striking “\$65,000” and inserting “\$130,000”;

(II) by striking “\$67,500” and inserting “\$135,000”; and

(xii) in item number 57 by striking the project description and inserting “Wilmington, NC, maintenance, operations and administration, transfer facilities”.

(B) SPECIAL RULE.—Section 3044(c) of such Act (119 Stat. 1705) is amended—

(i) by inserting “, or other entity,” after “State or local governmental authority”; and

(ii) by striking “projects numbered 258 and 347” and inserting “projects numbered 258, 347, and 411”.

(5) SECTION 3046.—Section 3046(a)(7) of such Act (119 Stat. 1708) is amended—

(A) by striking “hydrogen fuel cell vehicles” and inserting “hydrogen fueled vehicles”;

(B) by striking “hydrogen fuel cell employee shuttle vans” and inserting “hydrogen fueled employee shuttle vans”; and

(C) by striking “in Allentown, Pennsylvania” and inserting “to the DaVinci Center in Allentown, Pennsylvania”.

(6) SAN GABRIEL VALLEY—GOLD LINE FOOTHILL EXTENSION PHASE II.—In evaluating the local share of the San Gabriel Valley—Gold Line Foothill Extension Phase II project authorized by section 3043(b)(33) of such Act (119 Stat. 1642) in the new starts rating process, the Secretary of Transportation shall give consideration to project elements of the San Gabriel Valley—Gold Line Foothill Extension Phase I project advanced with 100 percent non-Federal funds.

TITLE III—OTHER PROVISIONS

SEC. 301. TECHNICAL AMENDMENTS RELATING TO MOTOR CARRIER SAFETY.

(a) CONFORMING AMENDMENT RELATING TO HIGH-PRIORITY ACTIVITIES.—Section 31104(f) of title 49, United States Code, is amended by striking the designation and heading for paragraph (1) and by striking paragraph (2).

(b) NEW ENTRANT AUDITS.—

(1) CORRECTIONS OF REFERENCES.—Section 4107(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1720) is amended—

(A) by striking “Section 31104” and inserting “Section 31144”; and

(B) in paragraph (1) by inserting “(c)” after “the second subsection”.

(2) CONFORMING AMENDMENT.—Section 7112 of such Act (119 Stat. 1899) is amended by striking subsection (c).

(c) PROHIBITED TRANSPORTATION.—Section 4114(c)(1) of the such Act (119 Stat. 1726) is amended by striking “the second subsection (c)” and inserting “(f)”.

(d) EFFECTIVE DATE RELATING TO MEDICAL EXAMINERS.—Section 4116(f) of such Act (119 Stat. 1728) is amended by striking “amendment made by subsection (a)” and inserting “amendments made by subsections (a) and (b)”.

(e) ROADABILITY TECHNICAL CORRECTION.—Section 31151(a)(3)(E)(ii) of title 49, United States Code, is amended by striking “Act” and inserting “section”.

(f) CORRECTION OF SUBSECTION REFERENCE.—Section 4121 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1734) is amended by striking “31139(f)(5)” and inserting “31139(g)(5)”.

(g) CDL LEARNER’S PERMIT PROGRAM TECHNICAL CORRECTION.—Section 4122(2)(A) of such Act (119 Stat. 1734) is amended by striking “license” and inserting “licenses”.

(h) CDL INFORMATION SYSTEM FUNDING REFERENCE.—Section 31309(f) of title 49, United States Code, is amended by striking “31318” and inserting “31313”.

(i) CLARIFICATION OF REFERENCE.—Section 229(a)(1) of the Federal Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 31136 note; 119 Stat. 1743) is amended by inserting “of title 49, United States Code,” after “31502”.

(j) REGISTRATION OF BROKERS.—Section 4142(c)(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1747) is amended by inserting “each place it appears” before the semicolon.

(k) REDESIGNATION OF SECTION.—The second section 39 of chapter 2 of title 18, United States Code, relating to commercial motor vehicles required to stop for inspections, and the item relating to such section in the analysis for such chapter, are redesignated as section 40.

(l) OFFICE OF INTERMODALISM.—Section 5503 of title 49, United States Code, is amended—

(1) in subsection (f)(2) by striking “Surface Transportation Safety Improvement Act of 2005”, and inserting “Motor Carrier Safety Reauthorization Act of 2005”; and

(2) by redesignating the first subsection (h), relating to authorization of appropriations, as subsection (i) and moving it after the second subsection (h).

(m) USE OF FEES FOR UNIFIED CARRIER REGISTRATION SYSTEM.—Section 13908 of title 49, United States Code, is amended by redesignating subsection (e) as subsection (f) and by inserting after subsection (d) the following:

“(e) USE OF FEES FOR UNIFIED CARRIER REGISTRATION SYSTEM.—Fees collected under this section may be credited to the Department of Transportation appropriations account for purposes for which such fees are collected and shall be available for expenditure for such purposes until expended.”.

(n) COMMERCIAL MOTOR VEHICLE DEFINITION.—Section 14504(a)(1)(B) of title 49, United States Code, is amended by striking “a motor carrier required to make any filing or pay any fee to a State with respect to the motor carrier’s authority or insurance related to operation within such State, the motor carrier” and inserting “determining the size of a motor carrier or motor private carrier’s fleet in calculating the fee to be paid by a motor carrier or motor private carrier pursuant to subsection (f)(1), the motor carrier or motor private carrier”.

(o) CLARIFICATION OF UNREASONABLE BURDEN.—Section 14504a(c)(2) of title 49, United States Code, is amended by striking “inter-

state” the last place it appears and inserting “intrastate”.

(p) CONTENTS OF AGREEMENT TYPO.—Section 14504a(f)(1)(A)(ii) of title 49, United States Code, is amended by striking “or” the last place it appears.

(q) OTHER UNIFIED CARRIER REGISTRATION SYSTEM TECHNICAL CORRECTIONS.—Section 14504a of title 49, United States Code, is amended—

(1) in subsection (c)(1)(B) by striking “the a” and inserting “a”; and

(2) in subsection (f)(1)(A)(i) by striking “in connection with the filing of proof of financial responsibility”.

(r) TERMINATION OF REGISTRATION PROVISIONS.—Section 4305(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1764) is amended by striking “12 months” and inserting “24 months”.

(s) IDENTIFICATION OF VEHICLES.—Section 14506(b)(2) of title 49, United States Code, is amended by inserting before the semicolon at the end the following: “or under an applicable State law if, on October 1, 2006, the State has a form of highway use taxation not subject to collection through the International Fuel Tax Agreement”.

(t) DRIVEAWAY SADDLEMOUNT VEHICLE.—

(1) DEFINITION.—Section 3111(a)(4) of title 49, United States Code, is amended—

(A) in the paragraph heading by striking “DRIVE-AWAY SADDLEMOUNT WITH FULLMOUNT” and inserting “DRIVEAWAY SADDLEMOUNT”;

(B) by striking “drive-away saddlemount with fullmount” and inserting “driveaway saddlemount”; and

(C) by inserting “Such combination may include one fullmount.” after the period at the end.

(2) IN GENERAL.—Section 3111(b)(1)(D) of such title is amended by striking “a driveaway saddlemount with fullmount” and inserting “all driveaway saddlemount”.

SEC. 302. TECHNICAL AMENDMENTS RELATING TO HAZARDOUS MATERIALS TRANSPORTATION.

(a) DEFINITION OF HAZMAT EMPLOYEES.—Section 7102(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1892) is amended—

(1) by striking “(3)(A)” and inserting “(3)”;

(2) in subparagraph (A) by striking “clause (i)” and inserting “clause (i) of subparagraph (A)”; and

(3) in subparagraph (B) by striking “clause (ii)” and inserting “subparagraph (A)(ii)”.

(b) TECHNICAL CORRECTION.—Section 5103a(g)(1)(B)(ii) of title 49, United States Code, is amended by striking “Act” and inserting “subsection”.

(c) RELATIONSHIP TO OTHER LAWS.—Section 7124(3) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1908) is amended by inserting “the first place it appears” before “and inserting”.

(d) REPORT.—Section 5121(h) of title 49, United States Code, is amended—

(1) in paragraph (2) by striking “exemptions” and inserting “special permits”; and

(2) in paragraph (3) by striking “exemption” and inserting “special permit”.

(e) SECTION HEADING.—Section 5128 of title 49, United States Code, is amended by striking the section designation and heading and inserting the following:

“§ 5128. Authorization of appropriations”.

(f) CHAPTER ANALYSIS.—The analysis for chapter 57 of title 49, United States Code, is amended in the item relating to section 5701 by striking “Transportation” and inserting “transportation”.

(g) NORMAN Y. MINETA RESEARCH AND SPECIAL PROGRAMS IMPROVEMENT ACT.—Section

5(b) of the Norman Y. Mineta Research and Special Programs Improvement Act (49 U.S.C. 108 note; 118 Stat. 2427) is amended by inserting “(including delegations by the Secretary of Transportation)” after “All orders”.

(h) SHIPPING PAPERS.—Section 5110(d)(1) of title 49, United States Code, is amended—

(1) in the subsection heading by striking “SHIPPIERS” and inserting “OFFERORS”; and
(2) by striking “shipper’s” and inserting “offeror’s”.

(i) NTSB RECOMMENDATIONS.—Section 19(1) of the Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006 (49 U.S.C. 60102 note; 120 Stat. 3498) is amended by striking “165” and inserting “1165”.

SEC. 303. HIGHWAY SAFETY.

(a) STATE MINIMUM APPORTIONMENTS FOR HIGHWAY SAFETY PROGRAMS.—Effective October 1, 2007, section 402(c) of the title 23, United States Code, is amended by striking “The annual apportionment to each State shall not be less than one-half of 1 per centum” and inserting “The annual apportionment to each State shall not be less than three-quarters of 1 percent”.

(b) TECHNICAL CORRECTIONS.—

(1) Section 2002(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1521) is amended—

(A) by striking paragraph (2); and

(B) by redesignating paragraphs (3) and (4) as (2) and (3), respectively.

(2) Section 2007(b)(1) of such Act (119 Stat. 1529) is amended—

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

(B) by striking “and” at the end of subparagraph (B); and

(C) by striking subparagraph (C).

(3) Effective August 10, 2005, section 410(c)(7)(B) of title 23, United States Code, is amended by striking “clause (i)” and inserting “clauses (i) and (ii)”.

(4) Section 411 of title 23, United States Code, is amended by redesignating the second subsection (c), relating to administration expenses, and subsection (d) as subsections (d) and (e), respectively.

SEC. 304. REPEAL OF NATIONAL SURFACE TRANSPORTATION COMMISSION.

Section 11142 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1961), and the item relating to such section in the table of contents contained in section 1(b) of such Act, are repealed.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Arkansas (Mr. BOOZMAN) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 1195.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this legislation is truly a compendium of technical corrections. When you look at a bill the magnitude of SAFETEA-LU and its extraordinary importance in our economy, and I be-

lieve the signature accomplishment of the last Congress, there are bound to be some drafting errors and other minor concerns in the legislation. We recognized those quite early on and had hoped to pass this bill, this technical corrections bill, during the last Congress; but it was never considered by the Senate, as are so many things that we do around here. Hopefully, this time we will get this needed work done.

There are some essential things to be accomplished in this legislation. There is an oversight in the bill that results in the Surface Transportation Research Development and Deployment account being oversubscribed. People say, who cares.

Well, actually it means that critical programs for the Federal Highway Administration Legacy Research and research programs will not be funded, and that creates a major problem. For instance, this would mean that we would not get the biennial “Conditions and Performance Report.” If we are going to maintain and improve our Nation’s transportation infrastructure, we need to understand its status, its condition, and its need for future investment as we move toward yet another transportation bill in the coming Congress.

It provides appraisals of highways, bridges, and transit finance, their expenditures in those accounts, and compares it to the needs we have, operational performance and future investment requirements.

It also would free up additional funding for the National Surface Transportation Policy and Revenue Study Commission, something that was created as part of SAFETEA-LU and has yet to get its work accomplished. We have charged them with both looking at and assessing the future needs, building on the requirements I just mentioned, the annual reports of the Department of Transportation, but even going beyond that to determine our infrastructure needs both to maintain the current infrastructure, to enhance it, and to mitigate congestion and to move toward a less congested and more fuel-efficient transportation future.

They have also been charged with looking at how we pay for these vital investments and assessing the current revenue source, the gas tax, and some assorted excise taxes with future needs. This is again critical work to be done by that commission.

This will better fund their work and give them some of the staff assistance they need, give them the capability of obtaining the data that they need, and extend the deadline for the report to Congress, which will be a crucial building block in the next transportation bill, by 6 months. We have now set a deadline of December 31, 2007.

The bill also clarifies something regarding a sense of Congress regarding the buy America requirement. We feel that the Federal Highway Administration is not implementing the Buy America Act consistent with our

Congress’s, statutory intent. They are beginning to break projects down into segments in a way that was not anticipated so that they can basically go around some of the buy America requirements. We want to reinforce here that the separate component test is not what we intended, and the amendment included in this bill is intended to clarify congressional intent and provide guidance to the Federal Highway Administration in the implementation of that section of the bill.

Mr. Speaker, I reserve the balance of my time.

Mr. BOOZMAN. Mr. Speaker, I would like to thank the chairman for leading the charge on this important technical corrections bill. I want to voice my support for H.R. 1195, and I encourage my colleagues to do the same.

In the time that has passed since SAFETEA-LU was signed into law, we have heard from the Department of Transportation and several States regarding fixes to different programs and high-priority projects. H.R. 1195 addresses most of the areas that need correction.

It is important to note that this bill does not make substantial policy changes to SAFETEA-LU. Rather, this bill corrects provisions that were not workable in SAFETEA-LU. After we pass this bill, SAFETEA-LU will finally be able to accomplish what Congress voted to do 2 years ago.

The bulk of this bill is section 105, which makes changes to over 200 of the high-priority projects in section 1702 of SAFETEA-LU. These changes address surface transportation projects in the bill that were unable to be executed, clarifying recipients, and increasing certain project funding levels, and decreasing others to achieve budget neutrality.

The bill also makes a critical correction in the Transportation Research Program authorized in SAFETEA-LU. Errors were made in the research section of SAFETEA-LU that weakened the legacy research programs carried out by the Department of Transportation. This bill addresses that problem.

The bill also extends the reporting deadline for the National Surface Transportation Policy and Review Study Commission established in SAFETEA-LU. This important commission is tasked with recommending a new direction in funding and policy for our surface transportation programs, and we look forward to seeing their final report.

Again, thank you, Mr. Chairman, for revitalizing this technical corrections bill. I hope all of my colleagues will join me in supporting the bill.

Mr. Speaker, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I reserve the balance of my time.

Mr. BOOZMAN. Mr. Speaker, I yield such time as he may desire to the gentleman from Alaska (Mr. YOUNG).

(Mr. YOUNG of Alaska asked and was given permission to revise and extend his remarks.)

Mr. YOUNG of Alaska. Mr. Speaker, I would like to thank the gentleman from Oregon (Mr. DEFAZIO) for bringing this bill forth, and Mr. OBERSTAR, the chairman of the full committee. This was our bill. We worked on this jointly. Some people say, Why do you need a technical corrections bill?

If you remember, every highway bill we have ever passed has gone through a series of technical correction adjustments because when we write a bill, sometimes it is misinterpreted by highway departments and municipalities. This is purely a technical corrections bill. It adds nothing; it takes nothing away.

Again, we passed a good piece of legislation 2 years ago. It has been implemented, but it will be implemented in a better way with these corrections.

I have talked with the gentleman from Oregon and all he has to say is "yes" or "no." Regarding Providence Hospital of Anchorage, we are looking for a solution to a problem. I agree that we shouldn't be paying for something that is already done, but I would like to have those moneys available to improve the transportation to the center hub of health care in the city of Anchorage. It is my understanding that the gentleman has agreed to work with me in conference to try to solve that problem.

Mr. DEFAZIO. Mr. Speaker, will the gentleman yield?

Mr. YOUNG of Alaska. I yield to the gentleman from Oregon.

Mr. DEFAZIO. Absolutely. The gentleman from Alaska has had extensive conversation with the chairman of the committee. It is my understanding that he is fully committed to helping resolve this issue.

There is a problem with retroactive reimbursement, but we are looking at other ways to deal with critical access to a vital health facility in Anchorage.

Mr. YOUNG of Alaska. I thank the gentleman, and I look forward to working with the gentleman and the chairman of the full committee on the new highway bill.

I believe that the adjustments in this bill for the commission are set up for finding ways to fund, and it is crucially important to make sure that they have enough time to do that job. We are right in the process of not only finishing up SAFETEA-LU, but now we are in the process of beginning to write another bill which has to address the issue of transportation in this country.

As you know how strong I supported the funding and the methods of funding previously was not successful, I think this Congress has a responsibility to provide the transportation for the Nation as a whole that can do the job.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

I want to thank the gentleman from Alaska (Mr. YOUNG) for his leadership as chairman of the full committee as we went through that process in the last Congress, and also the fact that he is willing to get out front at the begin-

ning to begin to try to address what is actually an investment deficit so far as it goes to transportation in the United States, something that can be easily recognized if one travels to other countries and sees how committed they are, particularly to competitors like China and the investments they are making which are absolutely on a massive scale to make their economy more efficient to move their people more efficiently.

We need to not only maintain what we have and live on the benefits of our past investment; we need to ensure more robust future investments. I assure the gentleman I have begun a series of hearings that are on two tracks in the subcommittee I chair to look both at the future investment needs and also potential ways to raise the funds we need to make those investments.

I look forward to working with the gentleman and others as we go through that process.

I do want to assure Members since there is a new sensitivity around here about PAYGO that H.R. 1195 complies fully with House budget rules; and although it only addresses changes to previously authorized projects, not new projects, it also fully adheres to the new House Member earmark disclosure requirements.

This is legislation that I recommend wholly to my colleagues, and they can vote for it in good conscience. It will help build our future and realize the full dream of SAFETEA-LU as we move through its full term.

Mr. Speaker, I reserve the balance of my time.

Mr. BOOZMAN. Mr. Speaker, in closing, I want to thank Mr. DEFAZIO, Mr. DUNCAN, Mr. OBERSTAR, and Mr. MICA, and certainly their staffs, for working so hard together to rectify the technical corrections that we are addressing in SAFETEA-LU. And I also want to thank our former chairman, the gentleman from Alaska (Mr. YOUNG), for his hard work in providing the leadership that we had in the last Congress to get the SAFETEA-LU bill done.

Mr. MICA. Mr. Speaker, H.R. 1195 makes technical corrections to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005. This is a non-controversial, bipartisan bill that is intended to correct drafting errors, make technical fixes, and clarify Congressional intent on several provisions of the SAFETEA-LU.

This legislation is very similar to the two bills that passed the House last year, but were never considered by the Senate.

Although H.R. 1195, as amended, only addresses changes to previously authorized projects, the Committee on Transportation and Infrastructure, per my direction, has required Members of Congress to submit earmark disclosure certifications pursuant to Rule XXI of the Rules of the House of Representatives. In addition, the bill, as amended, complies with pay-as-you-go budget rules.

SAFETEA-LU has been very successful and effective. Building on previous surface transportation acts, SAFETEA-LU provides the programmatic framework and investments necessary to begin addressing the nation's growing surface transportation needs. However, as with legislation of this magnitude, there were inadvertent drafting errors. The changes in this bill are required to ensure that all policies, programs, and projects embodied in the authorization act are implemented as intended by Congress.

In particular, this bill makes critical fixes to the transportation research program authorized in SAFETEA-LU. Errors were made in the research program funding calculations that resulted in lower than intended funding levels

we are making is to strengthen the Federal Highway research program by ensuring the continuation of the legacy research programs carried out by the Department of Transportation.

The majority of this bill is section 105, which makes changes to over 200 of the high priority projects in sec. 1702 of SAFETEA-LU. These changes address "broken" surface transportation projects, clarifying recipients and increasing certain project funding levels and decreasing others to achieve budget neutrality.

There is one purely technical correction that is not included in this package. SAFETEA-LU inadvertently changed certain regulations for trucks with a gross vehicle weight of less than 10,000 pounds.

One of the implications of this error is that operators of these trucks no longer have to register or file insurance with DOT. Consequently, DOT can not regulate them for safety purposes.

When Congress passed SAFETEA-LU, this change was not a policy change Congress knew about or intended to make. If Congress wanted to make this change, we would have debated and discussed it. Rather, this was something we were not aware of and has had very serious unintended consequences—especially for small businesses.

I hope the Chairman, along with our colleagues in the Senate, will work with me to correct this technical problem.

Despite the omission of this important correction, I still support this legislation and I encourage my colleagues to do the same.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H.R. 1195, a bill to make technical corrections to the surface transportation act, SAFETEA-LU.

H.R. 1195 makes technical corrections to the surface transportation act, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005. This is a non-controversial, bipartisan bill that is intended to correct drafting errors, make technical fixes, and clarify Congressional intent on several provisions of the SAFETEA-LU.

This legislation is very similar to the two bills that passed the House last year, but were never considered by the Senate.

Although H.R. 1195, as amended, only addresses changes to previously authorized projects, the Committee on Transportation and Infrastructure, per my direction, has required Members of Congress to submit earmark disclosure certifications pursuant to Rule XXI of the Rules of the House of Representatives. In addition, the bill, as amended, complies with pay-as-you-go budget rules.

SAFETEA-LU has been very successful and effective. Building on previous surface transportation acts, SAFETEA-LU provides the programmatic framework and investments necessary to begin addressing the nation's growing surface transportation needs. However, as with legislation of this magnitude, there were inadvertent drafting errors. The changes in this bill are required to ensure that all policies, programs, and projects embodied in the authorization act are implemented as intended by Congress.

In particular, this bill makes critical fixes to the transportation research program authorized in SAFETEA-LU. Errors were made in the research program funding calculations that resulted in lower than intended funding levels

in several research programs. These technical fixes will recapture critical research funds for many essential programs, including:

The Future Strategic Highway Research Program, a concentrated, results-oriented research program focused on solving the top problems of highway safety, reliability, capacity, and renewal; and

The University Transportation Center Program which advances U.S. technology and expertise in the many disciplines comprising transportation through the mechanisms of education, research, and technology.

The bill also clarifies section 1928 of SAFETEA-LU regarding the Sense of Congress concerning Buy America requirements for Federal-aid highway bridge projects. Congress does not believe that the Federal Highway Administration ("FHWA") is implementing the Buy America Act consistent with the statutory intent. Specifically, the "additional cost test" should be conducted on the basis of an entire bridge project, not on separate components of the bridge project. Regrettably, FHWA has applied the test to separate components of a bridge project if the project is broken into several components for contracting purposes. The original Sense of Congress, as well as the amendment included in this bill, is intended to clarify Congressional intent and to provide guidance to the FHWA in its implementation.

Finally, H.R. 1195 modifies the Repeat Intoxicated Driver Law to allow for the use of ignition interlock devices. This change gives States more flexibility to either continue with the current one-year license suspension requirement for repeat offenders, or permit a 45-day license suspension, after which limited driving privileges are reinstated provided an ignition interlock device is placed on the offender's vehicle.

Repeat offenders are a significant part of the United States drunk driving problem, representing about one-third of all Driving Under the Influence (DUI) arrests each year. It is estimated that between 50 and 75 percent of repeat offenders whose licenses have been suspended continue to drive illegally. An ignition interlock device prevents offenders who have alcohol in their system from operating their vehicle, but allows them to continue to drive to work, school, or an alcohol treatment program.

Mr. Speaker, I urge my colleagues to join me in supporting H.R. 1195.

Mr. Speaker, I submit the following exchange of letters between Mr. GORDON and myself regarding this bill.

HOUSE OF REPRESENTATIVES, COMMITTEE ON SCIENCE AND TECHNOLOGY,

Washington, DC, March 26, 2007.

Hon. JAMES L. OBERSTAR,
Chairman, Committee on Transportation and Infrastructure, Washington, DC.

DEAR MR. CHAIRMAN: I am writing to you concerning the jurisdictional interest of the Committee on Science and Technology in matters being considered in H.R. 1195, to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes. The bill amends research portions of H.R. 3, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59), which are within the Committee on Science and Technology's jurisdiction.

The Committee on Science and Technology acknowledges the importance of H.R. 1195

and the need for the legislation to move expeditiously. Therefore, while we have a valid claim to jurisdiction over the bill, I agree not to request a sequential referral. This, of course, is conditional on our mutual understanding that nothing in this legislation or my decision to forgo a sequential referral waives, reduces or otherwise affects the jurisdiction of the Committee on Science and Technology and that a copy of this letter and of your response will be included in the Congressional Record when the bill is considered on the House Floor.

The Committee on Science and Technology also asks that you support our request to be conferees on any provisions over which we have jurisdiction during any House-Senate conference on this legislation.

Thank you for your attention to this matter.

Sincerely,

BART GORDON,
Chairman.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC, March 26, 2007.

Hon. BART GORDON,
Chairman, Committee on Science and Technology, Washington, DC.

DEAR CHAIRMAN GORDON: Thank you for your March 26, 2007 letter regarding H.R. 1195, to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes. Your support for this legislation and your assistance in ensuring its timely consideration are greatly appreciated.

I agree that the research provisions in the bill are of jurisdictional interest to the Committee on Science and Technology. I acknowledge that by forgoing a sequential referral, your Committee is not relinquishing its jurisdiction and I will fully support your request to be represented in a House-Senate conference on those provisions over which the Committee on Science and Technology has jurisdiction in H.R. 1195.

I value your cooperation and look forward to working with you as we move ahead with this important clean air legislation.

Sincerely,

JAMES L. OBERSTAR, M.C.,
Chairman.

Mr. DUNCAN. Mr. Speaker, I would like to thank the Chairman for revitalizing this important technical corrections bill and voice my support for H.R. 1195. I encourage my colleagues to do the same.

There were many minor errors—in policy and in Members projects—in SAFETEA-LU that need technical correction.

Most people may not remember, but the House and Senate actually passed a SAFETEA-LU technical corrections bill that was signed into law in October 2005. That bill was taken up with extreme urgency because it prevented the accidental shutdown of boat safety programs.

In the time that has passed since the October 2005 SAFETEA-LU technical corrections bill was signed into law, we have heard from DOT and various states regarding fixes to different programs and high priority projects. I believe H.R. 1195 addresses most of the areas which need correction.

It is important to note that this bill does not make substantial policy changes to SAFETEA-LU. Rather, this bill corrects provisions that were not "workable" in SAFETEA-LU. After we pass this bill, SAFETEA-LU will finally be able to accomplish what Congress voted to do 2 years ago.

H.R. 1195 addresses all of the true technical corrections except one. This bill does not include a correction to an error in the motor carrier title of SAFETEA-LU.

In SAFETEA-LU, we attempted to harmonize the definition of "commercial motor vehicle" with "motor vehicle". Unintentionally, this change removed trucks weighing 10,000 lbs or less from the truck exemption of the Fair Labor Standards Act and from DOT's safety oversight.

I am very concerned with this change in policy that was never negotiated for or discussed during the bill's original conference.

Now, small trucking business, who will have to change their business plan in order to comply with the law, are going to suffer the most. These are the small businesses who have high overhead and small profits, but are providing necessary services and products to urban areas and rural towns across the country.

This change is going to create great hardships on the small companies who are already in the business and most likely will inhibit others from entering the business.

It is disappointing this Congress has not addressed this problem, but I hope we can do so before final passage of this bill.

Again, thank you, Mr. Chairman, for revitalizing this technical correction bill and I hope all my colleagues will join me in supporting this bill.

Mr. BACA. Mr. Speaker, I rise today to voice my strong support for H.R. 1195. This bill will make essential technical corrections to the Safe, Accountable, Flexible, and Efficient Transportation Equity Act.

I want to thank my friend, Rep. JAMES OBERSTAR, and the Members of the Transportation and Infrastructure Committee for bringing this legislation to the floor.

This legislation will provide support for vital projects to my home state of California, and in particular to the city of San Bernardino, located in my district. I commend the Chairman for his foresight in giving states the flexibility our districts need to carry out these important transportation projects.

I am particularly pleased this bill includes a technical correction for High Priority Project # 2826. This change will allow transportation officials in the Inland Empire to double the number of grade separations constructed on the Alameda Corridor East.

There is no doubt this project will go a long way to help reduce congestion and improve road safety for residents in my home district and all Californians traveling to and from the Inland Empire. I urge my colleagues to support our local communities and cast a vote in favor of H.R. 1195.

Mr. BOOZMAN. Mr. Speaker, I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 1195, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

